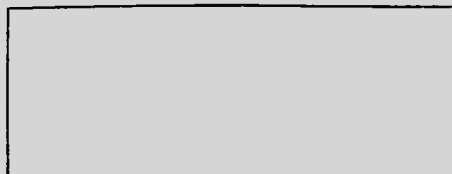


Idell 3^d

Vol. XXIX. No. 748.
Friday, April. 8. 1927
*Registered at the GPO
as a Newspaper*



For the exhilaration of
EASTER
on the road



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



Come out of your shell this Easter with an

11.4 h.p. **CITROËN**

*Delivery NOW
from
Works at Slough*

Supreme Closed Car Value!

FOUR DOORS FULL EQUIPMENT **£190** AS ILLUSTRATED

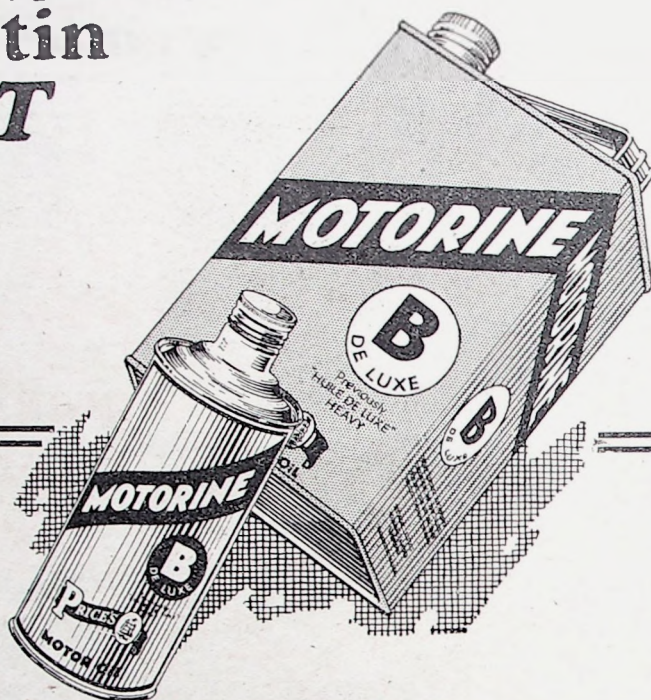
11.4 h.p. Saloon, 4 doors, F.W.B. .. £210

Send for the Citroën Book 18.

CITROËN CARS, LTD., CITROËN BUILDING, HAMMERSMITH, LONDON, W.6.
Showrooms: Devonshire House, Piccadilly, W.1.

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

a new name
a new tin
BUT
the
old
Quality



From now onwards, all grades of Price's Very Special Motor Oils (including the Huile de Luxe range) will be known and graded under the name of MOTORINE. Also, to make it handier for you, these oils are being put up in round quart tins as well as gallons and drums.

Therefore, if you want Huile de Luxe Heavy, ask for Motorine B de Luxe. If it's Huile de Luxe Medium, say Motorine C de Luxe; if Huile de Luxe Zero, then Motorine D de Luxe. That's easy—and worth doing.



Also, the books offered below are worth having. They are free and post free.

MOTORINE

very special oil

COUPON To PRICE'S, The Oil People (Dept. M.E.E.) London, S.W.11

Please send the books I've ticked. "The Car" (), "The Motor Cycle" (). Both () I'm interested.

Name

Address

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

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

ROTAX 1927 TYPE WINDSCREEN

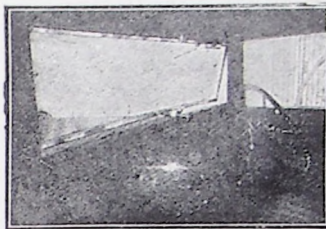
INCORPORATING WEYMAN PATENT DOUBLE EXTENDED LOCK.

THE Rotax Patent Single Panel Screen is the new invention in motoring

Rain, Draught, Rattle, the hitherto unconquerable bugbears of motoring with even the most expensive cars, become things of the past.

Driving vision is wider and uninterrupted, and cleaning is quicker and easier.

When required the Screen is opened or closed instantly by a patent double extending locking



device which, placed conveniently at the bottom of the screen, can be adjusted without interfering with one's driving in the slightest. This is the Screen motorists of experience have been asking for.

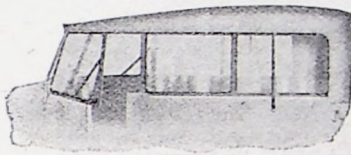
It completely eliminates all the shortcomings of the double screen and looks infinitely smarter! We shall be happy to give your Coach-builders the fullest particulars!

Cat. No. 7759. Price £9:0:0.
Cat. No. 7760 (Lock only). Price £1:0:0.

Opens at bottom sufficient for all ventilation. Supplied with special release attached and side quadrant, so that it can be fully opened if necessary during fog, etc.

ROTAX ALL-WEATHER EQUIPMENT

FOR the many thousands of motorists to whom Saloon Cars are an unattainable luxury, the Rotax All-Weather Equipment provides an efficient and welcome substitute at the cost of a few pounds. They are perfectly rigid with the hood up or down, open with the doors, and are the essence of smartness. Each panel made in 30/1000 gauge celluloid, and trimmed in either Leather Cloth or Twill to match hood (give colour, etc., when ordering). The sizes given on right are merely examples.



WE can curtain any make or size of car. Don't be without this splendid equipment. Although your car is not mentioned herein WE CAN FIT IT AT NO EXTRA COST.

TWO EXAMPLE SIZES.

CITROEN (EB), 4-seater, 6 panels,
2-31½ in. x 15½ in. 2-21 in. x 15½ in.
2-25 in. x 15½ in. Price £7 13 0

JOWETT, 4-seater 6 panels,
2-17½ in. x 15½ in., 2-18½ in. x 15½ in.,
2-17½ in. x 15½ in. Price £6 10 0

(Trimmed rear door only).

ROTAX FOG LAMP



THE Rotax Foglight is designed for fitting on the near side dumb iron and projects a powerful light to the edge of the road. A most useful feature of the lamp is that by switching on, and your headlights off, the dazzle problem is solved with safety. Supplied in either highly polished nickel or brilliant black and nickel finish.

State when ordering finish required—A for nickel; B for black and nickel.

Cat. No. 559. Diam. glass, 3½ in. Price each 30/-

ROTAX SPOT LAMP

FOR finding turnings, reading sign posts, names and numbers of houses, etc., it will be found invaluable. It is equally as useful for repair work, either on the road or in the garage. Fitted with bracket having universal movement, and does not work loose. Supplied as illustrated with fine quality observation mirror.

Dia. of aperture, 3½ in.

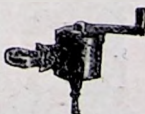
Windscreen Mounting. Cat. No. 550 .. Price each 35/-
Saloon Mounting. Cat. No. 551 .. Price each 35/-

ROTAX DIMMING SWITCH



THE convenient fitting position of the Switch enables you to adjust the power of your headlights from full on to mere glow without removing the hand from the driving wheel. Cat.

No. 3332. Price 15/- each, with flex.
Also supplied for fitting to the dash. Cat.
No. 3333. Price 15/- each, with flex.



ROTAX INSPECTION LAMP

INDISPENSABLE for locating faults and repair work, on the road, or in the garage. Supplied with 6 ft. Flex, Bulb and connection, either SBC or Two-Pin Plug. Polished Brass finish.

Cat. No. 2728. Price each 15/-

BIRMINGHAM - Great King Street.
BIRMINGHAM - Lander Street.
BRISTOL - 25, Temple Street.
BELFAST - 3/8, Galvin Street.
COVENTRY - Priory Street.

ROTAX (MOTOR ACCESSORIES) LIMITED,
WILLESDEN JUNCTION, LONDON, N.W.10.
Telephone: Willesden 2480. Telegrams: "Rodynalite, Phone, London."

DUBLIN - Taylor Bros., 41, Middle Abbey Street.
GLASGOW - 227-229, St. George's Road.
LEEDS - 64, Roseville Road.
MANCHESTER - 591-3, Dean Gate.
NEWCASTLE-ON-TYNE - 68, St. Mary's Place.

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

New World's Records.

Major Segrave, who attained a speed of 207 miles per hour at Daytona on March 29th, cables :—

"Sunbeam Car to-day broke all world's records for mile, kilometre, five kilometre, using your standard petrol as supplied to the public. Sincere thanks for your kind assistance.

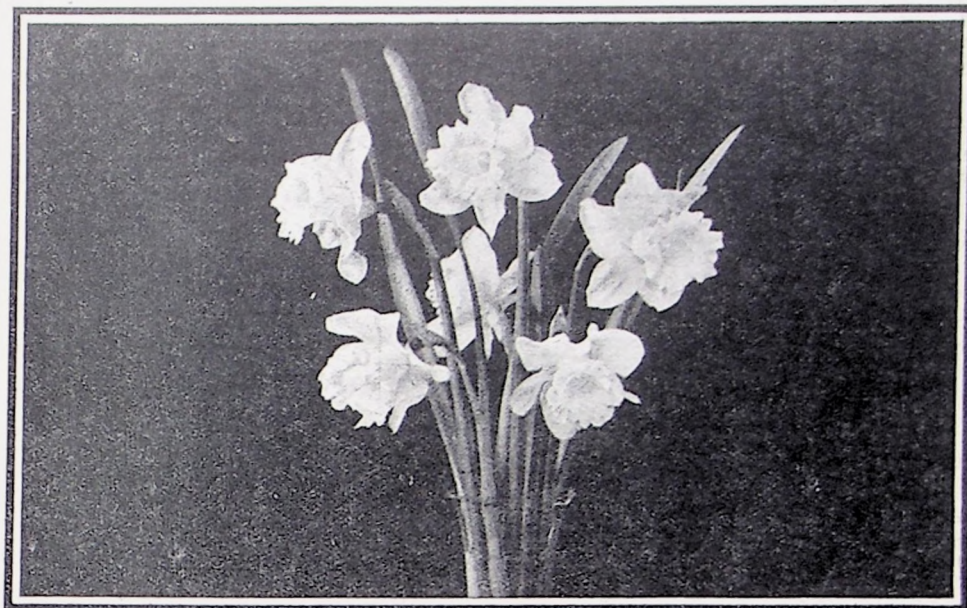
Segrave."

Official record (subject to confirmation) for average of two runs over the mile in opposite directions was 203.841 m.p.h.

The British Petrol

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

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



*"And then my heart with rapture thrills
And dances with the daffodils."*

Wordsworth wrote of a scene in the Lake District, and the call of Nature becomes insistent. No matter where the "daffies" are a-blowing the Jowett will take you there easily, comfortably, cheaply. Start on a fresh spring morning, a happy, care-free day in the woods or by the sea, homing in the twilight, everything seems in tune. But—your car must be in tune also, and the car that most nearly reaches perfection is the Jowett. It will serve you faithfully for a longer time than any other light car. When, regretfully, you decide to change it for a new Jowett, it will command a higher second-hand value than any other car.

Will you write for our literature?

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

Dunlop Balloons 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.

The Annual
EASTER
NUMBER
 of
The Motor

Tuesday, 5th April.

Now
On Sale
Price 4^d.
as usual

EVERY motorist
 should make sure
 of his copy.

This issue is considerably
 increased in size. It
 breathes the spirit of the
 open road and is a veritable
 inspiration to holiday by
 motor.

Those who are looking forward to
 spending a pleasant four days
 with their car at Easter will
 find in this special number just
 that information which will help
 them to realise their aim.

Offices of "The Motor,"
 7-15, Rosebery Avenue,
 London, E.C.1.

Where to go and
 what to see at
EASTER.



Special features :—

**View Points—The Most Com-
 manding Prospects in Great
 Britain.**

**How To Avoid Troubles at
 Easter—The Prevention of
 Mechanical Breakdowns.**

**Picnicking — Where To Go.
 Many Suggestions.**

**Segrave's Record — Special
 Wireless Report and Wire-
 less Pictures.**

Panoramic View of Brooklands
 —Aerial Photograph Explain-
 ing How to Find the Best
 Places to See the Racing.

Why New Roads Are Dangerous
 —Good Visibility which is
 Calculated to Deceive.

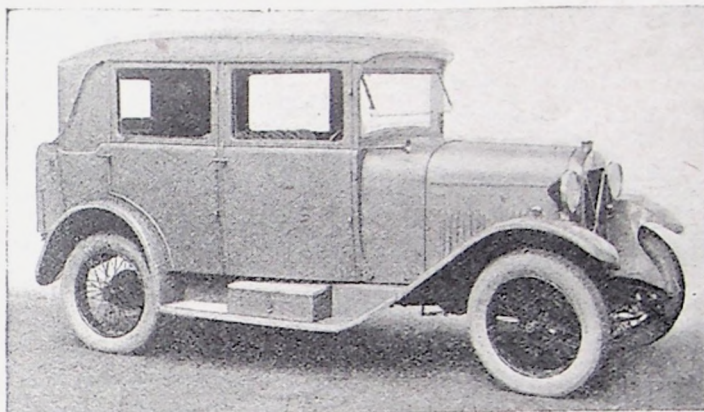
The Woman Motorist Abroad
 —By The Hon. Mrs. Victor
 Bruce.

The Economy of Motor Boating
 —The Cost of Buying and
 Running. By The Editor of
 "The Motor Boat."

The Camera and the Car—
 By Clive Holland.

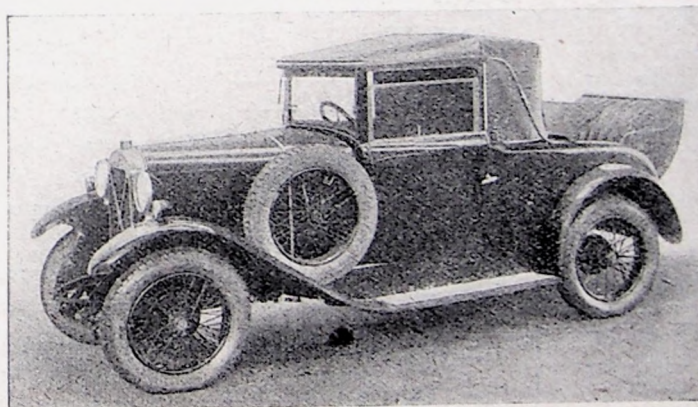
Unquestionably—

A Weymann at £275
for the Family Car



Undoubtedly—

A Coupé at £225
for the Professional Man



Unhesitatingly—a



SOLE CONCESSIONAIRES FOR UNITED KINGDOM AND BRITISH DOMINIONS:

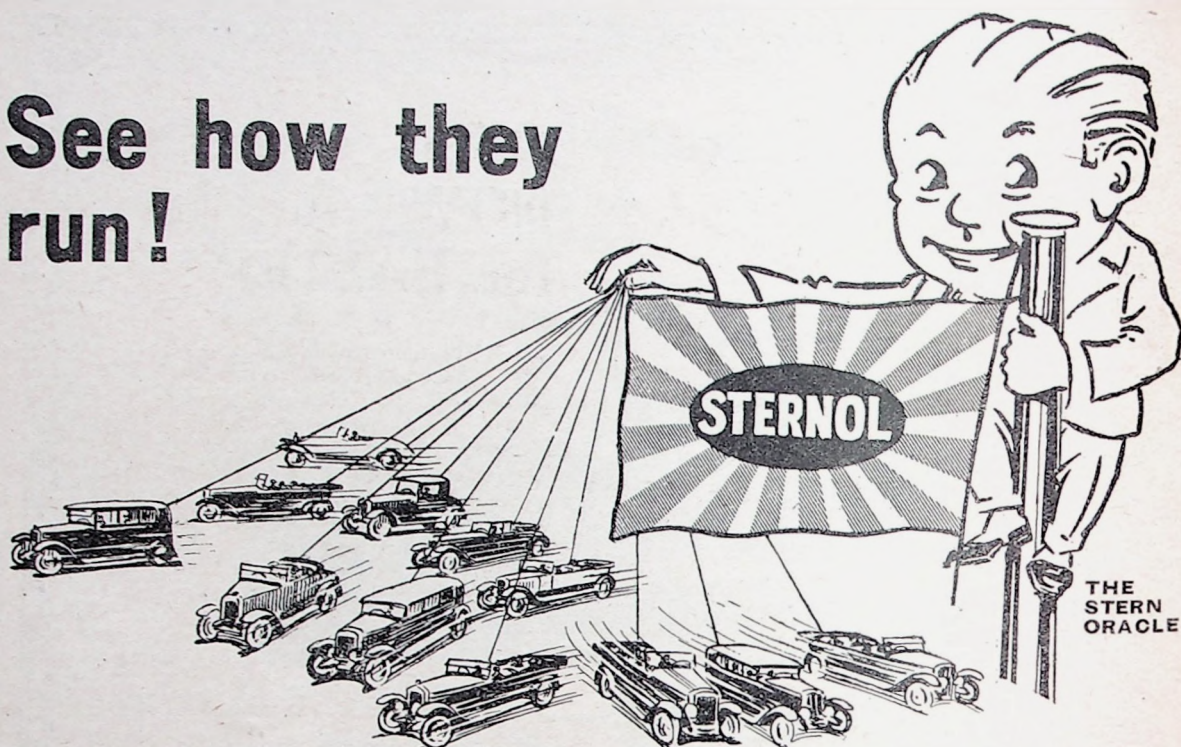
S.M.S. Ltd., Church Wharf, Chiswick Mall, W.4

Phone: CHISWICK 3531.

London Distributors: GORDON WATNEY & CO., LTD., 31, BROOK ST., 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.

See how they run!



HERE you see a majestic car, "clad in an atmosphere of authority; beside it a nippy little "bus," carefree and blithe; following are a graceful tourer, ready for any weather, and a racing type, proud of its name and reputation.

A cosmopolitan crowd, all with delighted owners. But—the PERFORMANCE of each depends on whether or not a film of oil, thinner than this paper, will foil the malicious onslaughts of two relentless giants—TERRIFIC HEAT and PERSISTENT FRICTION.

ABRIDGED RECOMMENDATION CHART

WWI means Sternol WWH means Sternol
WW LIGHT. WW HEAVY.
WWm means Sternol WWWh means Sternol
WW MEDIUM. WWXTRA HEAVY.

MAKE.	SUM.
A.C. 4-cyl.	WWh
A.C. 6-cyl.	WWm
Alvis	WWh
Austin (all models)	WWh
Bean	WWm
Citroen 7-5 h.p.	WWm
Citroen (other models)	WWh
Clyno.	WWh
Ford	WWI
Humber 8 h.p.	WWm
Morris	WWm
Renault 8 h.p.	WWm
Rover 8 h.p.	WWWh
Rover 9/20 h.p.	WWm
Singer	WWm
Standard 11 h.p.	WWm
Standard 14 h.p.	WWh
Swift	WWh
Wolseley	WWh

Send for "FIRST AID FOR THE CAR," which contains a complete chart for all makes of cars, and a fund of useful information and hints to motorists.

STERNOL Oil is the most perfect motor lubricant in the world. It remains bland and unruffled under intense heat—which means safety to the engine; fluid under penetrating cold—which makes for easy starting.

Lastly, every drop of Sternol is subjected to our VOLTOLISING PROCESS which imparts to the engine a liveliness unprocurable from any other oil.

Sternol WW

MOTOR OIL

IN FOUR GRADES: LIGHT-MEDIUM-HEAVY-EXTRA HEAVY

Makes Engines Purr Like Pussies

STERNS, LTD., 46, ROYAL LONDON HOUSE, FINSBURY SQUARE, E.C.2.

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

Order your Car
NOW — in time
for EASTER!

CARS for QUALITY

EVERY provision for driving security becomes more urgently desirable with the constant increase of traffic. Your own and others' safety depend upon control, and the greater the mechanical efficiency of your car the greater will be your confidence at the wheel. The Humber 9/20 h.p. models, besides comfort and running economy, will give you a wider margin of safety on the road.

MODELS ARE AVAILABLE
FOR IMMEDIATE DELIVERY.

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

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.

Prices of models fitted with Front Wheel Brakes:-
9/20 H.P. 2/3-Seater with Dickey 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 mechanism forms an integral part of the steering gear.

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.

Rhode

**The most dramatic
improvement in
Specialised Car
construction since
the advent of
Four-wheel Brakes
and Balloon Tyres.**

£198

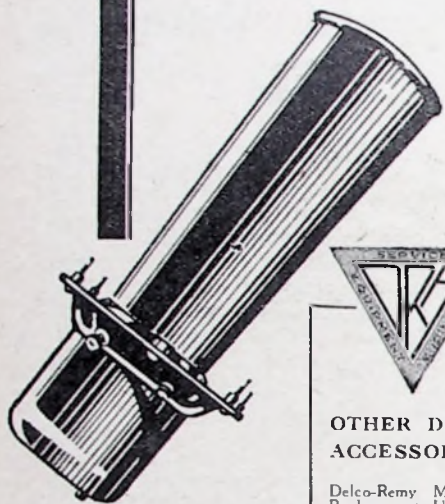
*Two-seater with large double dicky
and Four - Five - seater models.
Cellulose finish in blue or maroon.*

Fully compensating four-wheel-brakes, which can be automatically adjusted from the Driver's seat—while travelling if necessary—are only one of the many new and exclusive features to be found on this famous model.
4-cylinder all-gear engine; Treasury rating 10·8 h.p.; B.H.P. 30; 5 to 55 m.p.h. on top gear; 40 m.p.g.; Tax £11

Catalogue and all literature on application.

Safety for sixteen shillings

Postage ninepence extra.



OTHER D.R.H. ACCESSORIES

Delco-Remy Magneto
Replacement Unit for
all Light Cars.

Sylphon Thermostat.
Gives warm engine in
60 seconds.

The illustration is Model 8c, one of the famous Remy line. Simple, efficient and of classic appearance. Tone pleasant, vibrant, compelling. Of all dealers or direct from makers. State 6 or 12 volt.

REMY HORNS

Delco-Remy & Hyatt, Ltd., 111, Grosvenor Road,
London, S.W.1. Telephone: Franklin 6446 (4 lines).

FOR ALL AUSTIN 7 CARS

Two accessories which are worth their weight in gold and can be fitted by any Austin 7 owner.

THE BODELO BRAKE
ATTACHMENT for
Austin 7 Cars enables all
four brakes to be operated
by the foot pedal without
interfering in any way
with the existing hand

brake mechanism. Thousands are in use all over the country, therefore fit one to-day.

PRICE 30/-

Turn the petrol off from the dashboard, it ensures clean hands, it stops the drip from your carburettor, thus reducing the risk of fire to a minimum. THE BODELO PETROL SAVER works automatically; you pull the control knob out to turn it on, you push it in to turn the petrol off.

PRICE 12/6

Send for our illustrated literature, which will give you full particulars and fitting instructions.

LLOYD & DEELEY

177, Broad Street

BIRMINGHAM.

Wholesale stockists:
Brown Brothers, London and Branches.

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



The OWNER-DRIVERS' Garage

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

THE SAFETY FIRST

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

14' 5" x 8' 1" x 7' 12 gns.

x 9' Carr. fwd. Floor £10 extra Carr. fwd.

16' 5" x 9' 1" x 7' £15

x 9' Carr. fwd. Floor £4 extra Carr. fwd.

20' 5" x 9' 1" x 7' £19

x 9' Carr. fwd. Floor £10 extra Carr. fwd.



Everything
in Wood
FREE!

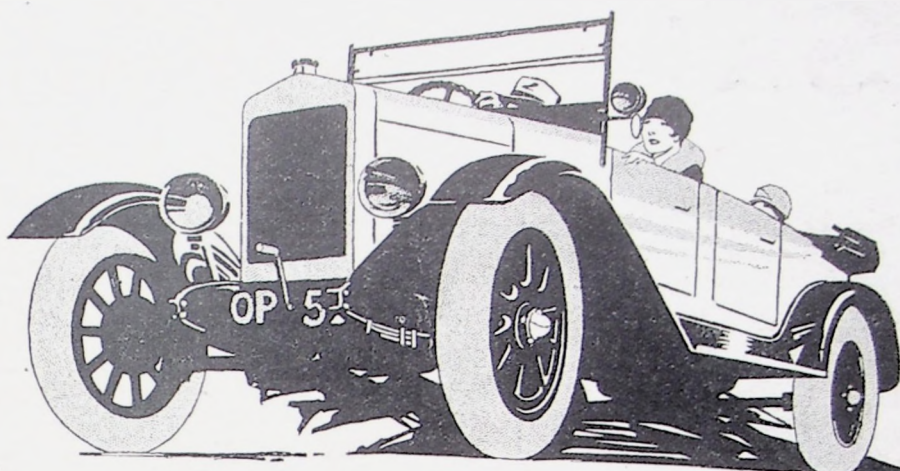
FROM
12Guineas
CARR.
PAID.

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

THORNBERS
FOR EVERYTHING IN WOOD

Send for Folder and state requirements.
9, MYTHOLMROYD, YORKS.
London Office: 47, Victoria Street, S.W.

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



**England's
first — truly
fine small Car**

Rhode

**The most dramatic
improvement in
Specialised Car
construction since
the advent of
Four-wheel Brakes
and Balloon Tyres.**

£198

*Two-seater with large double dickey
and Four - Five - seater models.
Cellulose finish in blue or maroon.*

Fully compensating four-wheel-brakes, which can be
automatically adjusted from the Driver's seat — while
travelling if necessary — are only one of the many new
and exclusive features to be found on this famous model.

4-cylinder all-gear engine; Treasury rating 10·8 h.p.;
B.H.P. 30; 5 to 55 m.p.h. on top gear; 40 m.p.g.; Tax £11

Catalogue and all literature on application.

The RHODE MOTOR CO., Tyseley, BIRMINGHAM.

London and Home Counties—Normand Garage Ltd., 489, Oxford Street, London, W.1.
Manchester and Liverpool J. Blake & Co., Ltd.

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

THE FIRST *Scientifically Correct* PNEUMATIC TYRE

IT COST MILLER £500,000 TO MAKE
THESE REVOLUTIONARY IMPROVEMENTS:—

- 1 Tread and Sidewall in one piece without joints or hinges.
Eliminates all chance whatever of separation or cracking.
- 2 Roadshaped, Geared-to-the-Road Tread running evenly with the road under every load, taking wear slowly.
Eliminates uneven, spotty and rapid tread-wear.
- 3 Uniflex Cord Construction, every part flexing as a unit, resisting jolts and blows, and leaving the tyre intact.
Eliminates inside friction and abrasion, adding miles to tyre life.

To-day, this Tyre of longer service on any car is a silent tribute to the manufacturer's tyre-building genius and to the owner's shrewd tyre-buying judgment.

Miller

"THE TROUBLE ELIMINATOR"

T112.

U.S.S.

Advt. of Industrial Rubber Products Ltd., 191-2, Tottenham Court Road, London, W.C.
Scottish Depot: 166, Howard Street, Glasgow.

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.

A PAGE OF DRIVING COMFORTS FROM

Special EASTER TOURING OFFERS

Unlined TAN CAPE GAUNTLETS.

Tan Cape Gauntlets, unlined, of good strong skin. 5 inch long. Gusset and Bolton thumb. A good, serviceable, windproof motoring glove. The large gusset allowing for extra, thick coat sleeves. Post 4d. Price

10/6

Just time to get those "Last Minute" Necessary Wants for your Tour.

If it is impossible to call, order with complete confidence by post, or phone Holb. 2700.

The "HENDON

A very warm and cosy Helmet suitable for ladies or gentlemen. Made from soft, pliable Tan Leathers, with Fur Peak and Neck. Post Free. Each

12/6

TAN LEATHER WAISTCOATS

for all-weather driving, warm and comfortable. Absolutely windproof, made from soft and pliable skins. These are guaranteed all-leather, including back and sleeves. Price, Post Free 5/11/- When ordering by post, kindly send size 27.

SOFT SUEDE

CHOKER CARDIGAN

The neck heavy stockinette to tone, and the body of soft Suede. Ideal for Motoring or Sports wear. Colours include Blue, Tan, Nigger, Almond, Red, Cinnamon. Price, unlined 33/- Post Free.

Superior ALL-WOOL IRISH MOTORING RUGS

All-Wool Irish Rugs, with fringed ends, in bold checks of medium and dark colours. Exceptionally warm and soft, weight 3½ lbs. (approx.), these are the correct rugs for motor touring, travelling, etc. Price

TWO-IN-ONE

TAN LEATHER MOTOR COATS

Full length TAN LEATHER COATS, lined with a SOFT

FLEECE LINING and fitted all-round belt and WINDCUFFS in sleeves. Full cut skirt to give ample protection over knees when driving, light in weight, yet WARM, COMFORTABLE and ROOMY. 44 in. long.

Stocked in sizes 36" to 46" chest. A leather coat is the smartest and most practical for motoring wear, possessing those qualities that are proof against all weather. Price

44/-

Foundation of 3-ply Birch Veneer Wood, covered Black Leather Cloth, metal fittings, dustproof nickel lock. One Clip at front and ends. Fall front fitting with metal binding. Two straps each end for fixing to Car. Leather handles. Hardwood ledges on top and bottom. Complete with two vulcanised Fibre Suit Cases with capped corners, two locks, and leather handles. Size overall, 30x17½ in. Price

£6:11/-

LADIES' LEATHER MOTOR

Purchased of the maker at a discount. In style as sketch. Smartly made and finished in a good quality leather, in LIGHT AND MID TAN, WARMLY LINED FAWN FLEECE.

Cosy fur collar of full shape, it is WINDPROOF and is practical to the last detail.

SIZES Small Women's and average Women's. Post Free. Price

40/-

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

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

Salmson Performances

10/20
SKIFF,
70 m.p.h.,
£175

100 miles per hour average in the rain

Smashing victories were won at the reopening of the Montihery track on March 18th, when Salmsons were 1st, 2nd, and 3rd in all three races.

16 other new models from £165 to £410 in stock, as well as some shop-soiled cars at reduced prices.

10/20
3-SEATER SPORTS
65 m.p.h.,
£215

10/20
GRAND PRIX SPECIAL
85 m.p.h.,
£315

Sole Concessionaires:
HAYWARD
Automobiles
Ltd.

Kingsbury House, King Street,
St. James's Street, S.W.1.

10/20
WEYMANN SALOON,
60 m.p.h.,
£275

Speak louder than words!

ALL PRICES REDUCED

STANDARD Model - £89
DE LUXE, air-cooled - £110
FAMILY, air-cooled - £111
DE LUXE, water-cooled £120
FAMILY, water-cooled £121
AERO, water-cooled - £127
AERO. 10/40 h.p., Racing £140
SELF-STARTER £10 extra.

YOUR EASTER MORGAN!

Let Homac's — who possess the most intimate knowledge of the Morgan and its many fine points, arrange immediate delivery of the Morgan you choose. Homac's impartial advice is yours freely, whether you purchase or not; so don't delay, come and see Homac's now, or write us

HOMAC'S
MOTOR AGENTS

243/7, LOWER CLAPTON ROAD,
Works: 46, London Rd., Clapton, E.5
Phone: Clissold 2408

IMMEDIATE DELIVERY
ALSO CITROËN
AND ROVER.

DEFERRED TERMS ARRANGED
WRITE FOR CATALOGUE.

EXPERT MORGAN
SERVICE REPAIRS
AND OVERHAULS.
FULL STOCK OF GENUINE
MORGAN SPARES

TRADE SUPPLIED.



EASTER! The REAL Joy of the Open Road

TRIPLE STRENGTH

Find a nice spot, pitch your Tent (with Extension as fig. 2) and have your Lunch in comfort whilst gazing on the surrounding Country. You will find "KAR-KAMPS" everywhere.

ROTPROOF

DOUBLE
FELLED
SEAMS

PATENT
BRASS
FASTENERS

TRIPLE STRENGTH

BRASS
MUTUAL JOINTS

"KAR-KAMP"
TENTS

Made of strong green waterproof Fabric in five sizes, weighing from 10 to 16 lbs. Complete with jointed poles, pegs and ropes. Carriage paid. Cash with order **50/- to 72/6**

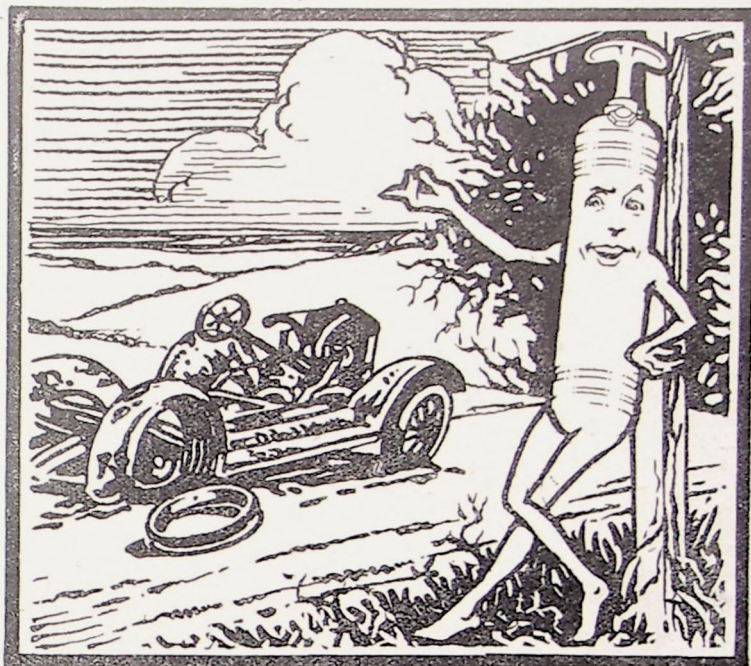
Send for Illustrated Folder and sample of Fabric to:

KAR-KAMPS LTD. (Dept. B.), 29, Cannon Street, MANCHESTER.
Manufacturers of Tents, Duproof and Waterproof Motor Covers.

ERECTED IN TWO MINUTES RUSTLESS
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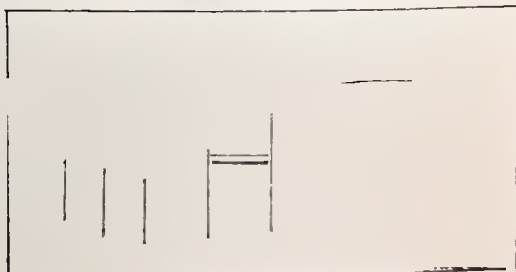
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A
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THAT,
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of labour,
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REAL
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THAT
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POLISHES
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(including
Silver)
and
GLASS
(Windows,
Mirrors),
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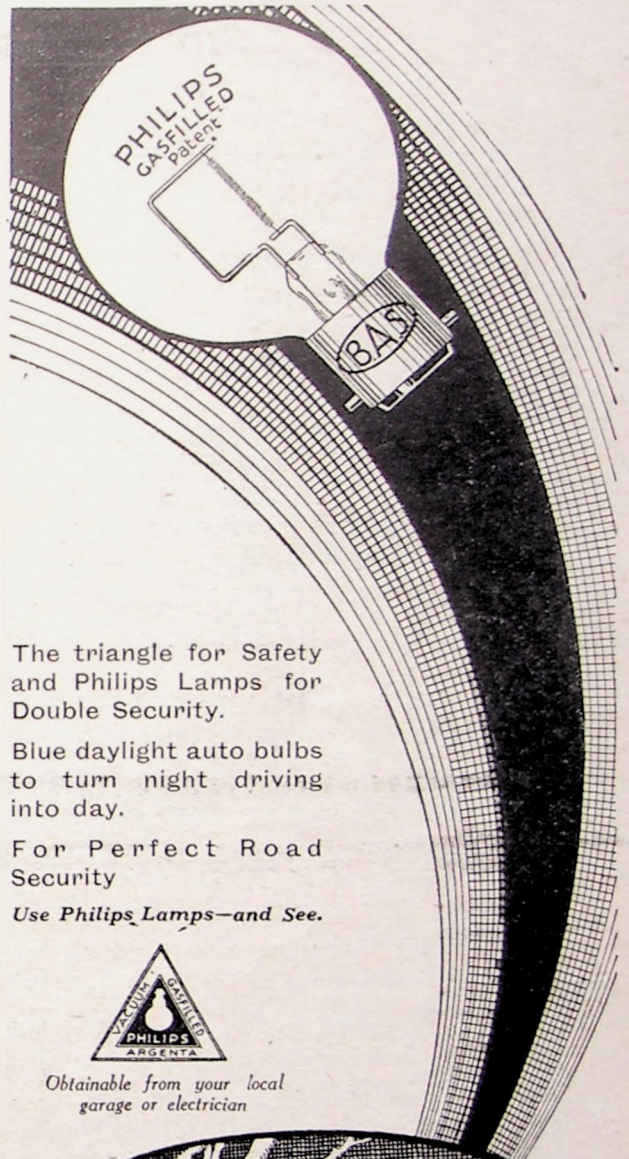


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ignition*

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IT says much for the foresight of British car manufacturers that the vast majority of them refuse to offer the public anything less than the best possible system of ignition, regardless of cost. Over 95 per cent. of the cars manufactured in this country are equipped with magnetos.

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These manufacturers deserve the support of the motoring public, not the less because the making of British magnetos, now acknowledged as the best of their kind, employs thousands of skilled British workers.

The high reliability of British Magnetos has taught car owners that they need not trouble at all about ignition.

THE SAFEST

BUY A BRITISH CAR

WITH A BRITISH MAGNETO

LIFE TO AN OLD ENGINE

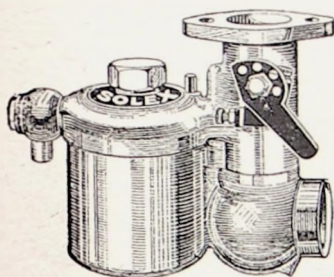
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Written by the staffs of "The Motor," "The Commercial Motor," "Motor Cycling," and "The Motor Boat."

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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.



THURSO: CAITHNESS: SCOTLAND

23 : MARCH : 1927.

"Thanking you for yours of the 17th, in view of Mr. Lawton's recommendation (not so much of the car itself but of you personally) I think I will take over the car"

A REPUTATION 700 MILES LONG-
SHOULD CONVINCE YOU THAT WHEN WE SAY A RENAULT IS GOOD
IT IS GOOD.

A RENAULT FOR £167!

4

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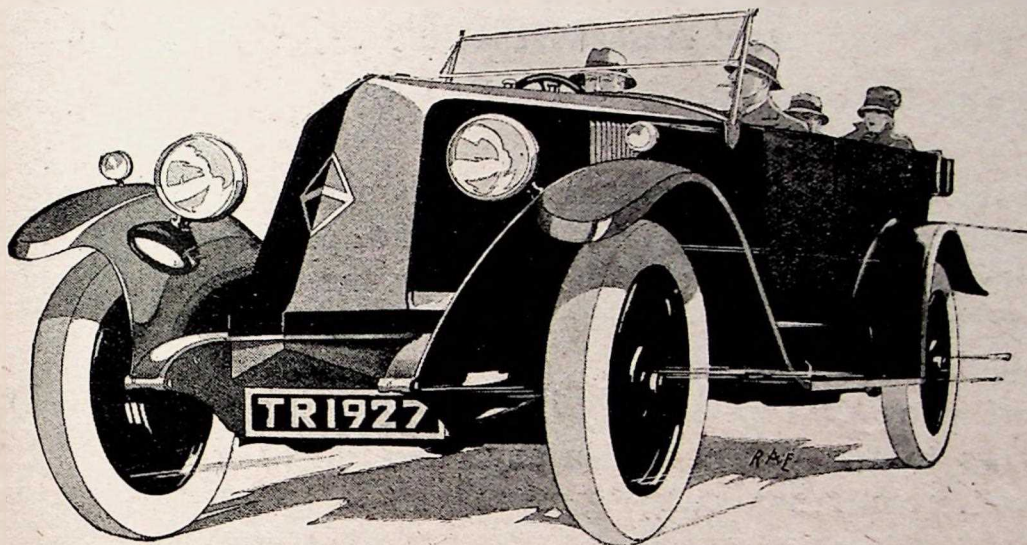
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RENAULT *DeLuxe* 9'15

4 DOOR... 4 WHEEL BRAKES

FULL FOUR SEATER



45 M.P.G. TAX £9 OVER 40 M.P.H.

5 DETACHABLE WHEELS with low pressure tyres. Electric lighting and starting. FOUR WHEEL BRAKES. CLOCK. SPEEDOMETER. Windscreen wiper. FOUR SHOCK ABSORBERS. Rigid All-weather side curtains. HIGH-CLASS BODY with superior finish. Mahogany stained wood fillets and SUPERIOR UPHOLSTERY.

Every detail of the 9/15 models demonstrates their amazing value. They represent the very bedrock of comfortable, low cost motoring. Write to-day for illustrated literature and technical specifications. RENAULT LTD., Head Office and Works, 14, Seagrave Road, West Brompton, S.W.6.

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Also see the new **£179 | £167**
SALOONS FROM £207

equipped clock, speedometer and 4 shock absorbers

RENAULT 14'45 at £285

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.

AC —the really light car

Where others "make do" with mild steel and cast iron, *we* use ALUMINIUM ALLOYS and heat-treated steels — That's why!

These alloys cost 1/6 per pound, whereas mild steel and cast iron cost respectively only 4d. and 3d. per pound. But the higher cost is amply repaid by the resultant increase in liveliness and vivacity, and by the consequent exceptional economy of A-C cars in actual service. Owners all over the world are daily proving that the A-C costs less to run per mile than any other car of equal road-performance and carrying-capacity.

S. F. Edg

GUARANTEED 3 YEARS

4-CYL. MODELS 12-24 and 12-40 h.p. from **£299**

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Telephone: Kingston 3340-4.

Full range of A-C Cars at
A-C LONDON CONCESSIONAIRES, 55-56, Pall Mall, S.W.1.
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**Guaranteed
Demonstration
Cars for Sale.**

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

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

The Light Car and Cyclecar



A WAYSIDE WASH. — Few people are keen enough on washing cars to stop for the purpose during a run, but country car owners will often find that a wayside pond or stream, if near their homes, forms a useful "wash" when the weather is fine.

NOTES, NEWS & GOSSIP *of the* WEEK

Summer Time.

Remember to put forward your clocks and watches one hour to-morrow night, Saturday, April 9th. Summer Time starts, actually, at midnight.

Still Cheaper Petrol.

On April 4th last the price of combine motor spirit was reduced to 1s. 2½d. per gallon—a reduction of 1d. National Benzole mixture is also 1d. per gallon cheaper than last week. Reductions have also been made by the independent companies.

This Week.

One of the most striking features of the development of light cars has been the gradual attainment of a degree of perfection in saloon coachwork undreamed of a few years ago. A representative selection of photographs showing up-to-date models figures in our centre pages. What exactly is a pattern maker? Many readers must have asked themselves this question, which is answered in the first article of our new series, entitled "Light Cars in the Making," and deals with the art of pattern making.

No. 748. VOL. XXIX.

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, April 9th.

London ... 7.14	Edinburgh 7.31
Newcastle ... 7.25	Liverpool ... 7.30
Birmingham 7.23	Bristol ... 7.24
On the 10th and after add one hour.	
Moon—First Quarter, April 9th.	

Shelsley Walsh.

Owing to the clashing of dates, the Midland Automobile Club has altered the days fixed for the two Shelsley Walsh hill-climbs, which are now as follow:—Amateur Hill-climb, July 2nd; Open Hill-climb, September 24th. Both fall on a Saturday.

A Useful Haul.

Fines amounting to no less than £28,715 were imposed at the Petty Sessions Courts in the County of Surrey during the year ended December 31st, 1926. The majority of these fines were collected from motorists.

Crawley Police Trap.

A ten miles-per-hour trap is operated very frequently by the Sussex police over a short stretch of the main street of Crawley on the London-Brighton road. Plain clothes men work the trap, and any motorist averaging more than 10 m.p.h. through the section is stopped near the level crossing.

Next Week.

The Light Car and Cyclecar will be published on Thursday instead of Friday next week and, appearing on the eve of the holiday, will contain the very latest information concerning the London-Land's End Trial and other Easter events. The guide to the "Land's End" will include a full list of the car entries, a clear and informative map of the route and a useful timetable.

Chislehurst Road Widening.

We are informed that the Ministry of Transport has made an offer to defray half the cost of widening Perry Street, the main road from Chislehurst to Sidcup. At present, owing to dangerous bends, one of which is bounded by a high brick wall, there is a speed limit of 5 m.p.h. over certain sections of the road.

A.A. Patrols' Salute.

In future, patrols of the Automobile Association will not salute when riding cycles or road service outfits, upon being overtaken by members driving, but only when meeting them. If in the former case it is necessary to attract the attention of overtaking members, the patrols will dismount and stand in clear view at the side of the road.

Running Time—Not Distance.

A rather interesting comparison is afforded by the fact that the Napier-Lion engines used by Imperial Airways invariably run for 300 hours before it is considered necessary to dismantle them to see if any repair work or overhauling is necessary. This compares very favourably, on a time basis, with motor-car engines, but there is a surprising difference in the mileage covered, which, in the case of aeroplanes is about 30,000 miles. Three hundred hours' running at an average of, say, 20 m.p.h. with a car amounts to only 6,000 miles.

Salmsons and the Boat Race.

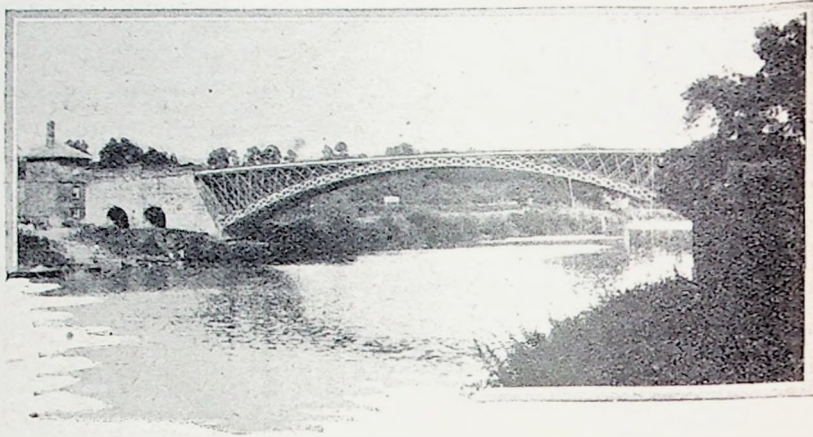
Well over 100 Salmson car owners availed themselves of the opportunity to watch the University Boat Race from the premises of S.M.S., Ltd., Church Wharf, Chiswick Mall, London, W.4, at the generous invitation of the directors. An excellent view of the river for about a quarter of a mile towards Hammer-smith Bridge was obtained, and the two boats came by almost level, Cambridge just recovering a lost lead opposite the works. When the excitement had died down a much-appreciated buffet luncheon was served, and everyone took advantage of the opportunity to inspect an imposing array of Salmson cars.

Varied Interests.

Mr. R. C. Morgan, who has been identified closely with motor racing for several years, both in this country and abroad, is one of the moving spirits and a joint-director of the Forum Theatre Guild, which has for its object the establishment in the West End of London a permanent home for interesting British and foreign plays of conspicuous merit.

Shell-Mex Aeroplane.

Shell-Mex, Ltd., have taken delivery of a De Havilland "Moth" aeroplane for the use of Captain Shaw, their aviation representative. The machine was delivered at Stag Lane Aerodrome, and was named "Arom" by Mrs. Wilson, wife of the assistant general manager of Shell-Mex, Ltd., who afterwards accompanied the pilot on a flight.



WELDING A
BRIDGE.

The iron bridge over the Severn at Holt Fleet is to be repaired by electric welding. The repairs will take about a year to complete and will cost about £9,000.

"Beware!"

Lord Montagu of Beaulieu's recently published book "Beware! or How to Use the Road" (George Gill & Sons, Ltd., 2s.), deals with modern traffic problems and the duty of drivers and pedestrians in a very practical manner. It is clear that the author has studied the subject closely, and that his views are the result of careful thought. The book is divided into four chapters, the first dealing with highway law, whilst in the two following the duties of pedestrians and drivers are discussed in an impartial but helpful vein. The last chapter is devoted to modern transport generally, and includes many interesting suggestions regarding traffic management.

New Clyno Works.

So rapid has been the growth of the Clyno Engineering Co., Ltd., that almost continuous factory extensions have been necessary, and now a new extension measuring about 600 ft. by 400 ft. has been erected. It will be equipped with the latest machinery and with electrically-operated moving tracks and overhead runways.

J.C.C. Spring Race Meeting.

We understand that entries are already being received in encouraging numbers for the various events down in the programme for the Junior Car Club's meeting at Brooklands on April 30th. Several cars which have figured in 200-Mile races will appear in the Junior Grand Prix, the star event of the meeting, and it is probable that there will be a number of women drivers in this race. Entries for any of the events, at single fees, must be received by first post on Wednesday, April 20th.

Simplified Summonses.

Much satisfaction has been expressed by local motorists regarding a suggestion made by the Chief Constable of Liverpool in his annual report. His opinion is that attendance at court by motorists summoned for minor offences, and by constables supporting the charge, causes a great deal of unnecessary waste of time which would be saved if a procedure in the nature of "a compromise fine," such as the Commissioners of Inland Revenue are empowered to adopt, could be extended to cover minor motor-ing offences. The idea is that offenders should be communicated with by the chief of the police asking if the offence is disputed, and if it is not, a small fine fixed by statute would be sent to the clerk of the justices and the matter thus ended. If, however, the offender preferred to plead "Not Guilty," the case would take the ordinary course.



A DANGEROUS
PRACTICE.

In most country districts it is the custom to ride and lead horses on the wrong side of the road. This practice is liable to be very inconvenient, or even dangerous, to other road users.

New Rapson Tyre.

Designed to overcome puckering—which causes uneven tread wear—on the front tyres of a car, a new Rapson double-tread tyre has recently been introduced by the North British Rubber Co., Ltd. The tyre, which has, of course, been designed by Mr. Rapson, not only is claimed to eliminate puckering but is further guaranteed for a minimum mileage of 10,000.

Light-car Taxis.

It is probable that the much discussed two-seater taxi-cabs will be seen in London before very long, as a modified 10 h.p. Berliet has been submitted to, and approved by, the Scotland Yard authorities. The manufacturers are prepared to supply similar cabs at the rate of about 200 per month. The bodies will be finished in dark and light blue cellulose with black mudguards, and the price has been fixed provisionally at £450 per cab.



H. Clegg (Austin Sports) after a baulk on Uplands in the Kichham Memorial Trial.

Segrave's Record by Wireless.

In its current issue *The Motor* publishes a graphic report of Major Segrave's great achievement at Daytona, together with illustrations specially transmitted by wireless. This description of the first time a speed of 200 miles per hour has been exceeded on land appears in a double Easter Number containing a variety of interesting articles such as "The High Spots of Picnicking," "Notable View Points" (the most commanding prospects in Great Britain), and a panoramic view of Brooklands showing the best places from which to see the races.

Important Trade Amalgamation.

Gordon Watney and Co., Ltd., inform us that they have amalgamated with the Car Mart, Ltd. Gordon Watney and Co., Ltd., will be carried on as heretofore and Mr. C. T. Chamberlain will continue with his same staff as manager of the branch at 31, Brook Street, London, W., and the service station at 12, Orsett Mews. Gordon Watney and Co., Ltd., have been in existence since 1907 and were pioneers in reconstructing and tuning up racing cars for track work. Our readers know them principally in connection with Salmson cars and their up-to-date methods of carrying out part-exchange deals.

This Year's "Scottish."

The Scottish Six Days' Reliability Trial, organized by the Edinburgh and District Motor Club, will be held from July 25th to 30th. Considerable care has been taken in selecting the route, and this year it will include sections which have never been covered in previous "six days." There will be a number of valuable awards, and, in addition, a challenge trophy will be offered for the club team which, in the opinion of the Decisions Committee, makes the most outstanding performance. Entries can now be forwarded to Mr. H. Nelson, Trials Secretary, 6, Castle Terrace, Edinburgh, from whom, also, full information can be obtained.

The B.A.R.C. Easter Meeting.

There is every indication that the Easter Monday race meeting at Brooklands will prove as popular as usual, for a large number of entries have been received for the nine races down in the programme. There will be four long and four short handicaps and a private competitors' handicap. Of the six cars entered for the last-named race four come within the 1,500 c.c. limit, whilst there will be 15 or more light cars in the other races, in addition, of course, to large cars. As a further attraction, the B.A.R.C. has asked Major H. O. D. Segrave to give three exhibition laps in the 1,000 h.p. Sunbeam during the afternoon, but up to the moment of going to press we have not heard whether this has been arranged.

"The Petrol Engine."

The second edition of "The Petrol Engine," published by Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C.1, price 3s. 6d., is now on sale, and should prove invaluable to those who are interested in the subject of internal-combustion engines of all types. The work has been enlarged and brought up to date, whilst a number of new drawings have been introduced. The ground covered by this little work is indicated by the following section headings: automobile engines, commercial vehicle engines, motor-cycle engines, motor-boat engines, petrol engines for aircraft, and electric lighting and stationary power sets.

Heavy Fines.

At Stratford, Essex, police court it is becoming usual for a fine of £5 to be inflicted on any motorist convicted of exceeding the speed limit.

Henlys' Developments.

This week has witnessed the opening by Henlys, Ltd., of further new showrooms at the corner of Devonshire House where Stratton Street joins Piccadilly, London. In addition to



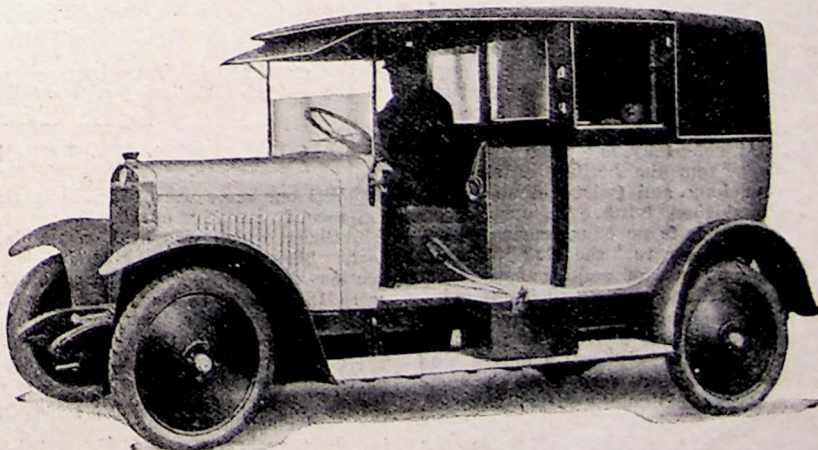
Mr. Frank Hough, chairman and managing director of Henlys, Ltd.

this important development, Henlys, Ltd., who have shown outstanding enterprise of recent years, have bought outright the freehold site and buildings recently occupied by a brewery which had a floor area of approximately an acre. The building is being entirely reconstructed as a car service station, and Mr. Frank Hough, the chairman and managing director of Henlys, Ltd., says "it will surely be the finest thing of its type in the country."

Spacious showrooms, with service accommodation, have recently been opened by Henlys, Ltd., in Manchester, at the corner of Deansgate and Peter Street.

Swift Car Prices.

We are asked to point out that the price of the 10 h.p. Swift in two-colour finish, advertised by Messrs. Newnham Motor Co. in our issue of April 1st, is £215 and not £315.



A BERLIET "JXLI."

A modified 10 h.p. Berliet chassis fitted with a special two-seater taxi body has been passed by Scotland Yard for use in London. The cars will be finished in cellulose.

LATEST NEWS OF THE "LAND'S END."

TO "THE END" VIA SHEFFIELD
—BUT NOT SO FAR AS IT
APPEARS AT FIRST SIGHT.

INTENDING competitors who have studied the regulations of the M.C.C.'s London-Land's End Trial, which is due to take place on Friday, April 15th, and Saturday, April 16th, may have decided from a cursory examination of the names mentioned in connection with the route that there is no alteration from last year; actually, however, the substitution of the name Treven for Catchall on the Penzance-Land's End section will make all the difference to the last few miles of the run.

Certainly the Catchall route is difficult for men who are weary after about 17 hours' driving, owing to its winding nature, but the route from Treven is even harder. The deviation from last year's route commences in Penzance itself, for instead of turning sharp right at the western end of the Promenade, competitors will proceed straight ahead to Newlyn, to be faced almost immediately with a tiresome climb about a mile long, known as Paul Hill, from the top of which the road leads through the little village of Sheffield; then by continually twisting and turning one comes to Penberth Hill.

The descent of this declivity should be undertaken with care, as there is a sharp hair-pin bend half-way down, which, incidentally, is banked the wrong way. From the bottom of this hill another long and twisty climb begins, the road then lying over open moorlands; but it is no exaggeration to say that from here to "the End" there is scarcely 50 yds. of continuous straight road, and time-keeping will be difficult.

With regard to the other main test hills of the trial, Porlock is in fairly good condition, whilst Lynmouth and Beggars' Roost are very much the same as last year. Bluehills Mine, however, is in better condition, as the cross gulleys beyond the hair-pin bend, which meted out such punishment to the suspension systems of cars last year, have been smoothed over.

At the time of writing, however, B10

there was, near the top of the hill, a stretch of about 15 yds. where clay had been thrown on to the road and which naturally will give rise to a certain amount of wheelspin unless it has been removed or covered over by Easter Saturday. The approach to the hair-pin bend is very loose, but the corner itself is in quite good condition.

The regulations governing this year's Land's End are much the same as last year, but although the trade ban applies, the entry, compared with last Easter, when the event was open, is surprisingly good. The various car classes are divided as follows:—Cyclecars, cars not exceeding 1,500 c.c., cars not exceeding 2,000 c.c., and cars not exceeding 3,000 c.c.

The actual entries are not available at the time of going to press, but they are made up as follows:—Solo motorcycles, 234; sidecars, 114; cyclecars, 26; cars, 153; total, 527. Last year the figures were:—Solo motorcycles, 217; sidecars, 108; cyclecars, 20; cars, 185, making a total of 530. This year there are, therefore, only three entries less than last.

The start will be from the premises of the Slough Trading Estate on the

(Left) A photograph taken within the last few days of the formidable Bluehills hair-pin, the surface of which is good. (Above) The acute turn—banked the wrong way—on Penberth Hill.

main Bath Road, two miles west of Slough, and in order to enable competitors to reach Land's End by daylight, the standard starting time has been advanced one hour, the official cars being timed to start at 9 p.m.; motorcycles and cyclecars will start at half-minute intervals and cars at one-minute intervals.

One hour will be allowed for breakfast at Taunton—for some of the motorcycle competitors this will be more in the nature of a very late supper as the first man is due to arrive about 3.30 a.m. The second meal stop will be at Launceston—the gateway to Bodmin Moor—where the first man will arrive just after 10 a.m., that is, after 13 hours' riding. The finish will be reached by the official cars, who precede the motorcycles, at about 4 p.m.

For the benefit of those who will be traversing strange ground and who wish to take the quickest route back to London, the following is recommended:—Penzance, Bodmin, Tavistock, Okehampton, Exeter, Honiton, Ilminster, Ilchester, Wincanton, Amesbury, Andover, Whitechurch, and thence by the outward "Land's End" route to London.

In next week's issue we shall give a more comprehensive programme, including a table showing the times at which the competitors will pass the principal points en route, and giving other useful detailed information.

SECOND MONTLHERY MEETING.

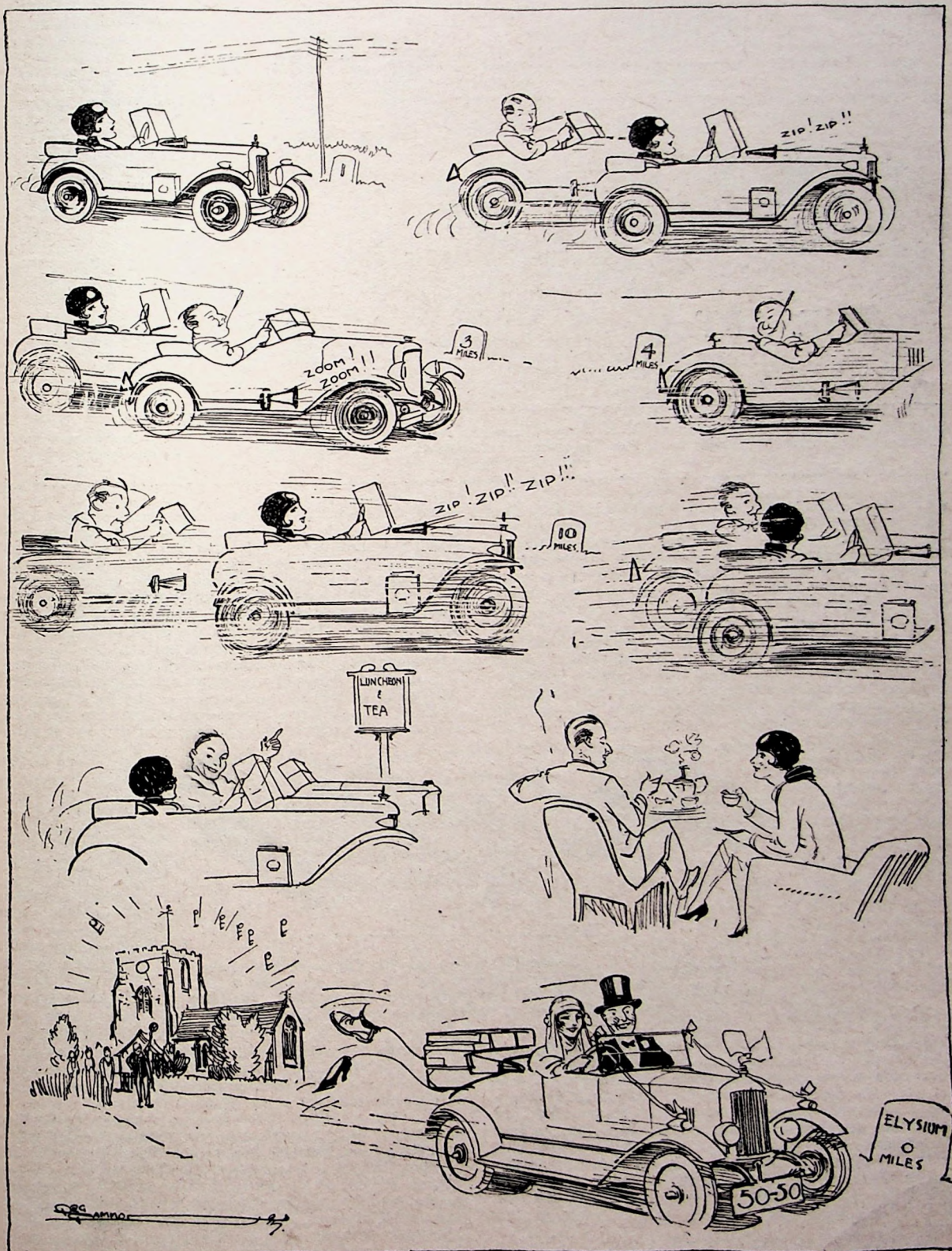
TWO car races were included in the second meeting of the season at Montlhéry which was held on Sunday last. The first was a race in three sections for cars up to 1,100 c.c. There were 18 starters in the first section, a number which was reduced to 12 in the final. In each of the three sections there was a fierce ding-dong struggle between the Amilcar and Salmson teams. Amilcars emerged victorious in the final classification on points gained in the three races. Morel (Amilcar) being first, Goutte (Salmson) second, Perrot (Salmson) third, Sandford (Sandford three-wheeler) fourth and Martin (Amilcar) fifth.

The speed of this race was very high indeed for an 1,100 c.c. event. Morel's average was 172.957 k.p.h. (108 m.p.h.).

A newcomer to Montlhéry appeared amongst the usual contingent of three-wheelers in this race. This was the Menet Special, a curious amateur-built tri-car with a big twin water-cooled Blackburne engine behind the seats, and no rear suspension at all. It has been built for cement tracks only and should give a good account of itself later when the owner has had more time for tuning.

The only other car race of the day was one of 50 kilometres. This race also was won by Morel (Amilcar).

MILESTONES—A "DING-DONG" BATTLE.



Quite a lot can happen in ten miles—in the Spring!

Light Cars in the Making.



THE ART OF PATTERN MAKING.

In this, the first article of a new series in which the various phases of car construction will be dealt with in detail, we describe the work of the pattern maker. Next week foundry processes will be explained, and in succeeding articles attention will be given to machining, stamping, erecting, body building and so forth.

TO the uninitiated, pattern making may seem far removed from anything connected with expert carpentry, yet, as a definition, it could hardly be clearer, for craftsmen who follow this highly skilled branch of engineering work make the patterns in wood from which impressions in sand are formed, molten metal being poured into the latter in much the same way as jelly in a china mould.

So far as the motor industry is concerned, pattern makers do not enjoy so much limelight as in other spheres of engineering—steam and oil-engine construction, for instance, in which very massive castings figure. For motorcar work, castings are used only for the engine, gearbox and subsidiary parts such as brackets and so forth; but although pattern makers do not contribute largely in the making of a light car, the work for which they are responsible is of such primary importance that it warrants very special consideration in this series of articles.

A pattern maker differs from other artisans of the wood-working class, because he must have a quite good knowledge of the particular form of engineering practice with which his art is concerned. He must also be *au fait* with foundry practice, because the drawings from which he works do not show him exactly what he has to make, but merely the dimensions and shape of the finished casting, and as the intricacies of foundry work are bound up in the proper construction of patterns, he must be able to tackle the job of making any particular pattern so that it will lend itself readily to the needs of the foundry-men.

Practically every casting which is hollow calls for two separate and distinct patterns, one having the out-

ward shape—with certain modifications—of the article to be made. The other is known as the core box, and when the sand which is packed into it is removed, the resulting core will correspond in shape with the interior of the casting. An accompanying drawing shows the very simple patterns and core boxes which would be used for casting a short length of tube and will serve to illustrate the principle which we are describing.

Sketch A shows the completed pattern, the diameter (x) being the outside diameter of the finished tube. Attached at each end are what are known as prints. These are of the same diameter as the core—or bore of the tube—and the impression which they leave in the sand will be used subsequently as a support at each

end for the sand core. To facilitate moulding operations, patterns are usually made in halves, the halves fitting together accurately by means of dowel pins and sockets. The reason for this will be explained in greater detail in the next article, which will deal with foundry work.

One half of the pattern, with its dowel pins, is shown at B. In parentheses, however, it may be noted that with such a simple form of pattern it is doubtful whether it would be divided.

The lower half of the core box is shown at C, the upper half being a replica, except that it is fitted with sockets into which the dowel pins fit. The length of the box, it should be noted, is the same as that of the overall length of the pattern. The sand core, which is obtained by packing the core box and withdrawing the moulded sand, is shown at D. Sometimes it is necessary to build up a combination core box, so that after it has been packed with sand the sections of the box may be removed one at a time, giving a core which

A SIMPLE EXAMPLE.

(A) The completed pattern. (B) The lower half of the pattern, showing how the two parts are made to fit together. (C) The lower half of the core box. (D) The sand core as it appears when removed from the box.

it would be quite impossible to obtain with one solid box. Again, one pattern may require several separate core boxes.

It is, of course, common knowledge that metal contracts as it cools, and, apart from the fact that this has an important bearing on the detailed design of the castings, provision must be made for it when the patterns are being constructed, for if they were made dead to size as shown on the plan the resulting casting would come out small all round, owing to shrinkage of the metal in the mould.

To enable pattern makers to work without difficulty, they are provided with special rules—marked off to 16ths or even 32nds of an inch—which are oversize, as it were, so that without making any calculations the pattern maker can get on with his job and know that if the finished pattern has been built up to dimensions given by his rule the necessary allowances for contraction have been included.

The composition of the metal used in a casting affects the actual amount of contraction, and for this reason several rules are necessary. For cast-iron the contraction is about one-tenth of an inch to a foot; for brass, bronze and gun-metal used in motorcar work about three-sixteenths of an inch to a foot; steel varies from three-sixteenths to one-quarter of an inch to a foot; the contraction of malleable iron is about double that of cast-iron; whilst for aluminium five thirty seconds of an inch to a foot is an average figure. Many concerns, by the way, are now working on the metric system.

The chief wood used for pattern making is first-quality Canadian pine, but for very high-class work walnut or mahogany is employed. Fragile parts such as small projections off a main pattern are frequently made in aluminium or gunmetal, especially for repetition work. When castings are to be made in large

Every effort, however, is made to cut down labour, automatic planing machines, band saws and so on being installed so as to rough up timber in preparation for the work which must be done to it later on by hand.

It is usual for a pattern maker to "plot out" his job on a piece of timber which he has planed up so that it forms a rough-and-ready drawing board. This enables him to work without making frequent references to a somewhat complicated blue print, and it also enables him to allow the necessary margin for surfaces which are to be machined. On the plan these are marked with a red line, and one-eighth of an inch or so on top of the contraction limit has to be allowed.

so that when the finished casting is handed into the machine shop there will be sufficient metal to enable a clean cut to be made.

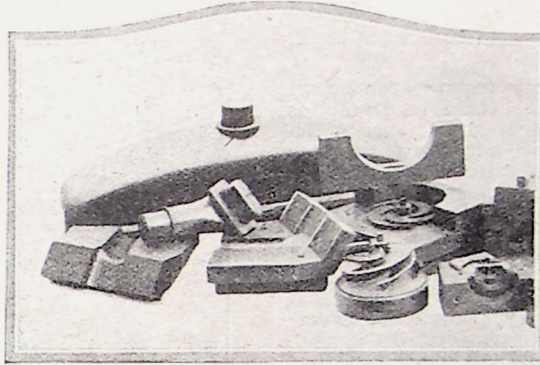
In many pattern-making shops wood-turning plays a very important part. Apprentices, for instance, usually fill in their time during their novitiate by turning prints of various diameters, whilst later on, when they become more expert, they learn to build up rough wooden outlines, constructed, perhaps, of many individual sections of wood glued together, so that this rough job can be turned as a whole in a lathe.

Considerable care must be exercised in building up, for if the joints are not glued

firmly there is the possibility of the pattern breaking up during the process of turning and of injuring the operator.

It will be evident from this that, at the outset, the cost of making, say, an engine is higher than the layman might expect and that a clever designer must, so far as possible, couple his desire to obtain a casting of really efficient design with the question of producing it at the lowest possible cost.

Before patterns are passed on to the foundry the surfaces which will come in contact with the sand are



A group of patterns amongst which will be seen the head tank pattern for a radiator. Note the "print" which represents the hole for the filler orifice.

(Above, left) Exemplifying the art of pattern making. (Above, right) The halves of the core box and the pattern for a piston. (Right) Pattern and core boxes for a water pump. The complete casting—made in halves—is seen at the top.



numbers a master pattern of metal is frequently used, and it will be obvious that in making the wooden pattern from which the metal pattern is to be cast allowance must be made for double the normal amount of shrinkage.

The very intricate castings used in modern engine construction call for a high degree of skill and for a wide range of tools, and the outfit used by an expert pattern maker is usually of an expensive nature.

thoroughly sandpapered and painted, one colour, usually red, being used for faces which will come in contact with the sand, and another, usually black, for prints and the rest of the pattern.

The photographs show varied examples of pattern-making, the water pump being that of an A.C. and the remainder examples of the work turned out by the Patternmakers (Engineering) Co., Ltd., Willesden, London.

THE ROMANCE OF THE ROAD.

By GEORGE ALDERSON.

UNDER A SOMEWHAT HACKNEYED TITLE WE GIVE WHAT WE BELIEVE TO BE ONE OF THE BEST ARTICLES EVER PUBLISHED ON THIS SUBJECT.

CARLYLE said that the only romance for grown persons was reality. There could be no better guidance for seeking it on the road. It was in the reality of things that Borrow and Stevenson saw romantic significance which, invested with their own personality, appeared as something new. Borrow could make prosaic railway stations something to wonder at; Stevenson touched London streets with a magic alchemy. Yet neither of these writers ever ventured far beyond the borders of fact. Nor need anyone who, to-day, makes romance his quest. For it exists in a greater measure, perhaps, than ever before and motoring offers unrivalled means for discovering it.

One of the first essentials to falling into the spirit of romance is to discard the idea that the present is sharply divorced from the past. This is a common delusion held equally by every generation. Actually there is no dividing line between the past and the present: all is continuity.

That group of elms rising high over the village street with the rooks cawing round at sunset—does it belong to your age, or the Victorian age, or the age before



"One of the first essentials . . . is to discard the idea that the present is sharply divorced from the past."

B14

"The thrill of discovering what lies 'over the hills and far away' never loses its fascination."

Waterloo? Or take the village church which the archaeologist describes as XV Century. It was the village church 400 years ago; it has been the village church, a very present reality, to all "the rude forefathers" of the existing community; and to the villagers to-day it is so much a part of their parochial life that its past excites no interest whatsoever.

To them it is the church, as it was to their ancestors, and as it will be, probably, for untold years to come. Fourteenth Century looks down at the twentieth passing by. So it may look down on the twenty-fifth!

Often in touring the country one sees an Elizabethan mansion, its architecture a veritable song in stone. Can one say that that song is silent because the singer and his age have passed? It is not a manuscript. The present is suffused with its harmonies, and it is as much part of to-day as the gardens from amid which it rises.

When we see a jewel adorning a fair wearer we put no age to it. It is something of to-day. Similarly such places as Compton Wynyates in its incomparable setting are jewels upon the fair bosom of twentieth-century England. In the same way we can regard the half-timbered cottage. To us who pass it is mediæval, but to the occupant it is his home, something for which he pays rent and rates, and just as much a bit of present-day England as the council houses just erected.

It is this sense of the past existing in and being part of daily life that brings us into touch with romance, and once acquired it makes the Elizabethan and intervening ages seem very close.

Although motoring may have familiarized us with the roads and countryside of Great Britain the thrill of discovering what lies "over the hills and far away" never loses its fascination. Throughout the ages the lure has beckoned, and it is as strong to-day as ever.

"So at evening," writes an old chronicler, "when the

sun was setting, we came to the top of a long hill and looked down at the river winding to where the ships were lying calmly at anchor. There was a light at the harbour mouth and the church bells were ringing."

Who has not experienced this sense of serenity at the end of some long journey to the coast? Or looked down, as thousands of others have looked down, as day fell at some hamlet with its lights beginning to show through the dusk? Stevenson in his canoe murmured a benediction on the unknown ringer who one summer day sweetly chimed the bells of a French village church. Such an experience can be ours, too, in England on any Sunday evening in the summer when from some quiet spot in the countryside we hear the "mellow lin-lan-lone" of bells over hill and valley.

Sometimes in one's journeys one comes to places

Night turns romance into magic. To come over Alconbury Hill on a moonlit night and see the Great North Road stretching away miles ahead towards Norman Cross is to appreciate this; while if a gibbous moon is shining and the scud flying overhead, every story and legend connected with this famous highway becomes very real. One understands why the villages along the route have developed away from it.

When the sky is bright with stars over the Wye Valley with Tintern Abbey silhouetted against them one can only sit and view it in wonderment. Its beauty becomes unearthly; its sublimity overpowering. And what a sense of an insular inheritance comes over one when, standing on some headland near St. Ives, one sees the lighthouses up the coasts of Cornwall and Devon.

But there is no need to look to grandeur only for



"Sometimes in one's journeys one comes to places where the present seems to link hands with an age that stretches into remote antiquity."

where the present seems to link hands with an age that stretches into remote antiquity. Pass over Bodmin Moor on a dull June evening when clouds are wreathing Brown Willy and a gleam of sunset is reddening the horizon.

One need seek no farther to discover the origin of West Country legends and myths. Here, one might fancy, are places "where no one comes or hath come since the making of the world," and witches and gnomes by no means seem impossible!

Happier are the impressions aroused by coming suddenly upon such places as Babbacombe and Oddicombe beach. As Moore wrote of another spot:—

"To those that know thee not no words can paint,
And those that know thee know all words are faint."

romance. One can find it in every village on the road. There is not a pillar-box that is not surrounded with a wealth of memories connected with the Great War. The village general store enshrines many an association for sons and daughters of the place who have sought fortune in pastures new, whilst the signs of the inns may speak of proud—and infamous—families now otherwise forgotten.

To the writer the most romantic spot in the country is no farther away from London than Barnet. Here one can stand and look down two roads. That on the right is the Great North Road leading over 390 miles to Edinburgh, that on the left, Watling Street, leading over 260 miles to Holyhead. The man who can see nothing impressive as he stands there at the fork has read this article in vain.

HIGH-SPEED ENGINE CARBURATION.

By L. Mantell.

THE WORKING OF CONSTANT-VACUUM
CARBURETTORS—HOW THE TWO LEADING
MAKES DIFFER IN GENERAL DESIGN
ALTHOUGH THEIR BASIC PRINCIPLES
ARE SIMILAR.

THE previous articles in this series have dealt with fixed choke carburettors and the methods adopted by the makers in overcoming the various problems connected with their working have been explained. The constant-vacuum types now come up for consideration, and the first thing is to make clear their different systems of functioning.

It has already been explained that in the case of open carburettors the choke area is fixed, and the velocity of air through this constriction and the consequent vacuum in the induction system vary with the engine speed. Assuming a fully opened throttle, the jet, which delivers fuel in an approximate ratio with the rise or fall in suction, has a fixed orifice, which is modified in most cases to correct the discrepancy between the air and fuel delivery, owing to the difference in their weights and inertia values.

Certain difficulties that have already been analysed arise, however, in proportioning and maintaining a correct air-petrol ratio under various conditions of throttle and load variation, which make it difficult to ensure in all circumstances a constancy of mixture and volumetric exactness, and at the same time a correct state of air-fuel admixture.

This has always been the weak point of the fixed choke method of carburation, and to correct it the constant-vacuum system came to be employed in certain carburettors.

The Vacuum Valve.

As one is obliged to depend to a great extent upon an effective minimum air speed past the delivery orifice of the jet or jets for fuel disintegration, the basic principle of the C.V. carburettor is the provision of a means of maintaining a reasonably constant induction vacuum, and therefore spraying velocity, at this point, while at the same time providing automatically the volume required by the engine within all ordinary ranges of speed. This is done by controlling the air-way on the atmospheric side of the throttle by a gravity valve or piston automatically operated by the vacuum on the engine side of the valve, and suitably weighted to provide a calculated and constant depression at varying engine speeds.

As the degree of suction in the induction manifold obviously would rise and fall with the engine speed if uncontrolled, it will be self-evident that if this suction area is communicated to and made to act upon such a valve, it will cause it to move in unison with these variations and remain always in a position where its weight is balanced by the suctional lifting effort.

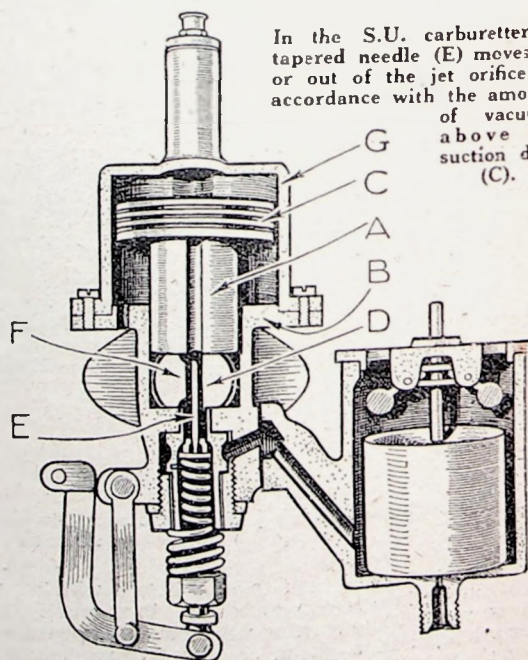
The volume of air which passes through the opening governed by the valve is in direct ratio with the height of its lift, and bears a similar relationship to the engine speed. It follows, therefore, that while the lift and air volume vary with the revs., the vacuum and spraying velocity are constant.

B16

Instead, therefore, of having a fixed jet orifice, as in the case of open carburettors, which would deliver more and more fuel as the suction thereon increased, it becomes necessary when a constant vacuum is used to provide a means of varying the area of the fuel outlet in proportion to the rise and fall of the valve and in a more or less precise relationship to the volume of air that passed.

There are two methods of carrying this principle into effect mechanically, as represented respectively in this country by the S.U. and the Smith five-jet carburettors. In both cases a gravity constant-vacuum valve is embodied, the movements of which vary the fuel output proportionately with the volume of air which passes.

The S.U. carburettor, standardized by various well-



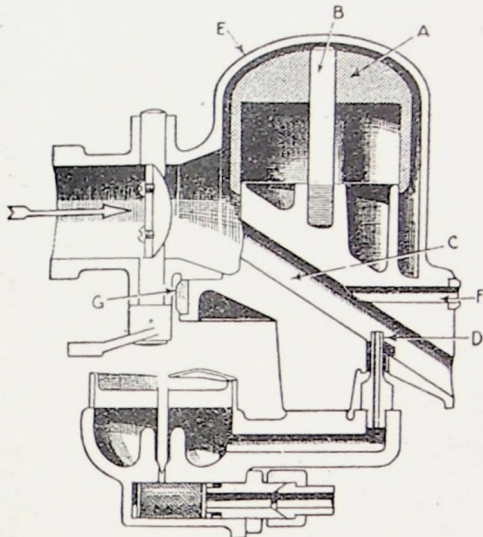
In the S.U. carburettor a tapered needle (E) moves in or out of the jet orifice in accordance with the amount of vacuum above the suction disc (C).

known makers in this country, is characterized by extreme simplicity. An accompanying sectional drawing shows a horizontal type of this instrument, from which its method of operation can be understood at a glance.

The composite constant-vacuum member is composed of a piston (A) working in a guide (B) and surmounted by a suction disc (C), while at the lower end mounted by a suction disc (C), while at the lower end of the piston is anchored a tapered metering needle (E), which moves in and out of the jet or petrol delivery orifice, according to the suction existing on the upper side of the disc in the cylinder (G). This

space is connected by a duct, not shown in the sketch, to the area between the needle and the throttle, which in the illustration is behind the needle and in a fully open position.

As the throttle is opened the suction communicated to the chamber (G) causes the valve to lift, exposing an airway, which is the equivalent of the choke in an open carburettor, and at the same time drawing the



Four main jets, each in a separate choke tube, are used in the Smith carburettor. In this sketch one of the jets is shown at D.

tapered needle from the jet situated at the bottom of this varying aperture.

It will be obvious that by means of needles having various degrees of taper the petrol output can be regulated exactly to the air volume under all conditions of operation; not only so, but in expert hands various peculiar engine characteristics which may demand slight local enrichments can be dealt with by making corresponding local reductions in the diameter of the needle, thus ensuring a remarkable degree of exactness in the mixture strength with proportionate smoothness in engine running.

The spring-loaded device shown in the sketch is an arrangement for varying the mixture strength from the driving seat, and its operation consists simply in raising or lowering the jet; thus, by altering its relation to the metering needle, the mean air-petrol ratio is varied throughout the whole range of movement.

The Fixed Jet Type.

The Smith five-jet is also a very popular carburettor amongst makers who desire the special characteristics which are the property of constant-vacuum instruments. It is provided with a suction-operated vacuum valve member, which rises and falls in exact proportion to the required volume at a fixed vacuum, but its fuel delivery arrangements are quite different from those of the S.U.

The designers of the Smith carburettor, instead of employing a moving needle delivering fuel through a varying annulus, prefer to use fixed jets, and they arrange the valve so that, in the process of opening, it uncovers successively four fixed choke tubes, in each of which is mounted a plain jet. The ports leading from these chokes are placed so that they overlap, and as, therefore, the rising valve uncovers them progressively, the products of each are gradually merged together and intervening gaps are avoided. One of the accompanying sketches represents a sectional diagram of the carburettor showing the valve (A) fully lifted

on its guide (B). Unfortunately, this section permits one only of the chokes (C) to be shown in section with its jet (D). This is the lowest one, and therefore the first to be uncovered; the other three, which are behind, are similar in appearance, and are arranged at various heights, so that when the valve is at the top, as shown, all of them are exposed.

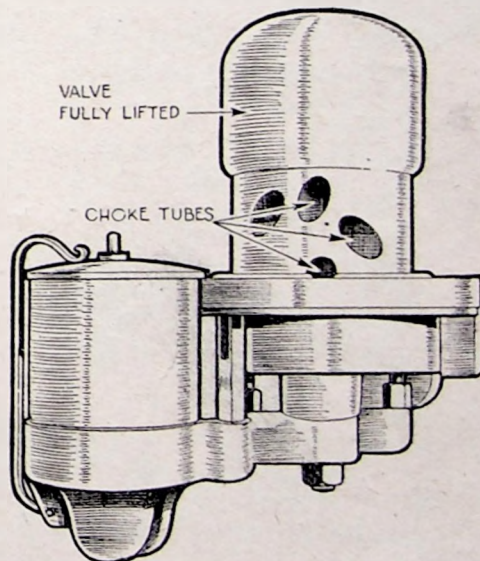
The position of the choke outlets in relation to the valve is seen more clearly in the other sketch, which is viewed in the direction of the large arrow shown in the sectional drawing, the throttle chamber and body having been removed. The degree of overlap can clearly be seen.

The four jets need not necessarily be of the same size; in fact, they are arranged, usually, so that the first to come into operation delivers a smaller quantity of fuel than the second, which is large enough to provide a fairly rich mixture for rapid acceleration. The third jet delivers a weaker mixture, whilst the fourth, which comes into action at high speeds, has a quite small delivery orifice, which ensures fuel economy. As the engine speed falls when hill-climbing, the vacuum valve, in closing, shuts off the third and fourth ports, so that a rich mixture is then supplied to the cylinders.

Submerged Pilot Jet.

Starting and slow running are effected by the provision of a simple type of well jet with the orthodox method of submerged calibration, and arranged to deliver a rich mixture to a by-pass hole at the edge of the throttle. A small volume of air is, at the same time, drawn through No. 1 choke, so that as the valve commences to rise a complete overlap with the pilot is assured.

By this ingenious combination of parts the Smith carburettor provides an infinite variation of mixture at all parts of the load curve by the use of fixed and definitely calibrated fuel orifices and an independent pilot jet.



This sketch of the Smith C.V. carburettor with part of the body removed shows the vacuum valve fully lifted exposing the four choke tubes. A separate jet and choke are used for slow-running.

Provision for varying the mixture within limits from the driving seat is made by supplying extra-air ducts (F) to chokes 2, 3 and 4, the entrances to which are controlled by a rotatable sleeve (G), in which corresponding holes are drilled to register in the open position with the ducts (F). By "closing" the holes a temporarily rich mixture can be used in cold weather until the engine attains its normal working heat.

Road Tests of 1927 Models.

THE 12-28 H.P.
CLYNO SALOON.

A CAR IN WHICH PERFORMANCE AS WELL AS COMFORT HAS BEEN STUDIED CLOSELY AND WHICH SELLS COMPLETE FOR THE LOW PRICE OF £250.

In our issue dated March 18th we gave our impressions of the 11 h.p. Clyno Royal saloon, the price of which is £230. The accompanying test-run report is, therefore, an interesting follow up and will enable the respective performances of the two types to be gauged.



ELEGANT SALOON COACH-
WORK.

The general characteristics of the coachwork of the 12-28 h.p. Clyno saloon can be seen from these photographs which show the car from three interesting viewpoints. Noteworthy features are the three wide and deep side windows and the very useful rear light through which a comprehensive view can be obtained. The interior comfort leaves little to be desired.

respectively (R.A.C. rating 11.9 h.p., tax £12). Side-by-side valves enclosed in an oil-tight cover, a three-bearing crankshaft, a Cox Atmos carburettor and a neatly arranged 12-volt Lucas lighting and starting set (separate instruments) are features of interest.

The pistons are of cast-iron and lubrication is by a submerged plunger-type pump operated direct from the camshaft, which forces oil to the timing gear, main bearings and troughs under the big-ends. The clutch is of the cone type, and the gearbox, mounted on the forward end of the torque tube, provides three speeds, the ratios being 16, 8.75 and 5 to 1. The final drive is by spiral bevel.

A Four-door Body.

The body has four wide doors, through which entry to or exit from either the front or rear compartments can be made quite easily, even by a big passenger, while the right-hand controls to both the gear and hand brake are placed in such a position that they offer the minimum obstruction to the driver's door.

Without making the waist line appear at all low, the windows (six in number) give ample vision for all passengers, while a large light in the rear of the head enables one to manœuvre comfortably and safely in reverse.

The clutch is smooth and certain in action and the gear change is simplicity itself; although there are fairly big "gaps" between the first and second and second and third ratios, the waiting period when changing up is not unduly long. Owing to the lightness of the free member of the clutch, "straight-through" changes of gear can be made, but for downward changes double-declutching is, of course, advisable to ensure silent engagement.

From a standstill on a slight uphill gradient a certain get-away can be made on the top gear of 5 to 1 without

TO a motorist of moderate means who is contemplating the purchase of a new car, the 12-28 h.p. Clyno four-door saloon represents a proposition well worthy of consideration. With a roomy and comfortable body lavishly equipped—even to a cigar lighter—finger-light steering and a willing four-cylinder 1,496 c.c. side-valve engine, the car is excellent value for money.

Generally speaking, the specification follows accepted practice. The bore and stroke are 69 mm. and 100 mm.

undue slipping of the clutch, so the veriest novice should be able to make quite sure of getting the car under way when using the lowest ratio on even a steep hill.

For traffic work top gear can be employed practically all the time. The engine will throttle down and fire regularly at 5 m.p.h. and will accelerate smoothly from this speed, providing the ignition is retarded somewhat. If, however, one wishes to accelerate rapidly, it is advisable to drop into second gear, when the car performs in a very lively manner.

The steering is exceptionally light, not only when running at high speeds on the open road but when manoeuvring in, say, a garage. These are features that are very difficult to combine and which make a distinct appeal to women drivers.

In this connection it may be pointed out that balloon tyres are fitted, and this would appear to indicate that low-pressure tyres receive unmerited blame when steering systems are heavy.

The springing, too, is very comfortable, and at a fair average touring speed of, say, 35 m.p.h. to 40 m.p.h., the car does not roll excessively on bends. When approaching the maximum speed of 53 m.p.h., we observed a slight tendency to roll on sharp bends, but this was,

42 m.p.h. on top gear is practically devoid of vibration. As stated previously, the acceleration on top gear is very good indeed; thus, from 10 m.p.h., 20 m.p.h. can be attained in 7 secs., 30 m.p.h. in 14 secs., 40 m.p.h. in 22 secs. and 50 m.p.h. in 38 secs.—really excellent going.

Powerful Braking System.

One of the most noteworthy features of the car is the four-wheel braking system. The pedal applies internal-expanding shoes within drums attached to each of the four wheels, the lever acting on the rear wheels only. The application of the pedal brings the car to a standstill not only in a very short distance but with velvety smoothness. Actually we were able to pull up to a standstill from 50 m.p.h. in 142 ft., from 40 m.p.h. in 93 ft., and from 20 m.p.h. in 18 ft. The hand brake is also surprisingly powerful and will hold the car either forwards or backwards on quite severe gradients.

FEATURES OF THE ENGINE.

The power unit of the 12-28 h.p. Clyno is very sturdy and of convincing appearance. The layout of the thermo-siphon cooling system is on efficient lines, the radiator being equipped, in addition, with a large head tank. Other features of interest are the accessible and wide-mouthed oil filler, the ribbed exhaust manifold and the neat mounting of magneto, dynamo and starter.

There are several little points in the Clyno which will appeal to the owner-drivers. The oil-filler spout on the engine is located high up, so that the lubricant in the sump can be replenished direct from an ordinary oilcan; the 12-volt Lucas starting set is sufficiently powerful to swing the engine round amply fast enough to obtain a sure start, whether the engine is hot or cold; there is a petrol gauge visible from the driving seat, which indicates instantly the amount of fuel in the tank, while the grease nipples are located as conveniently as possible.

We were very favourably impressed with this latest model Clyno. As we have indicated, it is comfortable, speedy and very easily controlled, and, bearing in mind the low price of £250, the all-round finish leaves little to be desired.

possibly, accounted for by the fact that, the steering being so light, one was apt to corner too fast.

For a comparatively small enclosed car with no pretensions to being a sports model, the top-gear performance is exceptionally good. On an ordinary give-and-take road 50 m.p.h. can be touched many times, while on a straight, level stretch we were able, during the course of our trial run, to maintain 53 m.p.h. for approximately a mile, no mean performance for a 1,500 c.c. four-seater saloon costing but £250. On second gear 36 m.p.h. could be obtained without undue fuss and on bottom gear the car will run at 19 m.p.h., also without excessive fuss or noise. The engine is reasonably silent throughout its whole range, and except for a very slight period between 40 m.p.h. and

EASTER EVENTS.

On sale one day earlier next week, that is on Thursday instead of Friday, **The Light Car and Cyclecar** will be published on the eve of the Easter holiday, and will contain all the last-minute information and so on concerning Easter events. A detailed programme of the London-Land's End Trial will be a feature. Order your copy now

A Chinese Puzzle.

OF course I should know how to do it, and it is not as though I have not tried; I have—first this way, then that way, single-handed, with the aid of an assistant, standing in my car and standing outside it. I have worked it all out theoretically, and experts have told me just how it should be done; but, to my shame, I confess that I am still as far from perfection as ever. What is it? Oh! just neatly folding the hood of a four-seater.

When it Blows.

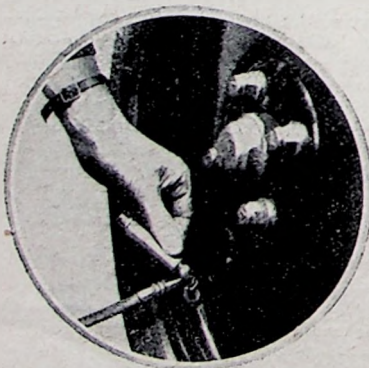
IN these days of very roomy four-seater bodies. the question of wind resistance deserves special consideration. A slight headwind, almost indefinite, perhaps, to a pedestrian, is multiplied exceedingly in its effect when a car is being driven into it at, say, a modest 35 m.p.h., and the result is reflected not only in reduced pulling power, but greater consumption. Close-up wings commend themselves as a practical way of reducing windage area, for on several small cars ordinary wings and valances present quite a large surface to the breezes. A drawback is that the body of a car so fitted soon becomes dirty, because the close-up wings serve merely to prevent mud and water being flung straight out; but "baby" valances overcome this to a large extent.

Laziness or Ignorance?

WHEN one has acquired the knack, it should be possible to remove a low-pressure cover from a rim of the well-base type without using levers. Now, the other day one of my colleagues wanted a little "swapping" done—front tyres changed over, a new cover fitted to a rear wheel and a repair to the spare. In the ordinary way he would tackle such jobs himself, but as his car was in for a wash and polish he thought it would be a good opportunity to have the other jobs done as well. What puzzles him now is that round the rims are the plain and unmistakable marks of a tyre lever or levers. Are some garage folk too lazy to remove low-pressure covers in the recommended fashion—one, by the way, which precludes the possibility of any of the paint being chipped off the rims?

A Really Useful Gadget.

THERE is in existence, and has been for two or three years, a gadget which makes tyre inflation and pressure maintenance a very much less troublesome task than it is for most of us. I refer to the Schrader tyre pump connection, which only costs 2s. 3d. and can be screwed on to the end of any tyre connection. With it in place the pressure in the tube can be tested without removing the connection from the valve, and I



Testing tyre pressure without disconnecting the pump from the valve.

B20



find that it saves me between five and ten minutes when testing and readjusting the pressures in my tyres. I am told by the manufacturers that not every garage stocks these little fittings, but that any garage will supply one to order. It is called the Schrader No. 2815 connection.

Uncanny Noises.

I WAS flattered when one of my friends approached me recently with the remark, "Focus, I wish you would have a run in my car and endeavour to trace the source of a noise which is worrying me considerably." Could I do aught else but oblige at the earliest possible moment? At first sight it appeared quite easy; it sounded exactly like the rattle of a chain, and it was most noticeable at about 23 m.p.h. in top. It was on the tip of my tongue to say, "Why, my friend, you have only to tighten up your timing chain and the noise will vanish," but when I discovered that the noise increased directly the engine commenced to pull hard, say, on an up gradient or when accelerating, I thought twice about the matter, for, obviously, a slack timing chain is not, or should not, be affected by engine load.

A Simple Cure.

I HAD in my pocket an elastic band, and I thought me of an uncanny rattle and its cure of which I had read or heard some time ago. So I stopped the car, alighted, lifted the bonnet and asked my friend to depress the accelerator pedal about a quarter of the way through its travel. I found that, owing to the arrangement of the control rods, there was at this position of the pedal quite a lot of play between the throttle arm and its connecting-rod, and it was but the work of a moment to slip the elastic band round the rod and loop it over the end of the throttle arm, so that any pos-



sible tendency to rattle was eradicated. You can imagine the delight of my friend when, on getting going again, the noise had entirely vanished. This little story emphasizes the futility of worrying over rattles, squeaks and so forth unless they assume a degree of prominence which really necessitates investigation.

Switchboard Improvement.

NATURALLY, I have been deeply interested in the correspondence which has arisen out of my idea for putting the switchboard under the bonnet, and the wave of opinion would appear to be so unreservedly in favour of the system I suggested that I feel sure we shall soon see a move in the direction I indicated.

Closely associated with this question is that of the petrol tap, to which allusion was made by Mr. F. O. Hunt, who pleaded for greater accessibility. For my part I should like to see a fascia-board control for the petrol tap, so that, should an outbreak of fire occur at the carburetter, the driver could instantly cut off the fuel supply and rev. up his engine—than which there is no quicker way of putting out such a conflagration.

An Old Grumble.

FROM time to time, for many years, I have bleated mildly concerning back draught. Since I last discussed the subject about a year has elapsed, and during that time, so far as I know, there have been no new inventions aimed directly at preventing it, and I was unable to find at Olympia the slightest signs of manufacturers having taken even the mildest interest in it.

It is the horrible back draught in open cars that has driven so many of us to buying saloons, which, I have no doubt, we shall find far from ideal during the summer months. We have bought them because we had no alternative, except using touring cars with the hood up, which means keeping the side curtains up, if draughts are to be avoided, and everybody knows that a saloon is a far more pleasant car than a touring car with its all-weather equipment in place.

Signs of Relief.

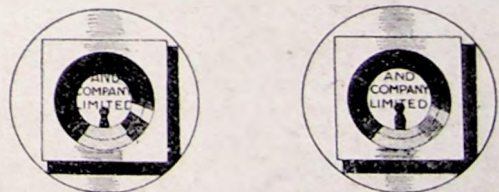
ON many previous occasions I have pointed out that there must be many ways of making an open car practically draughtproof for the front-seat passengers, and an obvious way to start experimenting would be to try windscreens of various types set at various heights and angles. Another helpful direction for experiment would be the heightening of scuttles and the lowering of seat cushions. I am glad to see that there is already a tendency for seats to be lower; if this tendency does not cure stiff necks and frozen spinal columns, at least it will add to stability, which in these days of very large section tyres is not always so good as it should be.

Looking Ahead.

THE difficulties of lowering the seats of a light car very much are that, if the job is to be done thoroughly, the propeller shaft must be housed in some sort of tube between the driver's and passenger's seat, whilst the frame needs either to be lowered, outswept where the seats come or inswept to allow sufficient steering lock. I should not be surprised if the more popular light cars of 1930 have their frames slung beneath the axle, which would bring us back to where we were some 16 years ago, when the Seabrook R.M.C. was at the height of its popularity. This car had the dumb-irons beneath the front axle, and half-elliptic springs were slung above it.

Testing Jet Sizes.

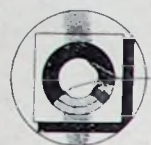
ONE is often told that slight differences in jet sizes are not discernible to the eye, and that to compare the orifices by holding the jets up and gazing through them does not provide reliable data. This is true; but as it is not everyone who has access to a flow-meter, and as there are occasions when one is justified in suspecting the number stamped on the jet, I give below a method by means of which the eye can be very usefully employed. Put a matchbox on the edge of a table or bench and on it place the jets to be compared with the small orifices pointing down the table. Opposite, at a distance of several feet, stand a ninepin or



Showing how jet sizes can be compared, as explained in the accompanying paragraph.

similar article with a sheet of paper containing large print immediately behind it. If, now, one

looks through the large end of the jet as a rifleman looks through his back-sight and brings the other end to bear on the ninepin, the tiny hole straight-way becomes of extraordinary size, showing not only part of the ninepin, but also of the sheet of paper behind. It is then easy to see which of the holes encloses the greater amount of print, the letters of which can be read quite clearly.



By this method, too, the outline of the jet hole appears as if magnified, and any deviations from the circular caused by inaccurate machining or damage are at once apparent.

A Landmark by Night.

GOING north through Aylesbury the other night, I was greatly impressed with the extremely beautiful manner in which the War Memorial at the top of the square is illuminated. As one comes into the square from the south one sees the memorial with its cenotaphs revealed in an intense white light, which seems to radiate from the memorial itself. On top are flambeaux glowing red. The effect is created by searchlights sunk in the well of the memorial and shining upwards on to it. The isolation of the memorial against the dark background of the square is very striking and gives it an unearthly quality in keeping with its symbolism.

In this connection readers may remember a front-cover picture of *The Light Car and Cyclecar* which depicted about three years ago the war memorial at Hertford. This was one of the first to be illuminated by "flood lighting" and still remains perhaps the most striking in the country. Another illuminated memorial stands at Potters Bar, where the North Road forks right for Cheshunt.

Two Cars Essential.

DURING a recent week-end at the coast I fell into conversation at my hotel with another visitor who also had arrived by car. Talk naturally turned to motors, and after examining my car he said that he wished he could substitute his big tourer for a smaller one. I explained that there were plenty of cars of more modest c.c. that should give him satisfaction; but he laughed.

"I am afraid you do not understand my requirements," he said. "There is no one car on the market that would suit them. I must have two."

"Two!" I ejaculated, somewhat mystified. "Why two?"

"Well, you see, I have ten children," was the surprising reply. "They are all motor mad, and when we go out on Sundays there are six of us in one car and six in the other. Now, I ask you, what car manufacturer caters for me?"

Catering on a Large Scale.

HAD my informant been a greybeard his revelation would not have been so astonishing; but neither he nor his wife looked a day over forty! He went on to tell me—with obvious relish—of the preparations they had to make when including an alfresco lunch in their programme. A minimum of twelve eggs had to be boiled, a small ham cut up for sandwiches, and at least three loaves were required. Six quart thermos flasks were carried, two quarts of milk, two to three pounds of cake, the same quantity of fruit, and a pound or two of biscuits. Even then the family arrived home hungry and ready to start on the mountain of provisions in the larder. I can quite understand that occasionally father and mother found it necessary to escape by themselves for a week-end rest!



NEAR BODMIN

IN CORNWALL.

This remarkable old bridge, which spans the River Fowey at Resprin, although narrow and dangerous, is admired by countless tourists.

MIDLAND OFFICES:
BIRMINGHAM: 16, Bennett's Hill.
Phone: Central 2572-3.

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

NORTHERN OFFICES:
MANCHESTER: 196, Deansgate.
Phone: Central 2167.

The Light Car and Cyclecar

Conducted by
EDMUND DANGERFIELD

TEMPLE PRESS LIMITED,
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Telephone - Clerkenwell 9000
(7 Lines).

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

NO CAR WITH AN ENGINE CAPACITY
EXCEEDING 1,500 C.C. (13 LITRES) COMES
WITHIN THE SCOPE OF THIS JOURNAL,
THAT CAPACITY BEING GENERALLY
RECOGNIZED AND ACCEPTED AS THE
LIMIT FOR A LIGHT CAR ENGINE.

The Police and Trapping.

WHILST reasonable-minded motorists take no exception to the administration of the law as the law stands, they are naturally somewhat discouraged to discover that trapping still continues unabated, although the probability of the speed limit being removed, or perhaps raised to a much higher figure, is being freely discussed in public and official circles. Judging from reports which we have received, trapping on "safe" roads appears to be actually on the increase. As we have intimated, there is no reason why trapping should discontinue until the law is altered, but we do think that motorists travelling along perfectly safe stretches of highway at 30 m.p.h. or 35 m.p.h. should be unmolested, the police confining their attentions to stretches where high speeds might prove dangerous to other road users.

Sir William Joynton-Hicks turns a somewhat unsympathetic ear when approached on matters of this kind. When, for example, he was asked in the House whether he would "consider the desirability of abolishing these unnecessary and un-English methods," he retorted, "It might strengthen my hands if the hon. and gallant gentleman could suggest some method of abolishing the unnecessary and unreasonable practice of disobeying the law of the land." No one will regard Sir William's reply too seriously, and it would apply with peculiar force in connection with anything but the speed limit, which is ignored by every motorist in the land until he is sufficiently unlucky to be caught in a trap. By all means let us stamp out dangerous driving, but, in view of the general feeling with regard to the speed limit, we appeal for more generous treatment on the open road.

More Instructive Tests.

IT is becoming increasingly evident that the one-time familiar handicap race meeting at Brooklands is gradually being superseded by events of a far more varied and instructive nature. Credit must be given to the Junior Car Club for making the first bold step in this direction in 1921 with its 200-Mile Race, which was the first long-distance event to be organized in this country. It was an instantaneous success and proved the forerunner of succeeding races which have gained in popularity year by year. The latest development is the Essex Motor Club's Six Hours' Endurance Race for

practically standard sporting cars, and, although it promises to be not so sensational as a 200-Mile Race or a Grand Prix, the value of the lessons which it should teach will be equally important. Calculated to attract owners of very fast touring cars, it should also prove an attraction to that section of the public which takes a keen interest in carefully organized tests.

At first Brooklands appeared primarily as a stage for very spectacular performances. Little significance was attached to the lessons which were being learned by pioneer designers from racing practice. Nowadays, however, practically every member of the public is a motorist in some form or other, and increasing numbers are beginning to take a serious interest in racing and the tests imposed on cars of all types at Brooklands. The Six Hours' Endurance Race will provide entirely new data, and it is hoped that the event will receive hearty support.

Value for Money.

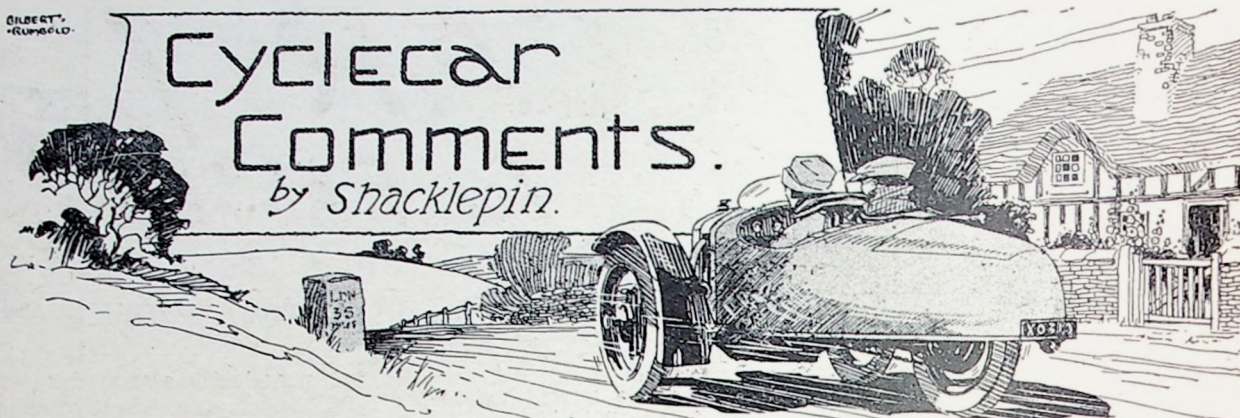
NO better value for money is obtainable than a modern light car. Boots, clothes, food and all the other necessities and luxuries of life are dearer than they were before the war—and their quality is not so good. Light cars, however, are cheaper, their performance is better, their equipment vastly superior and the comfort they afford is on an entirely different plane. Twenty of them can be bought for the price of a single luxurious limousine of the most costly type, and half a dozen or more can be had for the same figure that most middle-class men pay for their semi-detached houses. This is amazing. Only 12 years ago light car values were not half so attractive.

How have the price reductions been made? Certainly not under pressure of foreign competition, nor on account of any kind of price war. They have been achieved by concentration upon scientific production methods and by the employment of machines that do the work of many men. How they do it is to be revealed in a series of articles, entitled "Light Cars in the Making." The first of these articles appears in this issue, and others will follow at regular intervals. They will disclose not only the wonders of the machines now in use in our big factories, but they will make clear the vital part that is still being played by sheer manpower in the production of a modern light car.

ERBERT
-RUMFOLD-

Cyclecar Comments.

by Shacklepin.



FIRST IMPRESSIONS OF A NEW OMEGA—WHY A DE LUXE MODEL WAS CHOSEN—MODIFIED BRAKING ARRANGEMENTS—PARTS FOR HOME-BUILT CYCLECARS—A SIMPLE FOUR-WHEELER LAYOUT.

OMEGA owners will be interested to hear that I have just taken delivery of one of the latest de luxe models of this make. Sporting cyclecar enthusiasts will doubtless raise their eyebrows at the mention of the words "de luxe" and ask themselves why I did not choose one of the sports models. I must confess that this question worried me considerably before I finally placed my order, and the sight of an attractive sports Omega in a showroom which I often pass nearly resulted in my selecting a similar model.

Weather protection was the deciding factor, for, as I use my car practically every day of the year and not merely for week-end and holiday trips, I like to feel that the Clerk of the Weather can do his worst without causing me any discomfort. With the two aero-type screens fitted to sports models it is, of course, impossible to obtain an absolutely weatherproof joint between the screen and the front of the hood.

The de luxe model, on the other hand, has really good all-weather equipment. The front screen is of the two panel type, the hood being secured to the top rail by the usual peg and socket arrangement, whilst the forward side screens can be left in position when the hood is furled.

Ample headroom is provided and the cyclecar is quite pleasant to drive with the hood erected, as I proved on the way back from Coventry after I had collected the car from the works. On this journey the weather apparently did its best to vindicate my choice, for it rained hard almost all the way!

The body is of polished aluminium, the wings being finished in an attractive and not too startling shade of red, whilst the wheels,

chassis and upholstery are black. Naturally, I specified front-wheel brakes, which are of the internal-expanding type working in 6-in. drums and very sweet in action. The hand brake takes effect on all wheels, whilst the pedal operates a separate contracting band on the rear wheel. The two rear-wheel brakes were retained to satisfy a fad of mine, for normally only one rear brake is fitted to models supplied with front brakes.

When following close behind other vehicles in dense traffic, however, I like to make full use of the hand-brake lever, so that I can reserve my right foot for the accelerator pedal, and in those circumstances it is an advantage to be able to control brakes on all three wheels with the hand lever.

A feature of the car with which I am particularly pleased is the lighting set, which is of the Miller manufacture. Five lamps are fitted and a very good driving-light is available.

I am still not in a position to say much about the performance of the car, for it is not yet thoroughly run-in and "blinding" is, of course, out of the question until I have covered a greater distance. My Omega is fitted with a side-valve 980 c.c. water-cooled J.A.P. engine and from past experience of these engines I am sure that I shall not be disappointed in either its speed or hill-climbing capabilities.

When I have covered 3,000 or 4,000 miles and have had an opportunity to put the Omega through its paces I hope to give my impressions in detail.

I sometimes receive inquiries from readers who are building or reconstructing cyclecars, asking where

they can buy aero windscreens, wire strainers and similar components. These inquiries indicate, I regret to remark, that the readers in question have not been studying the miscellaneous advertisement columns of this journal, in which, every week, are to be found announcements relating to parts and accessories of use to amateur cyclecar builders.

Two concerns in particular, namely, Coley, Ltd., and Messrs Pride and Clarke, specialize in ex-Air Force parts, and although a complete list of their stock naturally is not published in their advertisements, enough is said to indicate that they can supply almost anything likely to be required at very reasonable prices.

A Liverpool reader is building a cyclecar in which he is incorporating a Harley-Davidson motorcycle engine and a three-speed gearbox. The chassis frame is of ash, braced by two strips of channel-steel and a light two-seater sporting body will be fitted.

My advice is sought concerning the type of springing, steering and transmission to be used. So far as the springs are concerned, in my opinion quarter-elliptics are in every way satisfactory and very easy to fit; at the rear the solid axle could be arranged to run in ball races carried in housings bolted to the springs, the torque being taken through simple radius rods.

Transmission from the gearbox should be by roller chain to a sprocket secured to the rear axle, chain adjustment being effected by arranging the ball-race housings to slide on the springs. Steering could be direct or geared down by a simple rack and pinion arrangement, but the possibilities of a wire and bobbin layout are worthy of serious consideration.

CAR / for EASTER

Why not
one of
these

Signed Guarantee, too!"

Other motor agents said it couldn't be done when we announced our intention of giving a written guarantee with second-hand cars. We are doing it and have every intention to continue doing so—in fact, we consider it unreasonable to expect a person to buy a used car without an assurance as to its condition. The reasons for our confidence are very simple:

1. We only sell to the public cars which we know to be thoroughly dependable.
2. Our works have definite instructions not to pass out any car until they are perfectly satisfied as to its condition.

A FEW SUGGESTIONS.

A.C. 1926, Model (del. 1925), 12 h.p. Royal 2-seater, late type clutch and steering £175
AUSTIN, 1927, 7 h.p., family model, equal to new £135
CLYNO, 1926, 11 h.p., 4-seater, F.W.B., excellent condition £120
CITROEN, 1924, 11 h.p., 4-seater, very good order £65
ROVER, 1926 (late), super model 4-seater, F.W.B., excellent condition £165
ROVER, 1925, 9/20 h.p., 4-str., 4 doors £115
STANDARD, 1926, 11 1/4 h.p., 4 door, 4-seater, almost equal to new £165
STANDARD, 1925, 11 h.p., 4-seater, deluxe, painted fawn £118
STANDARD, 1924, 11 h.p., 4-seater, in nice order. Choice of three £85
SWIFT, 1927, 10 h.p., saloon, F.W.B., run small mileage as demonstrator £245

SWIFT, 1926, 10 h.p., 2-seater, F.W.B., balloon tyres, perfect condition £135
TALBOT, 1925, 8 h.p., 2-seater and dickey £65
WOLSELEY, 1926, 11 h.p., 4-seater, 4-doors. Very nice order £145
WOLSELEY, 1925, 11 h.p., 4-seater, repainted £105
SINGER, 1926, 10 h.p., saloon, painted maroon, with leather upholstery, excellent condition, F.W.B. £185
SINGER, 1925, 10 h.p., saloon, in good order, repainted £145
SINGER, 1926, 10 h.p., 4-seater, in exceptional order £165
SINGER, 1926, 10 h.p., 4-seater. Choice of seven £160.
SINGER, 1925, 10 h.p., 2-and 4-seaters. Choice of fourteen from £105 to £120

We have between forty and fifty used Singer Cars of recent types at prices from £70 to £185. Full lists of 140 guaranteed cars sent on request.

Why not get a copy of our brochure "Cars of Beauty," together with our current stock lists of guaranteed "Used" cars immediately. If you already own a car which you desire taken in part payment, write us full particulars and we will make you a definite proposition by return post to include delivery and collection to any part of Great Britain. Deferred terms from 2 1/2 per cent. on balance if required.

150 CARS ALWAYS IN STOCK.

NEWMHAM
MOTOR COMPANY
237-243-245, HAMMERSMITH ROAD,
LONDON, W.6.

Telephone—RIVERSIDE 4646 (Private Exchange).
Established over 30 years.

WHETHER you are contemplating the immediate purchase of a car or not, you should obtain a copy of this brochure. It is full of information a purchaser wants to know and contains particulars and illustrations of a number of 1927 models. Full details are given of the simplest and most generous deferred payment and part exchange facilities ever offered, and it should be remarked that these are operative in any part of the United Kingdom. A penny stamp on a post card asking for a free copy represents money well spent.

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

TRY A TROJAN

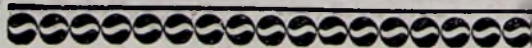
Do you remember how, on the first day of last holidays, laden with two heavy suitcases, a rug, overcoats and golf clubs, you struggled to the station? As, with the family, you wearily mounted the infinitely long station slope, you thought of the colleague who had thrown everything—necessities and luxuries—into his TROJAN and was travelling merrily to the sea-coast; enjoying the champagne air of a priceless day. . . . And as he whistled in the sheer joy of untrammelled holiday delights, you were watching the trains come in, waiting for yours, bracing yourself for the inevitable struggle for seats and wondering whether the outside porter had brought your trunks.

Will it be the same this Easter?

ATTRACTIVE HIRE PURCHASE OFFER

Particulars of an attractive and inexpensive insurance policy and of hire purchase terms may be obtained by application to any Trojan Agent.

LEYLAND MOTORS
LIMITED
LEYLAND LANCS



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.

HOLIDAY!

For the trivial sum of £125

there is a

TROJAN

FOUR-SEATER CAR

waiting for
you

No previous
driving experience
necessary

Gears that cannot be bungled
Hand lever starter from driver's
seat

No mechanical attention
Maintained without the slightest
mechanical knowledge

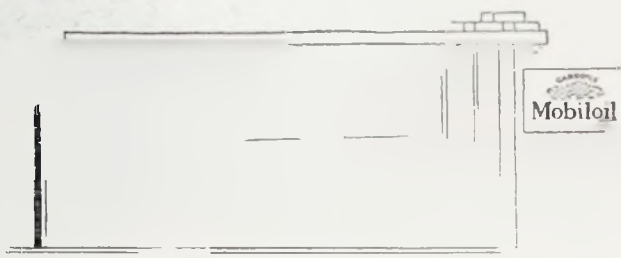
INCLUSIVE COST OF RUNNING
2½d. PER MILE

You can dodge
trippers with a
Trojan—seek the
beauties of the
countryside in
your own

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

B27

Put fresh clean oil in your engine for Spring. Oil used during winter months may be found seriously contaminated with petrol and impurities.



**Make the
Mobiloil
Chart
your guide**

If your car is not listed below you will find it in the Mobiloil Chart at your Garage.

WARNING:

Don't ask for "A" or "BB"; always ask for Mobiloil "A" or Mobiloil "BB."

NAME OF CAR	1927 Engine		1926 Engine		1925 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter
Alvis	BB	A	BB	A	BB	A
Armstrong-Siddley ..	BB	A	BB	A	BB	A
Austin, 7 h.p.	A	A	A	A	A	A
Austin, 12 h.p.	BB	A	BB	A	BB	A
Austin (other)	BB	A	BB	A	BB	A
Bean	A	A	A	A	A	A
Citroen, 7.5 h.p.	A	A	A	A	A	A
Citroen, 12/24 h.p.	A	A	BB	A	BB	A
Citroen (other)	BB	A	BB	A	BB	A
Clyno	BB	A	BB	A	BB	A
Crosley, 14 and 18.50 h.p.	A	A	A	A	A	A
Crosley (other)	A	A	BB	A	BB	A
Daimler (all models) ..	A	A	A	A	A	A
Darracq, 12/32 h.p.	BB	A	BB	A	BB	A
Darracq (other)	A	A	A	A	A	A
Hillman	A	A	A	A	A	BB
Humber, 8 and 9/20 h.p.	A	A	A	A	A	A
Humber (other)	BB	A	BB	A	BB	A
Jowett	A	A	A	A	A	A
Lagonda, 12/24 h.p.	A	A	A	A	A	A
Lagonda (other)	BB	A	BB	A	BB	A
Lanchester	A	A	A	A	A	A
Lancia (Lambda)	A	A	A	A	A	A
Morris-Cowley	A	A	A	A	A	A
Morris-Oxford	A	A	A	A	A	A
Peugeot (SL Valve Mdl. and 11 and 12 h.p.)	BB	A	BB	A	BB	A
Peugeot (other)	BB	A	BB	A	BB	A
Riley, 11 and 12 h.p.	BB	A	BB	A	BB	A
Rolls-Royce	BB	A	BB	A	BB	A
Rover, 8 h.p.	A	A	A	A	A	A
Rover (other)	A	A	A	A	A	A
Singer	A	A	A	A	A	A
Standard, 14 h.p.	A	A	BB	A	BB	A
Standard (other)	A	A	A	A	A	A
Sunbeam, 4 and 6 cyl.	A	A	A	A	A	A
Swift	A	A	A	A	A	A
Talbot, 18.55 and 20.60 h.p.	A	A	A	A	BB	A
Talbot (other)	BB	A	BB	A	BB	A
Trojan	A	A	A	A	A	A
Vauxhall, 14/40 h.p.	A	A	A	A	A	BB
Vauxhall, 23/60 and 25/70 h.p.	A	A	A	A	A	A
Vauxhall (other)	BB	A	BB	A	BB	A
Wolsley	BB	A	BB	A	BB	A

Mobiloil Recommendations are endorsed by hundreds of Motor Manufacturers the world over.

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VACUUM OIL COMPANY, LTD., LONDON, S.W.1

A STRENUOUS WELSH "TWENTY-FOUR."

COMPETING CAR TURNS A DOUBLE SOMERSAULT, BOTH DRIVER AND PASSENGER ESCAPING WITH NOTHING WORSE THAN A SHAKING.

SIXTY-FIVE of the sixty-seven entrants for the Liverpool Motor Club's 24-Hour Reliability Trial faced the starter at Birkenhead Market on Friday evening last. Of these the light car contingent was: W. A. Empsall

INCIDENTS
EN ROUTE.

(Austin Seven); C. M. Needham (Newton-Ceirano); E. H. Cookson (Donnet-Zedel); G. Wood (Rover Nine); Miss N. Marples (Lea-Francis); V. F. Crosthwaite, H. F. Gallie and G. S. Whiting (Morgans); T. L. Vickers (Riley); K. Wilson (Humber Nine) and J. C. Rushbridger (Wolseley).

One of the outstanding incidents of the event was the almost miraculous escape of Empsall and his passenger, J. J. Green, junr., who, when descending the treacherous hill on the other side of Bwlch-y-Groes with the gear lever in neutral, got into a series of uncontrollable skids on one of the bends, which resulted in the car turning two complete broadside somersaults. Green was flung clear and, marvellous to relate, Empsall was actually seated at the wheel when the car finished its acrobatic performance, the right side up and on its four wheels! Neither driver nor passengers suffered serious injury.

The course led through Queensferry, Ewloe, Northop, Holywell and St. Asaph to Abergelle, thence to Colwyn Bay—the supper control.

An Unexpected Splash.

A totally unexpected water-splash across the main road between St. Asaph and Abergelle proved rather unpleasant for those who had their feet hard down on the accelerator. The run through the night continued with little incident, and the competitors were blessed with fine weather.

The morning section caused little trouble until "Stay a Little" was reached. This hill has been rather underrated in the past, but after last Saturday's attempts it will probably receive far more respect. Wheelspin was almost universal and accounted for several failures.

Those who knew "Bwlchy" had little difficulty, good ascents being made by Wood (Rover), Gallie (Morgan), Miss

Marples (Lea-Francis) and Empsall (Austin). Lunch was taken at Bala and very soon after leaving the luncheon check an acceleration test was staged.

Competitors had to bring their machines up to the first tape, stop, and at the word "go" accelerate up a hill until they crossed a middle tape. The machines then had to be allowed to run backwards until all wheels were below the line, when the drivers had to restart and accelerate to the finish. No distance was given officially, but the following comparative times are interesting:—Rushbridger (Wolseley), 36 secs.; Wood (Rover), 22½ secs.; Miss Marples (Lea-Francis), 28½ secs.; Gallie (Morgan), 27 secs.; Needham (Newton-Ceirano), 28 secs.; K. Wilson (Humber), 25½ secs.; Cookson (Donnet-Zedel), 31½ secs.

Extremely bad weather marked the concluding stages of the trial and a number of competitors went off the course—very hard luck indeed in view of the excellent efforts they had made up to that point. The last man was due at Two Mills Garage (Welsh Cross Roads) at 8.27 p.m., and up to 8.36 p.m. the following light car drivers checked in:—G. Wood (Rover), Miss Marples (Lea-Francis), F. F. Crosthwaite and H. F. Gallie (Morgans) and K. Wilson (Humber).

Star Turns.

Undoubtedly the star turns of the trial were Wood (Rover), who already holds one of the premier cups for the best performance of any four-wheeled car—and seems likely to retain it—and Miss Marples, who put up a very plucky show indeed.

Cyclists' Rear Lights Discussed in the House.

THE House of Commons did not hesitate to give a second reading to the Road Transport Lighting Bill which Mr. Lougher introduced. It received the blessing of the Minister of Transport, with the qualification that certain points might require to be amended in committee.

The critics of the Bill fastened upon the clause which requires that bicycles must carry one white light in front and a rear light behind.

The real objection, as it emerged in the discussion, was that the Bill, by placing wide powers in the hands of the Ministry of Transport, would be an enlargement of bureaucratic authority. This, however, is a point without substance when it is remembered that the only power which the Bill gives to the Ministry is that of modifying the application of the clauses in certain cases where strict enforcement would be unnecessary.

There was general agreement in the

House that the effect of the Bill, which has every prospect of passing into law with the backing of the Government, will be to improve the amenities of the road. Sir Frank Meyer expressed a hope that one result of the placing of red reflectors on bicycles would be that motorists would be encouraged to show more courtesy in dipping and dimming their headlights. Another suggestion, made by Mr. B. Smith, was that bicycles ought to have a splash of white paint on the mudguards, and this led up to some humorous remarks to the effect that flesh-coloured stockings worn by the young ladies on bicycles show up as signals in the darkness.

The great merit of the Bill is that it will make the law plain and definite to motorist and cyclist alike and put an end to the present confusion. It really anticipates the Government's own prospective Bill, but that will not make any difficulty, as the lesser measure can be incorporated in the greater.

A SPORTS CAR with a PUNCH

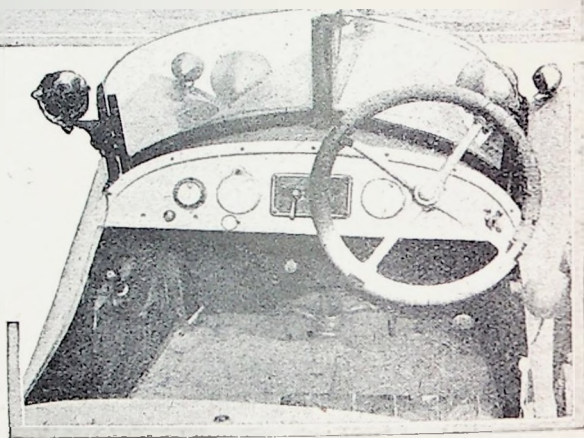
INTERESTING EXPERIENCES
WITH A SECOND-HAND
SENECHAL WHICH HAS BEEN
IN CONSTANT SERVICE FOR
NEARLY TWO YEARS.

TO many prospective motorists second-hand cars prove to be a strong attraction; it is only the uncertainty attaching to a vehicle which has been owned and driven by someone else that makes a would-be purchaser hesitate. All the more interest, therefore, centres in first-hand information as to how light cars of this sort behave.

The car which forms the subject of this article is not one of M. Sénéchal's very latest productions; it dates back to May, 1925, and came into the hands of a member of our staff in November, 1926. The exact price paid is of no special importance—the deal was, as a matter of fact, one of part exchange, and the owner thinks that he picked up a bargain.

The previous owner is known only in so far as his name and address appear on the licensing documents—the deal was made through a well-known London trader—but a casual examination revealed that while he appeared to have been a reasonably careful driver, in that there was no evidence of gross abuse of any kind, there was, at the same time, distinct evidence that he believed in spending more time driving the car rather than in maintaining it!

Having acquired this sports Sénéchal after only a cursory examination and a short trial run, on which everything appeared to be satisfactory, the new owner went to some little pains to ascertain exactly what he had purchased. He had, of course, previously compared the chassis number with particulars given by the concessionaires and satisfied himself on the date of manufacture, but what he did not know until some days after he had paid for the car was that the engine was a Ruby, while the electrical equipment, by Ducel-



(Above) A contrast. The small size and general appearance of "nippiness" of the Sénéchal is emphasised by the tank in the background. (Below) The wheel is large and the steering light: the whipcord binding round the rim of the wheel is for show purposes only.

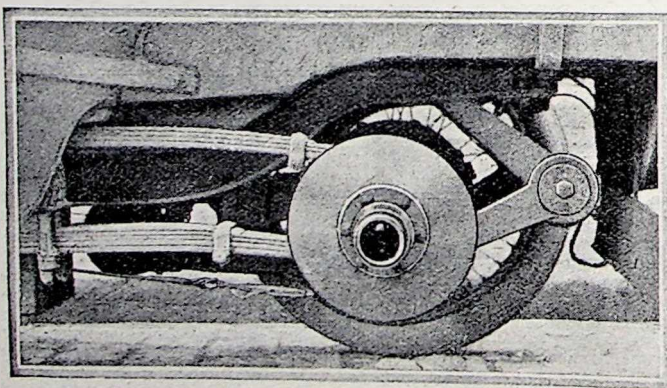
suffers from the great disadvantage that when anything does go wrong rectification of the fault is no light task, as it means that the engine has to come out of the frame before the dynamotor can be properly tackled. The first thing to be done with the car, then, was to get a firm of real experts on matters electrical to run over the entire system and fit certain accessories. The Euston Ignition Co., of Euston Road, London, N.W.1, were entrusted with the work and they examined the dynamotor superficially, made necessary adjustments and reported that the existing battery was completely finished. A new Exide was, therefore, fitted.

Surprising Evidence.

Thinking that there must be something radically wrong to cause this premature demise of the battery, instructions to fit a dashboard ammeter were given. Then the reason at once became obvious; the dynamotor was, in fact, charging at something over 25 amps!

After attention to these details, the dynamotor, although directly geared, would start the engine with the greatest ease, even after standing in an unwarmed garage during a cold night in winter.

The engine and chassis then received attention from the Sénéchal concessionaires, the Automobile Service Co., Ltd., of Gt. Portland Street, London. Decarbonizing was, of course, made rather more difficult on account of the non-detachable cylinder head, but the



The double quarter-elliptic rear springing gives easy riding as well as taking the torque in an effective manner. Shock absorbers are advisable on a car so light as the Sénéchal which is capable of high speeds.

lier, was rather different from anything now manufactured.

A striking feature of the electrical system is an enormous dynamotor, coupled direct in tandem at the front of the crankcase. This might appear to be absolutely ideal in theory, but in practice, of course, it

cylinder block was removed and nothing at all serious was found to be wrong. When the cylinder block was off the usual attention was, of course, given to the valves, and the best possible job made of decarbonizing. The results were very encouraging.

To tone down the distinctly noticeable bark of the engine, an ordinary fish-tail was fitted to the exhaust, and this proved to be quite effective. It was, unfortunately, found to be impossible to fit an oil-pressure gauge without expense out of all proportion to the advantage gained, so it was decided to do without one.

The cost of the overhaul outlined was well below £20 and the car was then taken out on test. Its liveliness was frankly astonishing, 40 m.p.h. on second gear being easy. At 45 m.p.h. there was certainly a feeling that the engine was turning over fairly fast, but even 48 m.p.h. was attained. The maximum flat all-out speed was in the neighbourhood of 70 m.p.h. At 62 m.p.h. there appeared to be a distinct period, which passed off as higher speeds were reached, but quite a comfortable cruising speed was 55 m.p.h. to 58 m.p.h.

Good Acceleration.

Acceleration, of course, is fierce. The old-pattern clutch of single-plate construction is what our American friends would describe as being of the "regular two-fisted, red-blooded, he-man variety"—that is to say, it is distinctly harsh. Thanks, however, to the double quarter-elliptic springing at the rear, there is no great

the road—surely a remarkable proof of the general sturdiness of construction. The wheel that had been shed was eventually found some 50 yards on the other side of a hedge, and the journey to Salisbury was continued with the passenger hanging over the side ready to shout the moment the wheel, which had, of course, no locking ring to hold it in position, threatened to fall off. There was a delay of about an hour in Salisbury while the wheel was temporarily secured by means of grub screws fitted to the hub, but doing this work while in the check, of course, involved disqualification.

There have been certain troubles, but only minor ones. The dynamotor, for instance, has an unfortunate habit of cutting out at speeds above 50 m.p.h., and if high speeds are maintained it sulks for some time after.



(Above) The general layout under the bonnet. The rubber tube seen on the extreme right is part of the air pressure device used when climbing steep hills. It is normally disconnected, as shown. (Left) A three-quarter front view showing the transverse front springing, the attractive V-shaped windscreen, flared wings and so on.

disadvantage in this, as the drive is taken up without any judder. Let the clutch in with a bang and the car gets away with a bang, hitting the driver in the small of the back with a bang. The springing is excellent, and, owing to the Hartford shock absorbers, there is practically no rolling or pitching, although, of course, there is a tendency for so light a car to deviate from its course on hitting a bump at speed.

So pleased was the owner with his rather modest purchase that he decided to enter it for last year's London-to-Exeter run. It behaved perfectly throughout, and, despite a distinctly high bottom gear of 12 to 1, there was no difficulty whatsoever in getting away on Salcombe. The car was timed through the non-stop section at 17.6 m.p.h. On occasions such as this the absence of a differential is a distinct advantage. An unfortunate accident, however, robbed the driver of his "gold." A tyre punctured while crossing Salisbury Plain on the homeward journey and the spare was quickly put on. Evidently the job was done in too much of a hurry, the wheel not being properly secured, for some five miles farther on, at about 50 m.p.h., the wheel suddenly detached itself!

By a series of miracles no damage was done either to the chassis or passengers, although the car skidded for some 50 yards on its front axle and churned up

The writer has not yet got quite to the root of this peculiar behaviour: he hopes, however, that it will provide an interesting problem for solution later on. In the meantime no great inconvenience is caused.

Another mysterious trouble experienced has been occasional steam locks in the water-circulating system, which is of the thermo-siphon type. On one occasion the water, for no apparent reason, simply vanished. This was, fortunately, discovered just in time, but not before two valves had stuck in their guides and had to be freed by the injection of paraffin. Ordinarily the engine is quite cool running.

The car has an attractive appearance with its V windscreen and pointed tail. The latter is useful as well as ornamental, for large suitcases, spare tyres and junk of all kinds can be stowed away in it without difficulty.

Summed up, the car is an excellent example of the modern light sports model so dear to the heart of the man who likes a good turn of speed and cares nought for saloon comfort. It would appeal especially to the ex-motocyclist who, perhaps for years, has been accustomed to having six or eight "horses" at his disposal and who yet cannot possibly afford a car running into perhaps nearly four figures that is capable of giving an equal performance.

THE CULT OF THE

INCREASING POPULARITY OF THE SUIT EVERY P

IN America open cars are the exception rather than the rule, and many people forecast a similar state of affairs in this country in a few years' time. Whether their prophecies will come true or not remains to be seen, but it is certain that 1930 will witness a much larger proportion of saloons on our roads.

It is not so very many seasons back that the idea of a pukka saloon body on a light car chassis was regarded as a bold departure which would meet with a small degree of success, yet to-day very few small car manufacturers do not include a saloon in their programme. Even a 7 h.p. engine is capable of hauling a roomy saloon along and, what is more, it gets on with the job in a very convincing manner.

A WIDE CHOICE OF ENGL

(1) The 9-20 h.p. Humber saloon which has a coach chassis—the Rover. (3) The 9-15 h.p. Renault saloon. (4) The 9-15 h.p. Mathis. (5) One of the few light cars with a slide top. (7) The Alvis sports saloon, typifying a style of its own. (8) A roomy 11 h.p. Clyno saloon, and (9) the 11 h.p. Salmson and the Amilcar. (12) The 11 h.p. Salmson and the Amilcar.

E LIGHT SALOON.

DESIGNED LIGHT CARS—MODELS TO
AND TASTE.

Vast strides have undoubtedly been made by manufacturers and the disadvantages of earlier types have been entirely eliminated.

This development cannot be traced to any one cause, but the ever-increasing number of cars used for business purposes has been very largely responsible. A man who has to make business calls naturally does not desire to present a travel-stained appearance or to be dressed in clothing more in keeping with an open sports car. A saloon obviously meets his needs better than any other type of body.

On these pages we reproduce representative photographs of light car saloons from a small 7 h.p. model priced at £165 to a luxurious sports model costing £595. Who could not find an enclosed car to suit his tastes when such a wide range is available?

MAIN FRENCH PRODUCTIONS.

body. (2) Another coach-built body on a 9-20 h.p. Weymann coachwork, and (4) the Weymann-bodied Imperial—the Imperia. (6) An attractive Lea-Francis coachwork which seems likely to become popular. (10 and 11) Two popular French production saloons, and (13) the well-known Austin Seven.

A NEW VARIABLE GEAR.

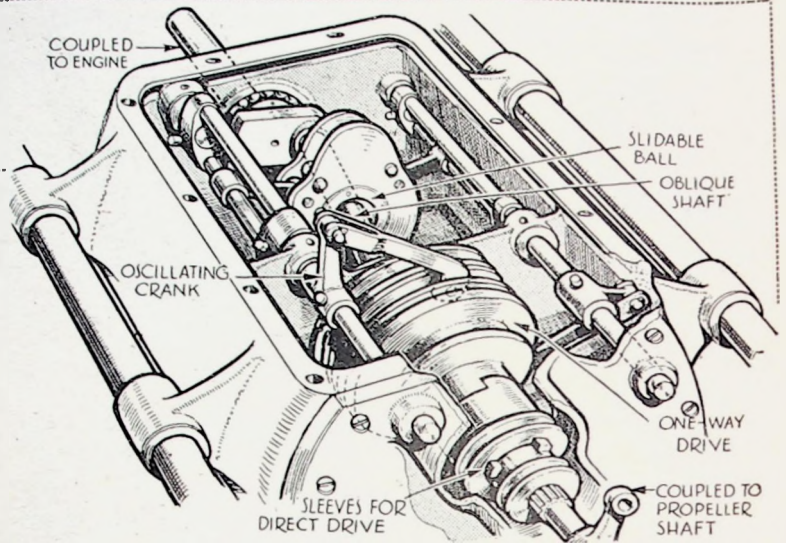
NOVEL PRINCIPLE EMPLOYED
IN THE G. AND J. ASSEMBLY.

THE basic principle of a new infinitely variable gear patented by Mr. E. E. Guinness and Mr. A. E. Jones calls for the continuous rotating motion of the engine crankshaft to be converted into an oscillating movement capable of variation in amplitude, which can then be converted back to a continuous rotating movement again.

The variable oscillating movement is obtained through the medium of a shaft—bolted to the flywheel—the axis of which is inclined to the axis of the crankshaft and which “wobbles” as the mechanism rotates. On this shaft a truncated phosphor bronze ball is arranged to slide and carries a housing from which connecting rods protrude—in almost the same manner as the connecting rod assembly on a radial aero engine. The rods are connected with rocking levers mounted on auxiliary shafts. (See sketch.)

It will be seen that as the ball is moved along the oblique shaft from the point where the axis of this shaft crosses the axis of the crankshaft, i.e., the neutral position, the circular movement given to the phosphor bronze ball by the wobble of the shaft becomes greater. This, in turn, causes the oscillatory movement of each of the connecting rods to become greater in direct proportion. It now remains for this oscillatory movement to be re-converted to a continuous rotating movement again.

This is effected by connecting arms attached to the ends of the auxiliary shafts with the ratchet driving



The G. and J. gearbox with the cover-plate removed.

members of a “one-way drive” device. The driven or inner member is coupled by means of a dog clutch to the propeller shaft, so that with the gear in operation the number of impulses given to the rear wheels is dependent upon the gear ratio of the rear axle final drive and the number of connecting rods arranged radially round the oblique shaft. The one-way drive device is of the roller-ratchet type.

A feature concerning this particular gear is the fact that by moving a dog clutch into gear the whole of the variable mechanism can be cut out and a direct drive obtained much in the same manner as in the top gear of a conventional three or four-speed sliding pinion type gearbox.

TYRE INFLATION PRESSURES.

WE have all been told during the past few years how very important it is to keep tyres inflated to the recommended pressures if the best mileage is to be obtained from them, but it is only comparatively recently that motor owners—as distinct from designers and other folk conversant with the more intricate aspects of motoring—have begun to take an interest in inflation pressures on account of the direct bearing which they have upon the behaviour of a car.

It is well known, of course, that the factors which limit the speed of a car are wind resistance, friction and the natural tendency of any body to remain stationary unless acted upon by some outside force or by gravity, as, for example, when a hill is being descended. On a level road, with a following wind of 10 m.p.h. and mechanism which was so perfect that there was no mechanical friction whatever, a car, once started at a speed of 10 m.p.h., would continue indefinitely with the gear in neutral—provided that there were no such thing as tractive resistance. This resistance to movement is caused by the force of gravity, and the little humps and hollows in the road surface. It can be multiplied considerably by drag set up by under-inflated tyres. The practical importance of this drag can be determined by first inflating the tyres until they are board hard and seeing how far the car will coast down a given hill in neutral, then driving it to the top and repeating the experiment with the tyres soft, when it will be found that the car will not run nearly so far. This means that under-inflation spells higher petrol bills.

There are, of course, other and more obscure reasons why unduly soft tyres have a detrimental effect upon performance. In the case of big tyres, say, at

the rear, if one is soft and the other hard, the effective diameter of one wheel is less than that of the other, which causes the differential to be constantly at work, whereas normally on a straight road it is idle. Different wheel diameters also naturally affect braking, although theoretically the actual adhesion of a hard and a soft tyre on a given road surface is the same. The point is that with a small wheel the leverage is less and the tendency for it to lock is therefore greater.

Unequal inflation of two tyres on the same axle also has the effect—although opinion is not unanimous on this point—of causing the axle to tend to oscillate about its centre point, causing poor tyre adhesion and rapid wear, apart from the discomfort which is created.

In the case of front wheels with one tyre softer than the other this tendency to oscillation may—and often does—contribute towards wheel wobble, “patter” and “shimmy.” These complaints have been aggravated of recent years by front axles having become so much heavier on account of the adoption of front-wheel brakes, and in the case of some large cars they have assumed quite serious proportions. Light cars have been less troubled, but, even so, many owner-drivers have found that they have been able materially to improve the “feel” of the steering by paying careful heed to equalizing inflation pressures.

There are cognoscenti in the motoring world who could point to many other directions in which material advantages can be gained by making sure that the tyre pressures of a car are equalized at regular intervals, but their theories are not easily explained in a short article, and enough has been said already to make it clear that five minutes each week spent with a pump and a gauge are likely to be amply rewarded.

"The Nippy Nine."

Try the Rover on the road: note its speed with *any* load. Hills surmounted with a smile; engine "lively" all the while. The easy controls give driving a charm; the four-wheel brakes obviate cause for alarm. When the weather turns wet, the car very soon can be made quite as cosy as any saloon. The Rover's the car that costs little to run—40 miles to the gallon is easily done. Shall we send you a catalogue? Just let us know. There are Rover "Nine" models from pounds two-two-0

THE ROVER COMPANY LTD. 61, NEW BOND STREET, W.1, AND COVENTRY

Extract from letter received April 5, 1927.

"that 'Mighty Atom,' the 7/12 Peugeot, has carried me faithfully over all roads in all weathers for 24,000 miles. I congratulate you on your stalwart little bus."

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TO BE THE LEADER
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Four-Seater

TAX £7 per annum.

45 miles per hour.

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Cabriolet with
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including
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Write for
Booklet of
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Starter and Lighting Set.

PEUGEOT (ENGLAND) LTD.

78/80, Brompton Rd., London, S.W.3.

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

Gems of RURAL CHESHIRE



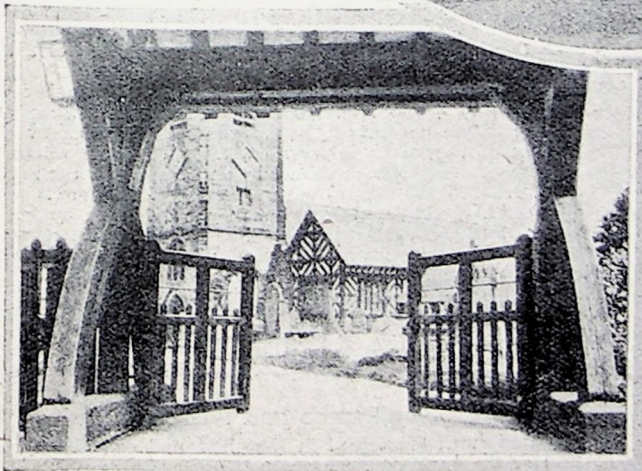
(Left) The two curious old obelisks at Sandbach, and (right) the beautiful half-timbered Bear Hotel, at Brereton Grange.



(Right) Another good example of half-timbered buildings at Sandbach. (Below) The picturesque "Magpie" nave of the church at Lower Peover.



(Below) An old-world corner at Great Budsworth.



THE old county of Cheshire, and especially the lowland central vale, known often as the Vale Royal, is a land of rich soil and verdant pasture, quiet and unobtrusive to the casual eye, but to the observant rich in memories of the industrious past. Abounding in quaint homesteads and canny nooks, winding by-ways and half-timbered halls, it is indicative of rural and architectural labour of which the county may well be proud.

Bounded on the west and north by the great industrial centres of Liverpool, Manchester and Sheffield it is remarkable that this central vale has retained so much of its old-world tranquillity. The hand of modern civilization is noticeable only in the structure

and amplitude of its main highways, which to the motorist are as much a disadvantage as a boon; their condition and surface are incentives to speed, whereas the county is essentially one in which to amble, and enjoy those inspiring relics of other days, when, at least so it seems, men strove primarily to attain grace and beauty in the structures on which they worked.

What measure of success they attained is evidenced when one examines the ancient obelisks in the Market Square at Sandbach (supposed to date from the seventh century) or the workmanship displayed in the half-timbered inn at Brereton, or the Priest's House at Prestbury (now the home of the District Bank), to mention only a few of

the many architectural delights that are available for those who care to seek them out.

The old church at Lower Peover, near Knutsford, with its "magpie" nave and picturesque environment, makes a picture that is unforgettable. That it lies off the main road should be no deterrent to motorists for its charm is indeed worth all the trouble of a special visit.

Of other places of similar attraction there are scores, but it would be a pity to deprive any would-be admirer of the delights of roaming this old-world countryside either afoot or awheel and seeking out for himself the many delights that this remarkable county has to offer.

Tourist.

B37

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," 7-15, 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.

THE PROPOSED NEW MOTOR LAWS.

Interesting Criticisms and Suggestions.

The Driving Age.

I am somewhat astonished by the clause in the proposed new motoring regulations which raises the minimum age of the holder of a motorcycle driving licence to 15 (very wise), but does not lower the minimum age for a car licence. I consider that the whole arrangement should be reversed, for who, taking a common-sense view of the matter, would deny that a car is far easier—and far safer—to handle than a motorcycle? Actually, if a girl or boy is fit to drive a motorcycle at the age of 15 they are certainly capable of handling a car, and I sincerely hope that when the proposed regulations come up for discussion, the possibility of making 15 years the minimum age limit for any type of mechanically propelled vehicle will be considered. As every applicant will, it is suggested, have to sign a declaration of fitness, the argument I put forward is, I think, greatly strengthened.

JUST SIXTEEN.

Punishment for Motor Offences.

Now that a new Road Traffic Bill is under discussion, the moment is opportune for a review of the methods of punishment. I am fully aware that the question is a difficult one and that whatever method society evolves for its own protection it is bound to allow a number of offenders to escape with but little punishment, while others must be more harshly treated than their offence warrants.

The Unfairness of Fines.

At present the majority of offences are punished by the payment of a fine, and only in serious cases is the driver sent to prison or his licence suspended. In pre-war days this method of punishment was undoubtedly just, for the possession of a motor vehicle stamped its owner as a man of substantial means; to-day things are different. Cheap cars and still cheaper motorcycles, coupled with easy hire-purchase terms, have put motor vehicles into the hands of all classes.

Among my personal acquaintances I number a young mechanic who runs quite a nice motorcycle on an income that cannot exceed £3 per week, a pair of impecunious youths who own a popular make of 7 h.p. car between them, an only son who owns an expensive sports car and whose ambition is to have more summonses than years of age, a young lady who was "too thrilled for words" when she was caught in a police trap and summoned, and an owner of a big £2,500 car.

Let us suppose that some queer chance brought all these people together and that they were all caught in a police

control at the same time, driving at similar speeds. As likely as not the local bench would demand an equal fine from all. The motorcyclist artisan would probably have to sell his machine to meet the law's exactment, and the two owners of the 7 h.p. car would also be hard pressed to meet the fine.

The big car owner, on the other hand, would be but little affected. He might be annoyed, but not nearly so much as if he fozzled a shot at golf. In the case of the ambitious youth and the "thrilled" lady their respective papas would foot the bills and the law would not really exact any punishment.

Here is my suggested remedy. In all offences bar one there should be no fine. Drunkenness at the wheel and driving to the danger of the public should be met by suspension of licence or imprisonment, as the case warrants. Minor motoring offences should be endorsed upon the licence and, if more than a given number of indictments were recorded in a stipulated time, the licence should be suspended. To make the punishment effective I would suggest that any person driving a car while his licence was suspended should be sent to prison for not less than a month or more than two years.

I am not suggesting that the suspension of the licence should be permanent or even lengthy. Some cases might even be met by depriving the offender of the use of his car for seven days.

J.H.

Negligence and Absent-mindedness.

I was much interested in the clear and concise explanation of the draft of the proposed Road Traffic Bill, which appeared in your journal recently. There was, however, one point which I did not understand.

Where is the Distinction?

What is "negligent driving"? I am particularly interested in this aspect, for I understand that negligent drivers will be liable to a fine of up to £50. It would, therefore, appear that negligence is a crime.

That I can well understand, but who is to distinguish between recklessness, negligence and sheer absent-mindedness? Some of us are negligent and one fine would probably cure us of that, similarly with recklessness—one fine of £50 would put a stop to some people's motoring for life—but we are all of us subject to absent-mindedness. Who of us have not "hugged the crown" simply because we were "not thinking"? It is useless to say that such people are not fit to drive because we are all of us affected by these lapses of vigilance. But what worries me is, how are the courts to distinguish between a fit of absent-mindedness and negligence, or even recklessness?

AN ABSENT-MINDED MAN.

FACTS —

your one sure guide to tyre economy

IT is mileage that determines tyre economy. And mileage depends on the making. Here are definite facts about the making of Goodyear Tyres, true of no others, proudly given because each is a mark of leadership. Be sure the miles are built into your tyres. Buy them on facts.

Tougher—and why:

The tread of a Goodyear Tyre is the rubber industry's very latest discovery in toughness. It is an exclusive Goodyear formula. It is the slowest wearing, most impregnable armour ever devised for a pneumatic tyre.

Stronger—and why:

Their cord foundation is built up with SUPERTWIST. SUPERTWIST far outstretches the breaking point of ordinary cords. It gives to road shocks and recovers like a rubber band. It endows the whole tyre with live, resilient, sinewy strength.

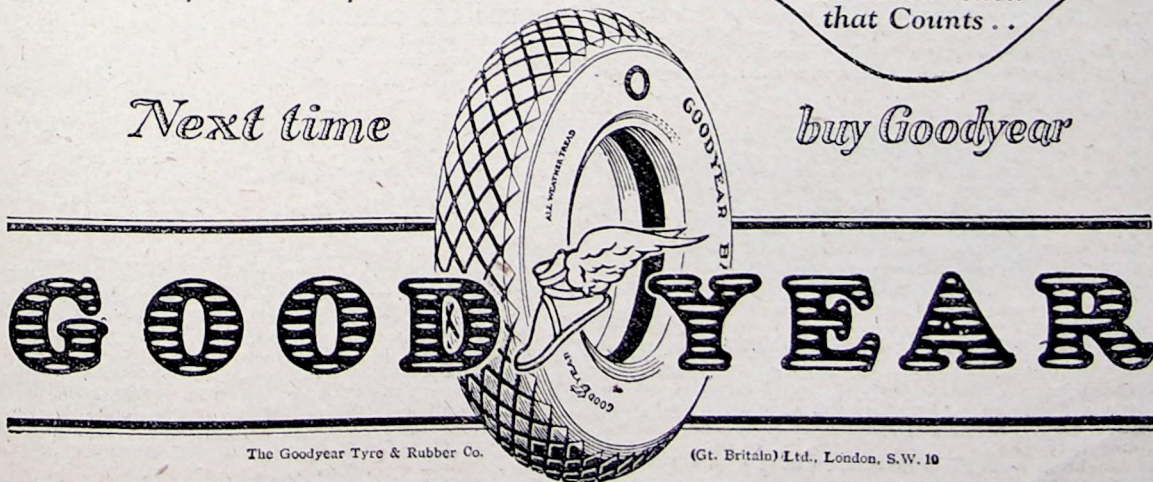
Safer—and why:

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

*It's Construction
that Counts . .*

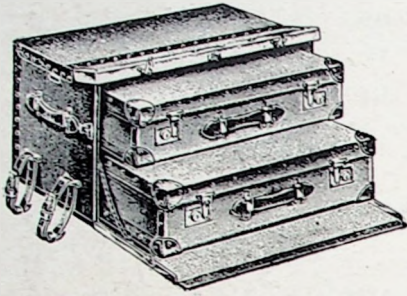
Next time

buy Goodyear



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

There is still time to get these



THE "AUTOLEE" TWO-IN-ONE TRUNK For Small Cars.

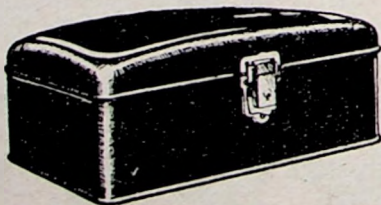
The Outer Case is made of best veneer birch wood, 3-ply body, 5-ply edges, covered with black vulcanised fibre, turned over at edges and strongly riveted. Fall-down hinged front and lid protected all round with aluminium binding. Fitted with two nickel-plated sliding nozzle locks and three spring bolts. Two stout black bridle leather straps at each end for fixing to grid, and hardwood battens on bottom. The inner cases are of brown compressed fibre, lined cloth, and fitted with nickel slide nozzle locks.

5408/80 Size 27 x 15 x 14½ £4 4 0
5463/80 Size 30 x 16 x 14½ £4 14 6



THE NEW "CARRY-ON" PETROL AND OIL CHEST.

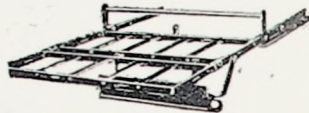
No. 5348/80. Comprises two tins, one for petrol and one for oil. The petrol tin has a screw stopper and the thread is suitable to use with own petrol filler. Spring clips are incorporated in lid to carry any make of Sparking Plug. Fitted with best quality N.P. lock and two keys, rattleproof and waterproof. Size 14½ in. long, 8 in. high and 6½ in. wide. Beautifully finished black enamel. Complete with bolts and nuts for fixing 25/-



"STADIUM" METAL TOOL BOX.

Suitable for light cars and small saloons. Made of heavy gauge steel fitted with strong combined lock and latch. Finished in hard glossy black enamel.

Model 6664/80—Size 15 in. by 7 in. by 7 in., 12/6 ea.



"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.



TABLE WITH POLISHED MAHOGANY TOP.

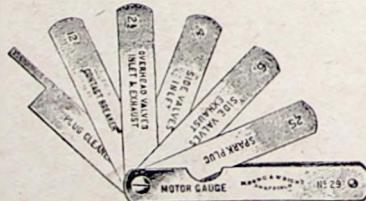
Collapsible, light, strong. Designed to fit knees, suitable for many purposes—in the car—for picnics (can be stood on ground) and travelling generally.

Two supplied in neat Leatherette case, 18/6
Can be supplied separately (without case), 7/6.



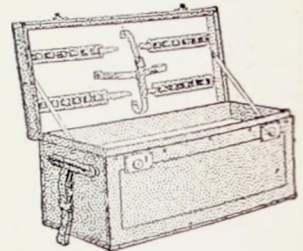
SIMONIZ AND CLEANER.

In attractive tin with necessary cloths. The secret of Simoniz lies in using suitable cloths Price 15/-. Post Free.



This Gauge contains gauges for correctly setting: Spark Gap, Contact Breaker, Inlet Valves on Side Valve Engines, Exhaust Valves on Side Valve Engines, Inlet and Exhaust on Overhead Valve Engines, and Plug Cleaner.

No. 29. This is undoubtedly the best Motor Gauge ever introduced. 2/9 each. Post Free.



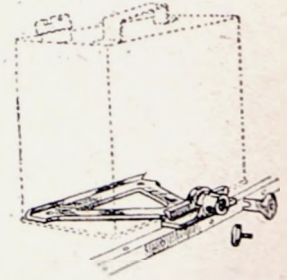
DUNHILLS' "ALFRESCO" PICNIC CASE.

For picnic, lunches or tea, a case lined with odourless, washable material, and which is dust and weatherproof, is a well appreciated adjunct to the running board.

Stock size "A," 31 in. long, 12½ in. wide, 10 in. deep - Price £3 13 6

Stock size "B," 24 in. long, 12½ in. wide, 11 in. deep - Price £3 3 0

Cases can be made to customers' own requirements if desired.



POLISHED ALUMINIUM PETROL CAN CARRIER.

Neat and Thief-proof. Price 6/9. Post Free.

GRADOMETER.

Overall length 6½ in., width 2 in., height in centre ½ in. Shows accurately gradients of from 1 in 3 to one in 20. Screws to footboard or top of door. May be had in either nickel or brass finish. Nickel or Brass. 343/80. 10/6 each. Post Free.



"STADIUM" STEP MAT.

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

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

Dunhill accessories for Easter

THE articles shown here are but a few of the host of Dunhill accessories which are illustrated and described in Dunhills' catalogue. They can be bought by post as well as if you actually called at the showroom; satisfaction is guaranteed.



DUNHILLS' SEAT COVERS.

Protect your car from the ravages of dust and damp. Dunhills' Seat Covers are cut and made by experienced upholsterers—are easy to fit, and when soiled, a visit to the cleaners makes them as new. Prices from £5 5 0. Patterns on application.

Ask for Covers List No. 2, which shows also Tonneau Covers, Hood Covers, etc.



THE "STADIUM" EXTENSIBLE LUGGAGE GRID.

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

No. 920. Overall measurements when closed for packing, 19 in. x 8 in. x 3 in. .. each 17/6

Dunhills' catalogue is a mine of information for motorists; every light car owner should have a copy.



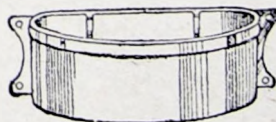
This is a beautifully made small replica of the "Autoscope" and is correct in every detail. It is specially suitable for Light Cars, and although smaller, the Mirror Glass will give an equally sure and clear reflection. Size of front 4 1/2 in. x 2 1/2 in. 5294a/80. Supplied with clip or plate fitting and finished in ebony with nickel-plated mounts Price 9/- Post Free.



THE "MUHLEX" LIGHTER.

Which is specially designed for lighting (instead of using matches) gas, cigars, etc., meets a long-felt want, since it does not require constant recharging. A fresh supply of petrol once in every three or four weeks is sufficient. An ideal present.

Price 9/- complete. Post Free.



ASH TRAY.

No. 4795/80. All-Metal Ash Tray. Electro-plated finish .. Price 5/- Post Free.

INEXPENSIVE TEA BASKET.

China Cups and Saucers. Polished Tin Plate Fittings. Kettle has Screw Lid and Spout to carry water.

For four persons 15 in. x 11 in. x 7 in. £1 11 6

For two persons 12 in. x 9 in. x 7 in. 18 9

A very large selection of Tea and Luncheon Baskets in stock from 18 9 to £20



DUNHILLS' DRIVING CUSHION.

Prevent any strained position when driving by using one of Dunhills' Driving Cushions. Made of plain leather cloth, in brown, grey, green, blue and black .. 27/6
In antique red, grey, brown and blue .. 30/-
Post Free.

Post
this
Coupon

To Messrs. DUNHILLS Limited,
359-361, EUSTON ROAD,
LONDON, N.W.1

Please send your 200 page
Illustrated Catalogue No.
A2 to:—

Name

Address

(This wonderfully useful and
complete Catalogue sent Post
Free.)

Dunhills

Limited

359-361, EUSTON ROAD, LONDON, N.W.1.

2, Conduit Street, Regent Street, W.1.
GLASGOW: 72, St. Vincent Street.

FLOWER VASES.

Model 4919/80
6 in. clear glass
with N.P. mounts
10/6 each.

Model 4920/80
6 in. frosted glass
with N.P. mounts
10/6 each.

Post Free.



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

207 Miles an Hour

—the Highest Speed ever attained by a Car!

Wakefield Castrol

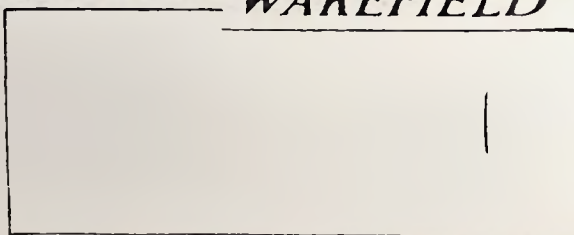
**—the Product of an all-British Firm,
is the lubricant used by Major
H. O. D. Segrave in his 1,000 h.p. British
Sunbeam Car.**

At Daytona Beach on March 29th Major Segrave broke World's Records at a mean speed—the average of a run each way of the course—of 202.98 m.p.h. for the Flying Kilometre and 203.79 m.p.h. for the Flying Mile, and 202.67 m.p.h. for 5 Kilometres, reaching 207.517 m.p.h. one way.

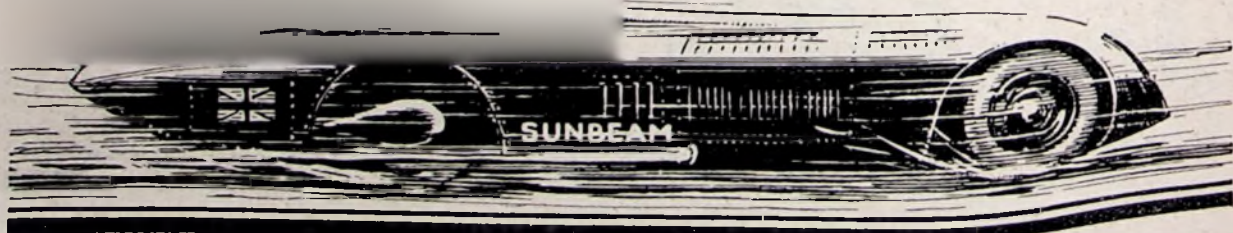
The highest speed attained previously was the 174.883 m.p.h. reached by Capt. Malcolm Campbell a few weeks ago—also using Wakefield CASTROL. Both Major Segrave and Capt. Campbell used a standard grade, as supplied to you at any garage.

The efficiency that spells speed to the record-breaker means economy to you. Follow the recommendation of over 200 leading Motor Manufacturers and insist on—

WAKEFIELD



C. C. WAKEFIELD & CO., LTD.,
Wakefield House, Cheapside,
London, E.C. 2



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

APRIL 8, 1927.

555

OUR READERS' OPINIONS (contd.).

"Mushroom Lamps."—Prof. Low's Idea Discussed.

An Excellent System.

Prof. Low's idea of mushroom lamps strikes me as being ideal and I cannot see any disadvantages in the scheme. The roadway itself would be adequately lighted and there would be no dazzle; this cannot, unfortunately, be said at the present. Town driving at night, particularly in the suburbs, consists of being alternately dazzled and plunged into inky blackness, and one does not like to use headlamps for fear of inconveniencing others. I hope experiments will soon be made with lamps of this type and, if they prove as successful in practice as they appear on paper, I hope they will be adopted extensively. I am afraid, however, that the authorities are far too conservative for my hopes to be realized.

A. GLASS.

Disadvantages of the Scheme.

As the chauffeur of a New Phantom Rolls-Royce and the owner of an Austin Seven I naturally do a lot of night driving in towns, and was therefore very interested in Prof. A. M. Low's article on street lighting.

Overhead Lights Better. The "mushroom lamps" which he suggests may be all very well, but what is wrong with the street lighting in the City of London? Instead of the lamps being mounted on standards they are slung across the roadway on cables. As they are both high up and powerful there are no annoying shadows and the lights do not get in drivers' eyes. In many other parts of London the lights are just as high and as powerful, but the standards on which they are mounted cause dangerous shadows.

As I see it, street lamps must be either 20 ft. or more above the roadway or, as Prof. Low suggests, about 2 ft. 6 ins. from the ground and shaded to prevent the light from shining upwards. Both arrangements prevent dazzle, but the first has the advantage that everything is lighted up, whereas the low position means that only the actual road surface and pedestrians' feet can be seen, whilst there is also the difficulty of preventing small boys from tampering with the lamps. I should also think that "mushroom lamps" would be very convenient for pedestrians to lean against and this would blot out a good deal of the light. Personally I cannot imagine anything better than the central overhead lamps in the City of London, whilst "mushroom lamps," although excellent in many ways, certainly possess some drawbacks.

A.K.C.

The Pedestrian's Point of View.

As a humble pedestrian I was very interested in Professor Low's idea of mushroom lamps, which was brought to my notice by a motoring acquaintance. May I ask whether the professor is viewing his subject entirely from the point of view of motorists? I would like to emphasize the fact that pedestrians have no fault whatever to find with the existing system of street lighting, which, after all, is the outcome of years and years of experience. It seems to me that cars and not street lights want altering.

PEDESTRIAN.

"A Splendid Idea."

I read Prof. A. M. Low's very interesting article on street lighting with great satisfaction, because it is a matter upon which I hold strong views. The present universal system of placing the lamps on the tops of high poles is all wrong and the professor's suggestion regarding the use of mushroom lamps must meet with the approval of all thinking men. We need the light on the ground and a few feet above it and it must be diffused and as uniform as possible.

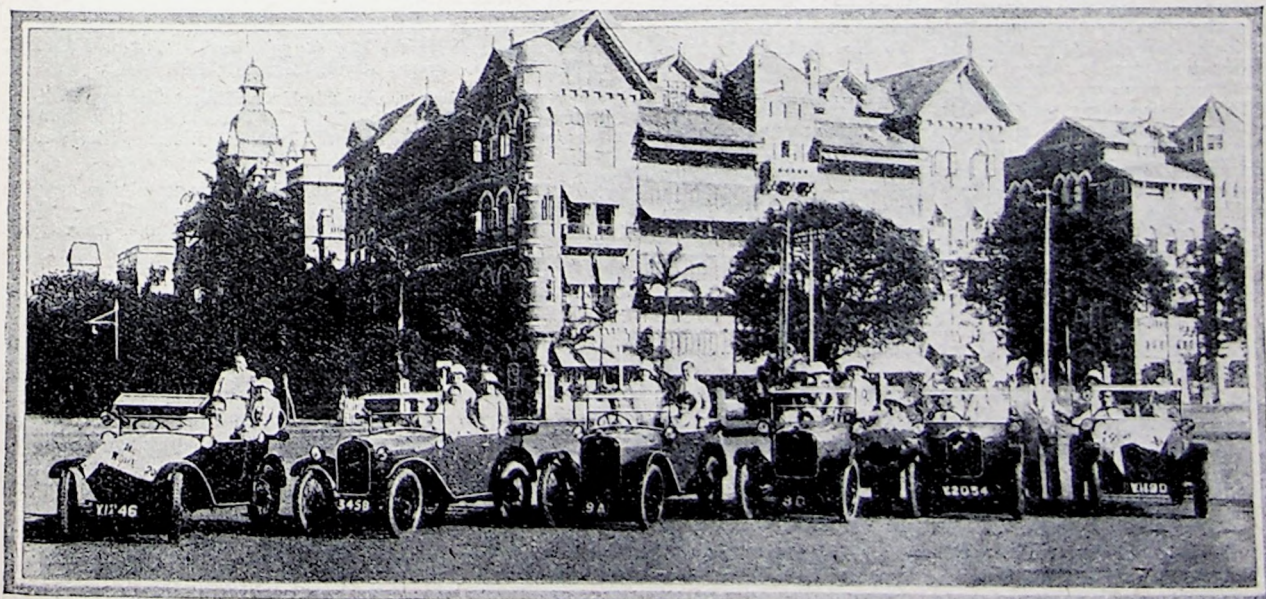
To attempt to obtain this result by having high-power lamps suspended near the housetops is a waste of money—the poles are costly to make and to erect, whilst, in spite of expensive multi-candle-power sources of illumination the result at ground level is no better, and probably not so good, as that which would be obtained by Prof. Low's mushroom lamps, which should be cheap to make, erect and run.

From a motorist's point of view, however, it is the dazzle question which is most important and everybody knows how troublesome present-day street lamps can be in this direction. Again, in foggy weather the down-cast rays of high lamps do more harm than good.

This can easily be proved by noting how much better is the illumination given by low-placed flares during fog. The light is diffused over a wide area and without undue glare, whereas a street lamp throws down baffling rays and the more powerful the source of light the more troublesome do these rays become.

I hope that the public demand for Prof. Low's mushroom lamps will grow as quickly as the fungus whose shape and name they take.

BEN BOLT.



FIVE-SEATER AUSTIN SEVENS!

Irving's Imperial Midgets were recently given a parade through Bombay and travelled in line in Austin Sevens. The procession aroused great interest especially as three Midgets were easily accommodated in the rear seat of each car.

OUR READERS' OPINIONS (contd.).

The M.C.C. Opening Run.

I welcome the query by "Focus" as to why the M.C.C. continues to hold its annual meet near Dorking, in Surrey, because it gives me the opportunity of inquiring from your readers if anyone knows of a place 20 miles to 30 miles from London where 150-250 of our members and guests could be provided with a good dinner and afterwards have ample space for dancing. Every year when the opening rally is being discussed by the committee the query comes up—why not north, east or west of London? No one has, as yet, been able to suggest a suitable venue.

A Venue
Wanted.

W. H. WELLS,
M.C.C. Club Captain.

The Elusive Valve Cup.

A remarkable incident happened when I was decarbonizing my Austin Seven recently, and I am wondering whether any of your readers have had similar and equally curious experiences; if so, they would probably make interesting reading. When I was replacing the valve cups and springs one of the cups flew from under the springs and vanished! After a lengthy and unsuccessful search I had to confess myself beaten and resumed the task of replacing the other valves. This done I again started to search for the missing cup and it suddenly occurred to me to detach the exhaust pipe to see whether it had found its way into this part. Apparently it had not and, although I had not much hope, I finally removed the silencer. On tilting it up out fell the lost cup. How it had found its way there is still a puzzle to me.

A Curious
Experience.

HU7951.

Cars Suitable for the Tropics.

The general opinion appears to be that the only cars suitable for the tropics are high-powered ones with, of course, water-cooled engines. No amount of evidence will convince the public that this is a time-worn fallacy. The Ford and other cars of similar power and size still reign supreme throughout East Africa. Why this is so when there are equally stout and withal cheaper English cars waiting to be sold remains a mystery.

Air
Cooling.

I brought out a 1924 9 h.p. Belsize-Bradshaw two-seater last year. So far as I have been able to ascertain it was the only car of its type in this country—certainly it was the only one of its make. During the year I have done 2,500 miles. This may sound a very feeble effort to people at home, but considering the fact that most of the roads are worse than the average Westmorland cart track, and that the thermometer is usually hovering round 100 degrees, it is a fairly healthy distance. So far, I have had no mechanical trouble whatever.

On one occasion I travelled to a place 70 miles away, with one passenger and 200 lb. of luggage. The last 16 miles was over a road which nobody without experience of France during the war can imagine. To all intents and purposes it was a mere elephant track, a succession of mud-hardened holes that necessitated reduction of speed to a walking pace. These 16 miles I did in second gear. There was absolutely no breeze and the temperature must have been between 90 degrees and 100 degrees.

I am aware that the Belsize has an efficient cooling system by oil circulation, but as this relies on the exposure to the air of a large flat oil sump it may be said to be merely an improved air-cooled engine.

Why does not some enterprising manufacturer of an air-cooled twin organize some effort such as that undertaken by the Jowett and the Citroën. Cross-Africa trips these days seem to present no difficulties and it appears to be the only way of bringing home to the public the capabilities of these wonderful little cars.

Lindi, Tanganyika.

CONDENSED CORRESPONDENCE.

"YR3528" (London S.E.6) writes to express his appreciation of the courteous attention which he has received from Messrs. Ingrave Motors, Clapham Junction, London, from whom he purchased his Austin Seven.

Mr. Robt. H. R. Milford (New Malden) strongly recommends a Rover Eight to motorists who are contemplating the purchase of a second-hand car. In 1923 he purchased a 1921 model, in which he has since covered 11,000 miles over all kinds of road, and during a recent overhaul it was found that practically all the working parts are in excellent condition.

Captain R. Siran has written to say that he is sorry Mr. Beart could not find time to compete in the French T.T. race, but hopes that a D'Yrsan versus Morgan match of some kind can be arranged in the near future. For road work Captain Siran insists upon the use of standard machines, but he proposes three track races with super-charged engines.

The excellent service provided for Rover owners by Messrs. John Pollitt and Son, 37-41, Renshaw Street, Liverpool, is praised by "T.H.E." (Wrexham). The big-end bearing of his Rover Eight broke and one of the cylinder heads was damaged as a result. In a few hours this concern fitted a new bearing and supplied him with a second-hand cylinder head in good condition for about half the price of a new part.

INFORMATION WANTED.

SINGER JUNIOR.—The experiences of owners of these cars would be very much appreciated.—P. B. Pattenden, 86, Norbury Crescent, Norbury, London, S.W.16.

PEUGEOT.—Readers' experiences of the 7 h.p. cabriolet model would be much appreciated.—C. Barclay, 11, Liverpool Street, King's Cross, London, W.C.1.

ROVER EIGHT.—The opportunity to buy or borrow an instruction book for the 1923-4 model would oblige.—Wm. F. Hills, 25, Ecclesbourne Road, Islington, N.1.

WOLSELEY.—Any reader who is willing to lend or sell an instruction book for the 1922 10 h.p. model is asked to communicate with C. Hall, 67, Beckenham Lane, Shortlands, Kent.

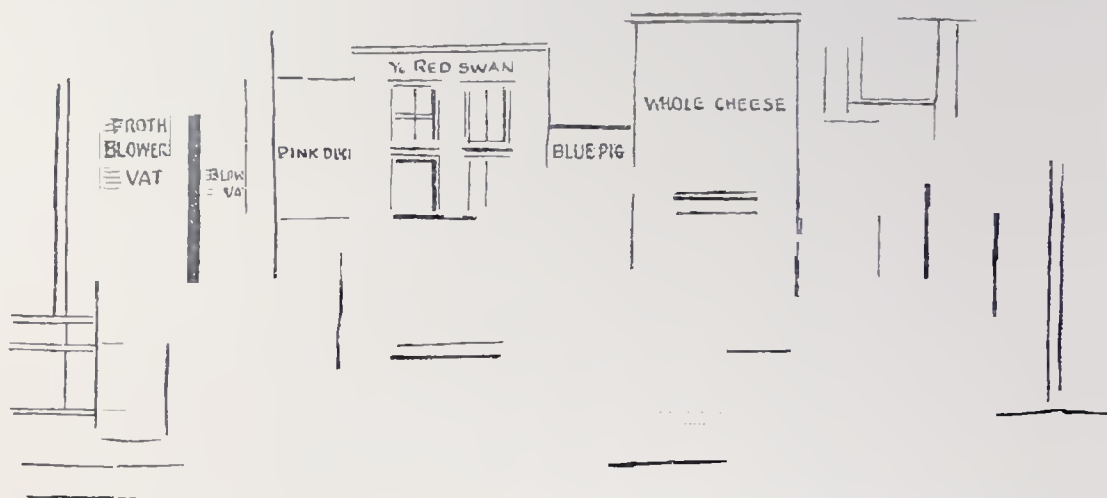
AUSTIN SEVEN.—Readers who have improved the suspension of earlier models by fitting shock absorbers are asked to give their experiences.—S.H.F., Templecombe, East Grinstead, Sussex.

WANTED—EXPERIENCES OF A.C. OWNERS.

Prospective purchasers often write to us concerning the behaviour of certain makes of car in the hands of ordinary private owners, particularly with reference to such matters as reliability, maximum speed, ease of control, petrol consumption, and so on. We are, therefore, publishing in these columns readers' own experiences of popular cars, and we are devoting up to one page exclusively to this feature as regularly as possible. Preference will be given to the latest types, but earlier models will be dealt with if they are similar in essential details to the current models. In every case the year of manufacture must be given, and a mileage of at least 5,000 should have been covered. Letters should not be more than 200 words in length, and correspondents must give their names and addresses for publication. Actual facts—not opinions—are required.

The Writer of Every Letter Published will Receive a Six-shilling Sparking Plug.

1. 1. Join the R.A.C.



BEWILDERED

Motorist who did not know the best Hotel.

The R.A.C. provides Associate-Members with confidential information about Hotels in the United Kingdom and on the Continent. The Club Handbook contains a comprehensive list of officially appointed and recommended Hotels and Restaurants.

**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 per annum, without entrance fee. Cars up to 1,100 c.c. pay £1.1.0 only.

Misani.

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."

❖ *Warwick Wright Says* ❖

Our showrooms are not the largest, nor are they the most expensive, or the newest, in Europe. They are just in the "Bond Street Tradition"—practical and good.

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

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

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

Warwick Wright, Ltd.

150 NEW BOND ST, LONDON. W.1.

(Mayfair 2904)

THE WISE-MAN OF THE ROAD EW CARS

Numbers of new cars are now on the road, daily their owners can be seen trying the suspension by swaying the body and thinking "How beautifully sprung." This is a great mistake—a car is not well sprung because it continues to bounce and sway, it should come to rest immediately after the springs have absorbed the shock, therefore, fit a set of "Stott Antibounce Clips" and ride in comfort.

Here is the experience of a new owner-driver:—

" 15-3-27.

"I have much pleasure in enclosing cheque in payment of Stott Antibounce Clips which I fitted to my Austin 7 as I shall be retaining them and have no need to wait for the full month's trial. I have already proved them a decided advantage. The improvement in cornering is most noticeable and the car does not pitch over bad roads as it used to."

PRICE from 11/6 per pair.

RICHARD BERRY & SON (Department "A"), MAFFKING ROAD, SMETHWICK.

Phone: Smethwick 631.

Grams: "Springs, Smethwick."

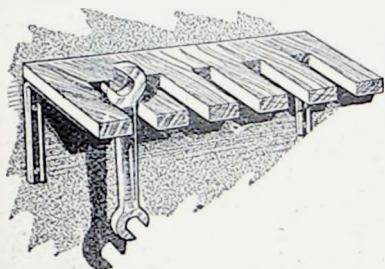


FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

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.

Spare Plug Carrier.

A neat spare plug carrier, for fixing to the engine side of the dashboard, can be made by drilling four holes in a block of wood of suitable width and thickness so that the new plugs—with their cardboard thread covers—are a nice push fit in the holes. The last-named should not, preferably, go right through the wood.



The toolrack referred to in an accompanying paragraph.

A Spanner Rack.

A very simple spanner rack, which can be made up and fitted to the garage wall in less than half an hour, can be made by cutting a number of deep slots in the edge of a piece of board about 3 ins. to 4 ins. wide and $\frac{1}{2}$ in. thick. The length will depend upon the number of slots required. Two plain L-angle brackets are used as fixing supports. The method is an improvement on the usual piece of leather strap tacked along its length at short intervals, for it is much easier and therefore quicker to extract and replace tools from a rack of the type illustrated.

Cleaning Aluminium.

The prospect of cleaning and polishing aluminium bodywork usually deters prospective owners of cars with this type of body finish. A method which the writer has found to answer extremely well is as follows:—Having removed all dust from the surface with an ordinary leather and soapy water, sprinkle some Brasso on to a small area and rub vigorously, dipping the rag from time to time in some flour.

When an area of about a square foot has been cleaned it should be polished with a soft paper pad, preferably of tissue paper. A polishing cloth should be used to obtain the final lustre and to remove odd flakes of flour which may have adhered to the surface.

The Motor

is claimed to be the most authoritative, the most enterprising, and the most original of the comprehensive motoring journals.

THE first motoring journal to use wireless photographs to illustrate American news—to issue classified car price lists and other presentation booklets—to adopt perspective illustrations of mechanical drawings—to publish a motoring-wireless feature—and to originate other ideas, since copied.

It is first with exclusive descriptions of new cars and all the NEWS by aeroplane and wireless services.

THE MOTOR caters for ALL MOTORISTS, from the small car owner-driver to the user of high-powered automobiles, and any statement suggesting that this is not the case is untrue.

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

H.B. (Tunbridge Wells).—The correct tyre inflation pressure for your Austin Seven saloon is 20 lb. per sq. in. all round.

N.L. (Birmingham).—You seem to have a wrong idea as to the use of the tow rope. Of course, it will come in handy if you are ever called upon to play the Good Samaritan, but you will find it even more valuable should your own car break down and you are offered a tow.

A Universal Garage Lamp.

Many private garages are lit by one electric lamp hanging from the centre of the roof. This makes it inconvenient when working at the bench, because the light is obscured by the worker's own back. Similarly it is difficult to see the engine or the back axle if the car is directly beneath the lamp. An easy way of lighting the whole length of the building with one lamp is to fix up a piece of wire, stretching it about a foot below the eaves level down the central length of the motor shed. A longer piece of flex to the lamp will be necessary and it should be bound round a circular cleat, such as a porcelain wireless insulator, at about 2 ft. from the end of the lamp. The stretched wire should pass through the cleat and it will then be easy to pull the lamp to any desired position.

A Cure for Sulphated Batteries.

Quite a large number of accumulators become practically useless through the plates sulphating. It is often possible to remove this sediment, and the following remedy can be tried on a battery which otherwise would be condemned. The treatment for such a cell is to wash out the acid and replace it with a solution of distilled water and ordinary Epsom salts. The cell should then be put on charge at its normal rate and the action watched carefully. It will be found that after a little while chemical action displaces the sediment and with careful attention to this process the plates can be brought back to good condition. It will, of course, be necessary to remove the displaced sediment, and the inside of the cell should be swilled out freely with distilled water before refilling with acid solution and charging at the initial rate as recommended by the makers. It should be pointed out that this remedy is not infallible, but will almost invariably have the desired effect where the sulphating has not gone too far.

B.A. (Stroud).—A special oil-injecting gun is supplied with Jeavons gaiters. It is of the push-on type and it is possible to recharge four gaiters in as many minutes.

R.D.C. (New Cross).—The date of the London-Holyhead Trial is May 13th-14th; the London-Edinburgh Trial, June 3rd-4th; Saltburn speed trials, June 4th; Land's End-John-o'-Groat's Trial, July 5th-8th; Colwyn Bay speed trials, July 16th.

M.G. (Warlingham).—The cast lugs on the cylinder head and block of your engine are not intended to register. They are placed there to facilitate cylinder head removal, a screwdriver being placed between them and levered upwards after the holding-down nuts have been removed.

Reports and Announcements of Sporting and Social Events.

TRIUMPH CUP.

The only light car to attain an award in the Bradford and D. M.C.'s Triumph Cup event was a Jowett driven by A. N. Sharpe.

HUDDERSFIELD AND D. M.C.

The first 1927 freak hill-climb will be run on Dalton Bank, Huddersfield, on Saturday, April 16th, at 2.30 p.m. Only members of the club will be allowed to compete, and there will be at least seven silver cups to be won.

LONDON TO LUGANO RUN.

The Motor Cycling Club's London to Lugano run has been fixed to start on Saturday, August 20th, from the L.N.E.R. quays, Harwich, at 7 p.m. Full particulars can be obtained from the Lugano Run hon. secretary, Mr. J. Van Hooydonk, Oakengates, Broadway, Letchworth, Herts.

KICKHAM MEMORIAL TRIAL.

H. Clegg (Austin Seven) won the Tylerleigh cup and replica in the trial organized by the Wexsex Centre A.C.U. on Saturday, April 2nd. The two-lap course of 116 miles included five observed hills and 3 or 4 miles of "colonial" sections, with mud hub-deep in places, in addition to a brake test and a restarting test. The Austin was the only car entered and was particularly good on Loughton Hill.

DOZELUM M.C.

The club's recent run to Bluehills Mine was stated to be a great success and was very well supported. A similar run will be held in the near future. An evening run will take place on Saturday, April 9th, to the White Hart Hotel, 5 miles (on the London side) from Basingstoke. A musical evening is being included in the programme. Another "theatre" night has been arranged for May 4th, the meeting place being the "Chandos" at the lower end of St. Martin's Lane, London, W.C., at 6.30 p.m.

THE LIVERPOOL M.C.

We have to hand the regulations of the Blake amateur classification and car and "regularity" trials. The start will be at Bartleys Garage, Hooton, on May 1st. Entry forms can be obtained from Mr. S. Parker, 55, Hardman Street, Liverpool. The Easter programme includes two events, the first being a one-day run to Coventry and back and the second a week-end tour to North Devon. These tours are not competitions and are promoted purely and simply as sight-seeing expeditions.

R.A.C. PERMITS.

The R.A.C. has issued the following permits: Open, April 23rd, Surbiton M.C., Brooklands race meeting. Closed, April 9th, Southport M.C., Southport race meeting; April 10th, Rochdale and D. M.C., reliability trial and fuel consumption test; Northampton M.C.C., reliability trial; Middlesex and D. M.C., reliability trial; April 15th, Ipswich and D. M.C., reliability trial; April 23rd, Sutton Coldfield and North Birmingham A.C.C., reliability trial; Surbiton M.C., race meeting; April 24th, Bradford Gipsy M.C., reliability trial; May 1st, Liverpool M.C., reliability trial.

J.C.C. (YORKS CENTRE).

We have received a copy of the J.C.C. (Yorks Centre) summer programme. A number of interesting events have been arranged, including a rally and slow hill-climb which will be held to-morrow, April 9th, at 3 p.m., and a gymkhana which has been arranged for June 11th. The contact competition held recently was voted a distinct success and was particularly attractive owing to the novelty of the arrangements. The scheme was on the principle of a treasure hunt, but the drivers were given sealed orders which, when followed out, caused them to meet in pairs, and finally they all met at one place where their sealed orders, when placed together, gave them the clue to the finish. In covered, and considerable fun was added to the affair because no competitor knew which cars made. Results were the (times being minutes) Singer, 30 mins.; Mrs. J. Beer (Shipley), Jowett, 31 mins.; total error, 61 mins. Second pair: C. D. Wilson (Wortley), Alvis, 35 mins. and H. O. Dearman (Hyde Park), Rover 8, 48 mins.; total error, 83 mins. Third pair: C. Horner (Armsley), Alvis-Cowley, 44 mins., and G. P. Andersen (Bingley), Rhoads, 44 mins.; total error, 88 mins. Mrs. Beer (one of a number of lady drivers who entered) and J. Barker received a club spoon.

ALSTON AND D. M.C.

At a meeting held recently it was decided to re-form the club, and those desirous of further information should communicate with Mr. G. Forsyth, Albert House, Alston, Cumberland.

SURBITON M.C. RACE MEETING.

This event will be held at Brooklands on Saturday, April 23rd, racing commencing at 2 o'clock. Entries close on Thursday, April 14th. There will be five open races and one closed event for members of the Surbiton club only. Entry forms are obtainable from the hon. organizer, Mr. F. W. Barnes, Rex House, St. Andrew's Square, Surbiton. Phone, Kingston 0627.

FORTHCOMING EVENTS

April 9.

Surbiton M.C. Grand Cup Trial.
Southport Race Meeting.
West Ham and D. M.C. Opening Run.
J.C.C. (Yorks Centre). Slow hill-climb.
Oozelum M.C. Run to Basingstoke.

April 10.

Leeds M.C. Buckden Hill-climb.
Sheffield M.C. Team Trial.
Sydenham and D. M.C. Touring Trial.
Catford and D. M.C. Run to Ightham.
Uxbridge M.C. Social Run.
Leicester and D. M.C. Slow Hill-climb at Stockerton.
Watford and D. A.C. Trial.
London Eagle M.C. Run to Leith Hill.
Woking M.C. and C.C. Social Touring Trial.
J.C.C. Tea Dance, Hampton Court Club.
Belsize-Bradshaw L.C.C. Opening Rally.
Rochdale and D. M.C. Fuel Consumption Test.
Middlesex and D. M.C. Trial.
Northampton M.C.C. Trial.

April 15 (Good Friday).

London-Land's End. Starts Slough 9 p.m.
Scarborough and D. M.C. Two-day Trial Starts.
Catford and D. M.C. Run to Minchhead Starts.
Wood Green and D. M.C. Run to Slough.
London Eagle M.C. Run to Perleok.
Cumberland County M.C.C. Main-road Trial.
Ipswich and D. M.C. Trial.

April 16.

London-Land's End Finishes.
Huddersfield and D. M.C. Hill-climb at Dalton Bank.
Scarborough and D. M.C. Two-day Trial Finishes.

April 17 (Easter Sunday).

London Eagle M.C. Run to Brighton.
Leeds M.C. Run to Scarborough.
City of London M.C. Easter Run to Devonshire Starts.

April 18 (Bank Holiday).

B.A.R.C. Opening Meeting.
Scarborough and D. M.C. One-day Trial.

April 19.

Leeds M.C., Ltd. Post Hill Speed Trials.

SYDENHAM AND D. M.C.

The annual speed hill-climb will be held by permission of Capt. G. Evans (one of the club's vice-presidents), at Farningham, on April 24th, commencing at 2 p.m. sharp. Competitors will be given a rolling start and electrical timing and the fastest time will be allowed. The event will include classes for three-wheeled cyclecars, by invitation to members of Brixton, Carshalton, and those interested are asked to communicate immediately with the hon. secretary, Mr. S. E. Barber, 205, Brockley Road, Brockley, S.E.4. Entries close definitely on Saturday, April 16th.

LIVERPOOL M.C.

Only one light car driver—E. A. Law (Alvis)—succeeded in obtaining an award in the Liverpool Club's opening run.

FRENSHAM CUP TRIAL.

Unofficial interference with route arrows and torrential deluge of rain and hail, which washed away most of the dye, resulted in practically all of the 62 competitors in the Frensham Cup Trial losing the course on the cross-country sections. The committee has decided, therefore, to re-run the event on May 1st.

BELSIZE-BRADSHAW L.C.C.

The first rally of the season will take place on April 19th, members meeting at New Green at 2.45 p.m. This will be followed by a run to Bracknell via Virginia Water. Belsize-Bradshaw owners will be welcomed, and further particulars of the club may be obtained on application to the hon. secretary, Mr. G. E. H. Nicholson, 36 Barrowgate Road, Chiswick, London, W.4.

POST HILL RE-OPENS.

Post Hill, the test hill estate of the Leeds Motor Club, Ltd., opens for the new season on Easter Tuesday, when a challenge event between the Leeds and Tadcaster clubs is to be held. Seven members on each side will compete the award being an oak challenge shield bearing the crest of the losing club. Crash helmets are compulsory but no anti-skid devices are allowed.

J.C.C. TEA DANCE.

The Junior Car Club is holding a tea dance at the Hampton Court Club on May 10th. The club is situated by the river at Thames Ditton, and this event constitutes the second of a series of comprehensive social functions to be held throughout the season. The secretary, at Clock House, 13, Arundel Street, Strand, London, W.C.2, will be pleased to forward particulars to any interested motorists.

SCARBOROUGH AND D. M.C.

Entries for the Easter motor trials have come in very well. Up to close 40 entries have been received for the two-day trial taking place on Good Friday and Easter Saturday, and this event will close with the limit of 60 or 70 entries. The one-day trial on Easter Monday—the more sporting of the two events—has received very much the same support, but from enquiries to hand it is expected that well over 100 entries will be received. There are a large number of awards to be won and everything promises a record Easter for the club.

BRIGHTON AND HOVE M.C.

The 1927 fixture list is an extremely full one, some of the most prominent events being as follows:—May 1st, Brighton and Hove and Kent Clubs, combined May Day Rally; May 14th, Speed Trials at Lewes; June 11th and 12th, Brighton to Beer 24-hour Trial; August 21st, Simpson Lee Trophy Trial; September 11th, Whole-day Trial for Major and School Trophies; September 14th, Speed Trials at the new Brighton track (if ready); December 3rd, annual dinner and dance; January 6th, 1928, annual general meeting.

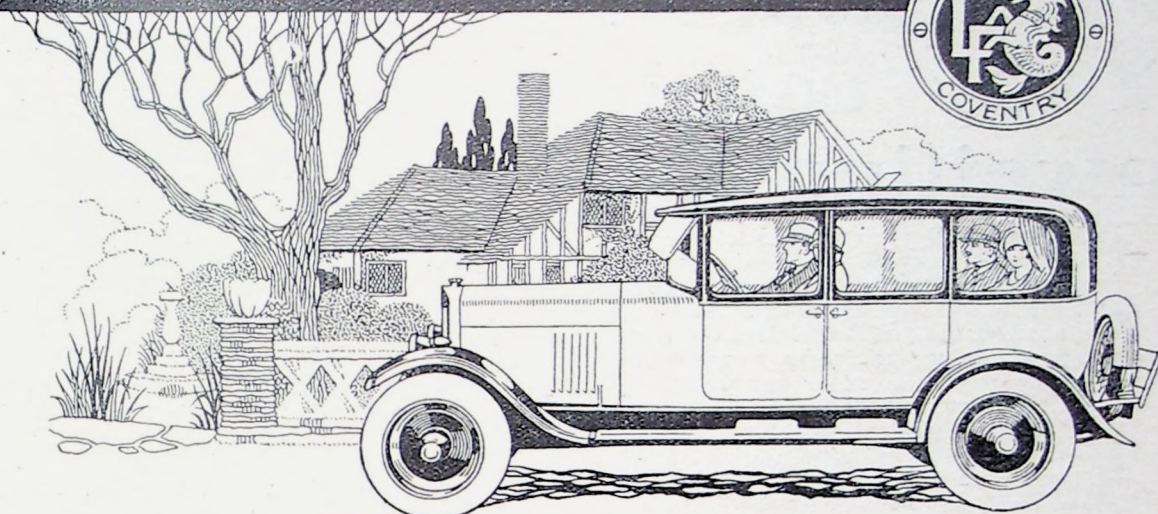
CUMBERLAND COUNTY M.C.C.

Several cars competed in the open reliability trial over an 88-mile course held recently in the Lake District. The outward journey was by Dalton over a number of observed hills, including Devil's Elbow, to Buttermere. The course was then covered in the return direction, but only Buttermere House was observed. All the cars failed on the stop-and-restart test on Newlands House, but in a brake test on Warrnell Fell on the return journey the best performance was made by Mrs. P. Webster (Austin Seven). The following checked in at the finish:—A. D. Reid (S80 c.c. Morgan) and H. L. Sheehan (Rover Eight). The club will hold its annual main-road reliability trial in the Lake District on Good Friday over a course which is the same as last year, and which is particularly suited to cars. The only observed hills will be Warrnell Fell, Red Bank and Kirkstone Pass. Full particulars may be obtained from the hon. secretary, Mr. Fred Rowlands, Douglas House, Nelson Street, Carlisle.

GORDON ENGLAND SPORTS CLUB.

The Gordon England Sports Club held another of their popular dances at the Star and Garter Hotel, Putney, last Friday. There were about 100 members and a number of non-members present. During the course of the evening a cabaret supper was introduced, commencing with a concerted Charleston dance by three young ladies and two gentlemen. The ladies were attractive light and dark blue costumes in honour of the Boat Race. This turn was followed by a solo Charleston exhibition by a small boy, also attired in the two shades of blue, from the store department. His turn was exceedingly well done, and we were informed that, although not yet 16, he had recently won a valuable prize in a Charleston competition at the local Hippodrome. The show dance concluded with a really good Apache, which was executed by the club's secretary, Miss P. Matcham, partnered by Mr. Powell. All the true verve was put into the performance, which lacked nothing but proper lighting effects. The entertainment fully deserved the accolade which each item received. The only regrets were that Mr. E. C. Gordon (England) who had frequently expressed their enjoyment of the past functions, were unable to be present. Dancing continued until 1.30 a.m.

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AROUND THE TRADE.

From the Welin-Higgins Co., Ltd., Morley House, 314-322, Regent Street, W.1, we have received a folder containing a dozen samples of Fabrikoid leather cloth. A colour and grain card has been circulated among the trade.

Maintenance, Ltd. (Austin specialists), Beaver Lane, Hammersmith, W.6, have sent us a well-produced little booklet describing their works and their methods of business. Austin owners are recommended to apply for a copy.

We are advised that the works of the M.C.L. and Repetition, Ltd., have now been removed from Anchor and Hope Lane, Charlton, London, S.E., to new and more commodious premises at Pool Lane, Langley, Birmingham.

At this time of the year when touring engages the serious attention of motorists, facilities for carrying luggage are well to the fore, and in this connection J. B. Brooks and Co., Ltd., 74, Margaret Street, London, W.1, make a speciality of trunks. Further details can be obtained from the address given.

Philips Lamps, Ltd., Philips House, 145, Charing Cross Road, W.C.2, have sent us a photograph of a smashed headlamp which became involved in a car collision with a motorcycle. Although the two headlamps were broken beyond repair, it was found upon test, they state, that the bulbs were perfectly serviceable.

After five years' stay in Pall Mall, with Marlborough House as a near neighbour, the Dunlop organization moved round the corner into St. James's Street recently. Their new quarters, St. James's House, on the corner of Ryder Street and almost opposite the Cocoa Tree Club, are the third which the organization has occupied in London.

The Parsons Non-Skid Co., Ltd., makers of the well-known non-skid chain and agents for "Twinbar" spring bumpers, announce that they are removing to larger premises at Macaulay Road, Clapham, S.W.4, and that in future orders and correspondence should be directed to that address. Their telephone number is Battersea 2492-3.

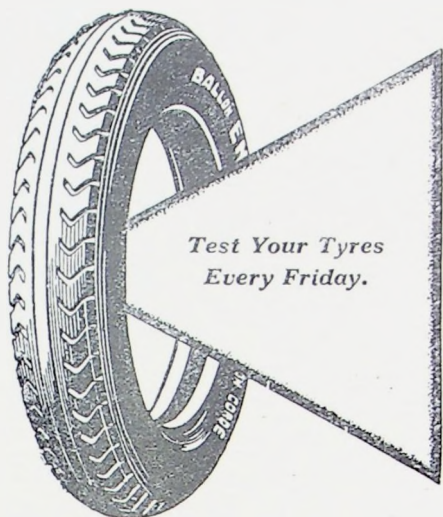
The Leamington Valve Co., Clinton Street, Leamington Spa, have issued a price list of motor engine valves, in the manufacture of which they have specialized for many years. They state that their valves are made of 3-5 per cent. nickel-steel and guaranteed exact to makers' pattern. The price list includes recommendations for a number of light cars.

Messrs. A. Schrader's Son, Inc., have produced a very novel form of advertisement in the shape of a little folder headed "A New Motoring Habit—Every Friday." In a circle on the front page is a hand holding a tyre gauge, and on opening the page this hand descends, applying the gauge to a valve on a wheel. The leaflet contains many particulars concerning Schrader tyre gauges.

We have received notifications from the following concerns advising us that their products were used in connection with Major Segrave's record-breaking Sunbeam:—Herbert Terry and Sons, Ltd., Terry's aero quality valve springs. The British Thomson-Houston Co., Ltd., B.T.H. magnetos. The Dunlop Rubber Co., Ltd., Dunlop tyres, and C. C. Wakefield and Co., Ltd., Wakefield Castrol oil.

Very good quality insulating tape, supplied in rolls of a suitable size for carrying in a car, is being marketed by A. H. Hunt, Ltd., H.A.H. Works, Tunstall Road, Croydon. It is claimed that it can be kept for years without going hard and that it retains its adhesive properties for an exceptionally long time. The small, medium and large rolls sell for 3d., 6d. and 9d. each respectively, the two latter sizes being supplied in tins.

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Pages from the Diary of an Austin Owner

Page Seven

Wonderful how many Austin Seven Saloons there are about. Noticed four only yesterday in less than thirty miles. Of course, the Tourer is ideal for me, with the long business trips I make. But . . . it's Madeline's birthday next month, and the Saloon would be an absolute treasure to her for shopping and calling, and the links, etc. I can think of nothing that would please her better, nor of any car so simple and so safe. Yes, a call at the local Austin Agent's is clearly indicated.

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