

The Light Car and Cyclecar

Founded 1912
The only Small Car Journal

3^d

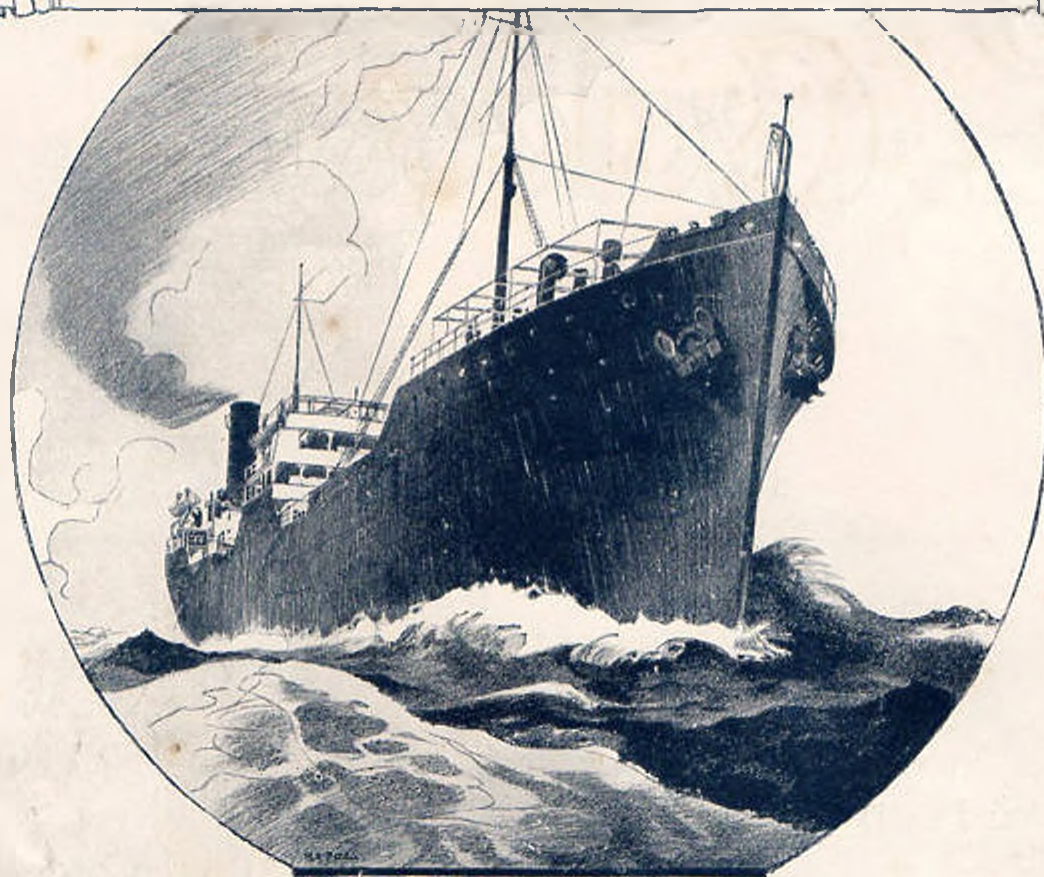
Vol. XXIV, No. 613
Friday Aug. 22, 1924
*Registered at the GPO
as a Newspaper*



THE BEACH YOUR GARDEN

With the aid of a light car the seaside is brought to your door; every week-end may afford a bracing seaside holiday. Cabs, trains, porters, hotels and other worries may be forgotten; the coast is yours to visit how, when and where you please.

Pratts National Service Series



THE OIL TANKER

A FLEET of these vessels maintains a regular programme of voyages, and during the course of a year brings into Great Britain millions of gallons of Pratts Motor Spirit, in addition to a multitude of other Anglo products.

This series of announcements is to convey some idea of the comprehensive distributive organisation of the Anglo-American Oil Co., responsible for the maintenance of the supply of Pratts Spirit to thousands of garages and a million motorists. Watch for the next of the series.

PRATTS
Uniform everywhere
Reliable always



D.A. 377.

ANGLO-AMERICAN OIL COMPANY, LTD 36 QUEEN ANNE'S GATE, LONDON, S.W. 1.

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



Sole Concessionnaires:

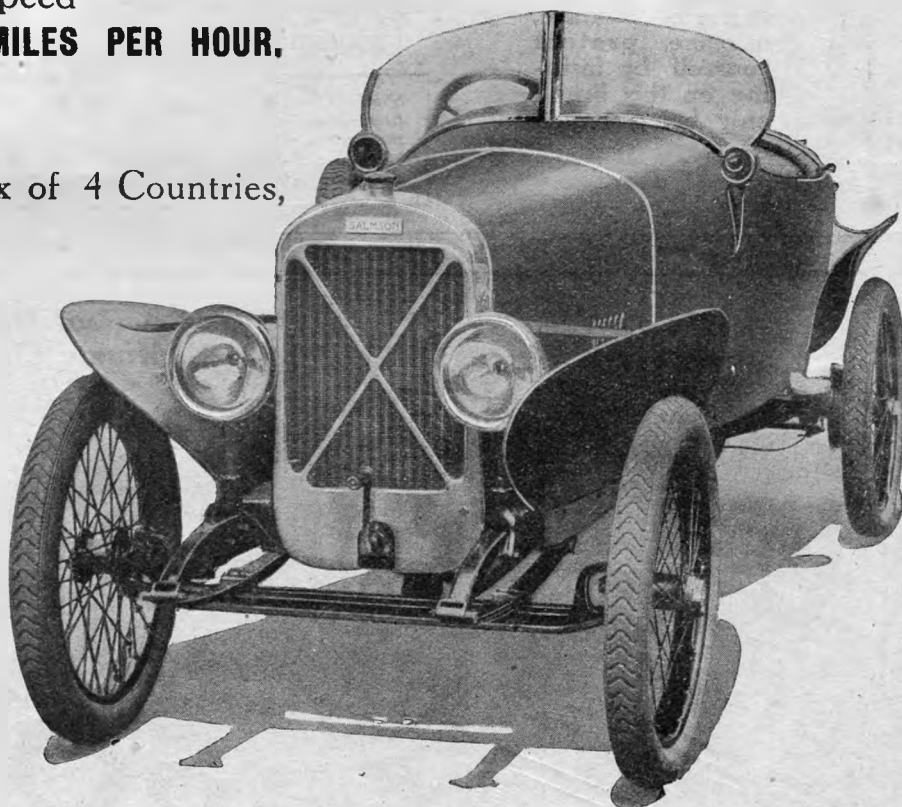
S.M.S. Ltd.,
17a, MOTCOMB STREET,
BELGRAVE SQUARE, S.W. 1.

Phone: Victoria 8856.

The
Car that holds
Numerous **WORLD'S RECORDS,**
That
Won the 1922/1923
Brooklands 200 Miles Races
At
An Average Speed
Of Over **80 MILES PER HOUR.**
That
Was **FIRST** in
The Grand Prix of 4 Countries,
That
Holds Awards
For **RELIABILITY**
SPEED, and
HILL CLIMBS
In England,
And every
Country on
The
Continent,
AND
HAS
WON

PRICES.

10 h.p. 3-seater ...	£178
10 h.p. Sports ...	£190
10 h.p. 4-seater ...	£199
10 h.p. 2-seater ...	£198
10 h.p. Grand Prix	£290
10/15 h.p. 4-seater	£325
10/15 h.p. Saloon	£425



**Every International Race of its Class
Ever
Entered For.**

Gordon Watney
& Co Limited
THE PART EXCHANGE SPECIALISTS

Sole London Distributors.

**31, Brook Street,
Bond Street, W.1**
Mayfair 2965.

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

Insist

on getting

When you
ask for—
"fifty fifty"

remember its the
"trade-mark" sym-
bolising National
Benzole Mixture,
therefore, protect
yourself by insist-
ing on this brand
only being served

"National" Benzole Mixture

The unrivalled motor fuel

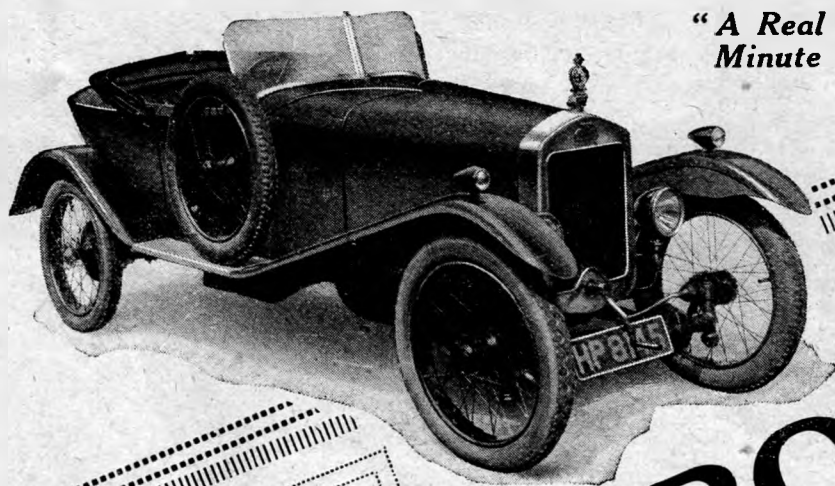
Always of the same high quality, in the same proportions, fifty-fifty, and guaranteed as such

Sheffield
Birmingham
Manchester
Darlington
Southampton

NATIONAL BENZOLE Co. Ltd

Head Office:
WELLINGTON HOUSE
BUCKINGHAM GATE, S.W. 1.

Plymouth
Bristol
Liverpool
Ipswich
Rochester



*"A Real Mile a
Minute Car."*

*"Nothing to touch
it at anything
like the price."*

CROUCH

SPORTS 12/30 H.P. 3-SEATER

£295
Standard De Luxe 2-seater
and double dickey—also
All-Weather 4-seater
at same price.

60 Miles an Hour Guaranteed.
Specification includes:—
BRITISH ANZANI 1,496 c.c. 4-cyl.
engine, specially tuned, 3-seater body, ample
luggage space, 5 wire wheels, 5 lamp 12 v.
lighting separate starter, best English clock,
leather upholstery, spring
speedometer, gaiters.

It is impossible to get better performance and better value even for much more money than is offered by this NEW SPORTS MODEL CROUCH. Never before has so much sheer motoring delight been obtainable for less than Three Hundred Pounds. It is a real mile-a-minute car, yet with comfort and luggage space more than sufficient for strenuous touring. If you want a light car that is really "out of the rut," a car of quality at an economical price, the CROUCH SPORTS is undoubtedly the car you want.
CROUCH MOTORS (1915), LTD.
Tower Gate Works, Coventry.
London Agents: Messrs. B. S. MARSHALL LTD., 17a, Haverhill Square, W.

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

*Allied!—
to your
advantage*

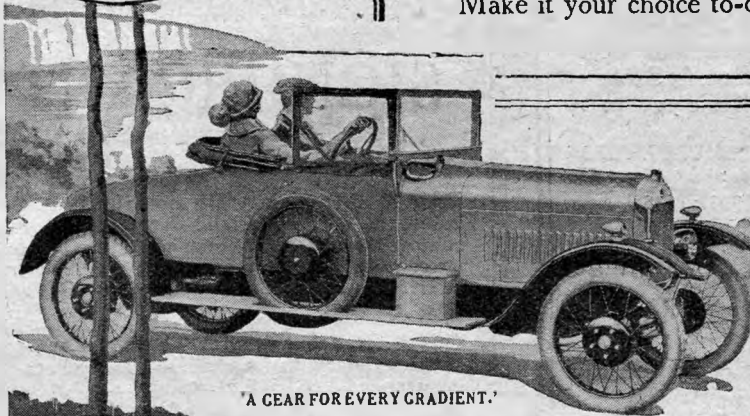
GWK

SIMPLICITY AND EFFICIENCY

No car in the world combines those two supreme virtues to a larger extent than the wonderful G.W.K. Disc drive robs transmission of all complications, and makes driving a continued joy. It keeps your engine permanently running at its most efficient speed—whatever the gradient or the speedometer reading. That's the big secret of car efficiency.

Have you noted the new G.W.K. prices?—every model reduced? Value that was always exceptional becomes predominant. You will search in vain for a sounder motoring investment than the G.W.K. Make it your choice to-day.

Your local G.W.K. agent will gladly give you a demonstration run. It will prove a revelation to you. May we put you in touch with him?



'A GEAR FOR EVERY GRADIENT.'

NOTE THE NEW REDUCED PRICES:

10'8 h.p. Two-seater
Standard Model £200
10'8 h.p. Two-seater
Coupe Model £250
10'8 h.p. Four-seater
Standard Model £225
10'8 h.p. Four-seater
DeLuxe Model £255
Synchronised four-wheel
brakes £10 extra.
Michelin "Comfort" tyres
£7 extra.

G.W.K. Ltd., Cordwalles Works,

(Successors to G.W.K. (1919) Ltd.), MAIDENHEAD.

Telephone - - - Maidenhead 624.

LONDON DISTRIBUTORS: W.G. Nicholl, Ltd.,
50-54, Whitcomb Street, W.C.2

AGENT: Captain Richard Twelveteers,
F. & P. Vandervell, 199, Piccadilly, 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.



BRITISH EMPIRE
EXHIBITION.
Visit Exhibit 13,
Motor & Cycle Section
Palace of Engineering.

Never known to buckle or break

Think of the number of accidents that are due to faulty wheels—accidents that could have been avoided if the wheel had "stood the strain" at the critical moment.

Sankey wheels are the strongest and most reliable in the world. Therefore, fit Sankey Wheels and safeguard yourself and your car.

SANKEY WHEELS FOR LOW PRESSURE TYRES are now obtainable in the following sizes:

715 x 115, 730 x 130, 775 x 145.

Immediate delivery to suit all cars.

SANKEY

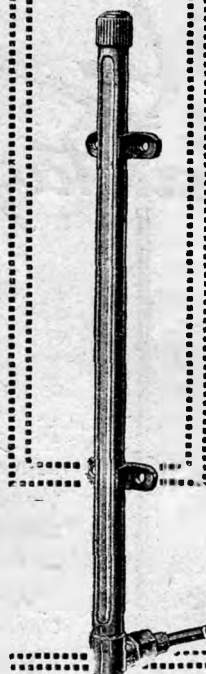
PATENT ALL-STEEL

wheels

JOSEPH SANKEY & SONS, Ltd.,
Hadley Castle Works, Wellington,
Shropshire.

Telephone: Wellington, Shropshire. 66.
Telegrams: "Sankey, Wellington, Shropshire."
London Office:
Mr. R. Jenkins, Ulster Chambers, 168, Regent St., W.1

Replace
'DOUBT'
with
'CERTAINTY'



"Enots"

PETROL LEVEL GAUGE

can be fitted in 10 minutes.

Know at a glance the exact quantity of petrol in your tank.

Simple and practical in design, the Enots Petrol Gauge is an accurate indicator.

It can be used on most cars with dashboard tanks; and—complete with adaptor, small tap, copper pipe and screws for fixing—can be fitted in ten minutes.

WHY BE STRANDED
WITH AN EMPTY
TANK?

BENTON & STONE Ltd.
(Dept. L)
BIRMINGHAM.

PRICE

10/6

Each

Chekko

Brake and Clutch Linings

SIGNIFICANT !

"An ounce of fact is worth"

Prior to almost every big motor race at Brooklands, the T.T. and Light Car and Motor Cycle competitions, etc., at home and on the Continent, we receive a large number of urgent orders for CHEKKO required for fitting **specially for the races.**

This denotes that (whatever brake lining be used in the ordinary way) CHEKKO is almost universally specified for the vital purpose of braking required in all racing competitions.

This is a signal preference for CHEKKO **when and where the very best is required for success.**

It follows that CHEKKO, being so highly esteemed by racing men, is vastly superior to other brands for ever-reliable braking, as well as economy.

Sole Manufacturers:

CRESSWELLS' LTD. : : BRADFORD.

London Depot: 27, Percy St., Tottenham Court Rd., W.1.

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

The King of Polish




SUBLIMA
Georges Ries Process
(Made in England.)
Stands alone as a
Scientific Varnish Reviver.
Cleans and polishes permanently automobile
bodies, bonnets, mudguards, etc., and gives a
perfect, waterproof and non-smearing surface.
BE YOUR OWN RENOVATOR.
Sold in Bottles, 2/6, 5/6, 10/6 and 15/- Stocked by leading
Stores: Gamage's, Harrods, Selfridges (Motor Accessory Dept.)
Stamford Hill District: Corben & Sons, Dunmore Road,
etc., or direct from—
SUBLIMA LIMITED,
40-44, Holborn Viaduct - LONDON, E.C.1.
Telephone: HOLBORN 747.

Morgan Service Depot
Officially appointed by the Morgan Motor Co., Ltd.

EARLY DELIVERY
of all models from £110. Deferred Terms arranged
Every Spare Part in Stock. Repairs by Specialists.
Your Old Machine Accepted in Part Payment.
Guaranteed Second-hand Machines Always in Stock.

HOMAC'S
MOTOR AGENTS
Write for Catalogues
and Spares List.
TRADE SUPPLIED.
**243, Lower
Clapton Rd.,
LONDON, N.E.**
Telephone: Dalston 2408.
Works: 46, LONDON ROAD.



TAPLEY
GRADIENT METERS
**AVOID BLINDFOLD
MOTORING**
Know what your car can do—and be able
to prove it by fitting a **TAPLEY** gradient
meter. It indicates road gradients, ac-
celeration, brake horse-power, speed, air
resistance, etc., with absolute accuracy.
BRACKET TYPE, suitable for any instru-
ment board. Brass 73/6, Nickel or Black, 77/-
When ordering give finish and type of dia-
gram, and state whether the dashboard
is wood, steel, or aluminium.
FLUSH TYPE, Brass, Nickel or Black, 90/-
Angle of slope of dashboard from vertical
must be given when ordering. We supply a
special protractor for the purpose free.

**TAPLEY & CO., TOTTEN,
SOUTHAMPTON.**
Send for Illustrated
Descriptive Literature
H.P.

CAR COVERS
Complete
17/6
Carriage
Paid.
MADE OF STRONG TWILL, 2½ yards by 5½ yards.
Fitted with tapes for use as picnic tent or ground-sheet.
When folded, may be used as cushion for dickey seat.
EVERY CAR SHOULD HAVE ONE. Send to-day.
**FLEETS CALICO COY., Newmarket
Lane, MANCHESTER.**

WILSON SHOCK ABSORBERS
Improved Hydraulic
Automatic
Regulation to
suit passengers
carried.
Attachment to
Axle by
Unobtrusive
chain.
Immediate Delivery can now be
given.
Write for Booklet to:
The
Wilson Engineering Works,
105, Queen Street, Newton Abbot.



**PRICES—
ALL CARS**
Pair
£2-2-6
Set
£3-17-6
Viscolite
£0-4-9

DEEMSTER
SPARES & OVERHAULS
By arrangement with the Official Receiver of
the Ogston Motor Co., we have purchased the
goodwill of the Spare Parts and Service Depart-
ment and have acquired all the original draw-
ings, tools and jigs for Deemster Cars. Full
range of Deemster Spare Parts in Stock.
Repairs and Overhauls by Ex-Deemster
mechanics on the premises.
E. J. HARRISON,
6, Queen Anne Mews, Cavendish Sq.,
W.1.
Phone: Langham 2253.

CELLULOID
FIRST QUALITY
TRANSPARENT
FOR HOODS, SCREENS, ETC.
Samples and prices on application.
GREENHILL & SONS, LTD.
8, Water Lane, Ludgate Hill, LONDON, E.C.4.

SPARES : REPAIRS : OVERHAULS
FOR **G·N** CARS
Is your G.N. giving satisfaction? Our **EXPERT STAFF** under the personal
supervision of H. R. Godfrey (the original "G" of G.N.) is always at your
SERVICE, GUARANTEED WORK at REASONABLE COSTS. Clients are invited
to inspect our MANUFACTURING METHODS which ensure ACCURACY and
ABSOLUTE INTERCHANGEABILITY of Spares. ALL STANDARD PARTS stocked.
Special Fittings include SAFETY HUB CAP, IMPROVED TAPPET SETS, etc.
DEFINITE PRICE ESTIMATES GIVEN.
Engine Overhauls, Special Bodywork, Hood Recover, Repainting.
H. R. GODFREY, MOTORS
Vitesse Works, Manor Road,
RICHMOND, LONDON, S.W.
Telephone Richmond 3024.

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.

As

OSCO RENOVATOR PAINT

Get a tin - 10 Day!

AND MAKE YOUR OLD HOOD NEW AGAIN.

For Canvas Hoods, Curtains, etc. A coat of this flexible paint and you have a hood thoroughly waterproofed, with all stains removed. Applied like paint, it will not crack or chip off.

MADE IN COLOURS:
KHAKI, GREY, BLACK, NAVY BLUE.
Motorcycle Hood size .. 3/- post free.
1 gallon (for 2-3 seater hood) .. 9/3 ..
1 gallon (for 4-5 seater hood) .. 18/- ..

OSCO GLOSSY LEATHER PAINT.
For Leather Hoods, Upholstery, etc. Is flexible, washable, and durable. Made in Black, Green and Navy Blue. Easily applied.

Same prices and sizes as above.



OWEN BROS. & CO., Ltd., HULL, Eng.

AUSTIN 7 OWNERS

IMPROVE THE APPEARANCE OF YOUR CAR BY FITTING THE
17/6 "J.P." ALUMINIUM FOOT MAT.
A Durable Foot Mat which is not only a satisfaction but may be obtained from any MOTOR AGENT, or from
JACK PRUEN, Oxford Street, Westminster-Mare.

1913-21 SINGER 10h.p. DEEMSTER & CASTLE 3

All replacements for all models.

ELEPHANT MOTORS, LTD.
97-101, Newington Causeway, S.E.
Phone: Hon 3161-2.



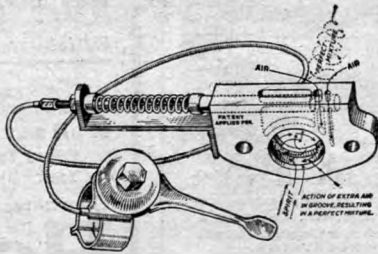
SUTCLIFFE'S STRONG MOTOR HOUSES FROM £15-4-0

If you are wanting a really smart Motor House at a very moderate figure we are in position to deliver carriage paid to your nearest station a delightful House, 18 ft. x 8 ft. x 8 ft. high for two-seater car, for only £15-4-0. Full satisfaction or money back. Prices from £20-9-0 for better class Motor Houses suitable for all makes of cars. Send for our beautifully coloured illustrated book which describes and illustrates a really fine range of Motor Sheds and all kinds of portable buildings. Write for Booklet to-day.
F. & H. SUTCLIFFE, Twenty Six Wood Top, Hebden Bridge, Yorks. Phone 68

FREE BOOK

LEARN TO DRIVE
Private Tuition on the new fleet of LATEST CARS.
BRITISH SCHOOL OF MOTORING
Inclusive of tuition, petrol, and all expenses.
£3-18-0.
5, COVENTRY ST. PICCADILLY CIRCUS, W.1.
OPPOSITE PRINCE OF WALES THEATRE.

USE AIR it's free



Please write for new descriptive leaflet.

Save 1/- a tin on Petrol.

The Lennox Air Valve will do this for you and at the same time greatly improve the running of your car.

The Lennox air valve is Guaranteed.

Price
30/-
complete.

1. Saves 15% to 35% of Petrol.
2. Increases Engine Power.
3. Reduces carbon deposit.
4. Cleaner and Cooler Engine
5. Saving in wear and tear.
6. Excellent air brake.

Have one on three weeks free trial.

Manufacturers:—
LENNOX ENGINEERING CO.,
Low Friar Street, Newcastle-on-Tyne.

Distributors:—
ASHTON ENGINEERING Co., Ltd.,
Floodgate Street - - Birmingham.

ROVER 8 OWNERS MORRIS OWNERS

The W.R.B. roller attachment will improve the control of your accelerator pedal to an amazing extent. The action is delightful and smooth as silk. The action is smooth and gradual.
POST FREE 7/6 POST FREE 5/6
THE W.R.B. ACCESSORIES COMPANY
3, BELLEVUE ROAD, EALING, LONDON

50 MILES ROUND LONDON.

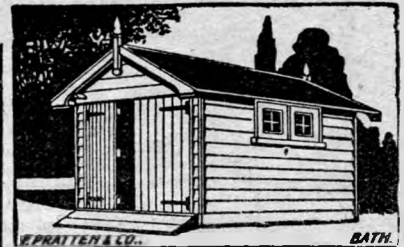
Price, Mounted on Cloth, 3/- net; postage 2d.
Paper, 1/6 net; postage 2d.

Offices: 7-15, Rosebery Avenue, London, E.C.1

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

TripleX
and be Safe
TRIPLEX SAFETY GLASS CO. LTD.
1, ALBEMARLE ST. PICCADILLY LONDON W.1

YOUR GARAGE AT HOME



Length. Width. Price.
11ft. 7ft. 6in. £13 4 0
13ft. 8ft. 6in. 16 12 0
15ft. 9ft. 21 0 0
17ft. 10ft. 27 8 0
Carriage Paid.
Out-of-the-way doors, £2 ex.
Send for No. 34 Catalogue of Garages, Buildings, Greenhouses, Summer Houses, etc., etc.
F. PRATTEN & Co. Ltd. Midsomer Norton, nr. BATH.

Keep Your Springs Young.

Treat your AUSTIN "7" to a set
27/6
post free.

Quick Fit
gaiters
FOR ALL CARS

W. DICKINS & CO. LTD. Cross Cheaping COVENTRY

CYLINDERS REGROUND

and De Luxe Lightweight Cast Iron Pistons.

LAYSTALL
EWER ST. SOUTHWARK, S.E.1.

GODDARD'S LTD.



Motor Houses for every car at lowest prices. Quick Delivery.

Catalogues free.
Crown Works, Vicarage Lane, ILFORD.

Bring your Cars up to date by having
"D" SECTION WINGS.

JOSEPH R. BRAMAH & CO., 127, DEVONSHIRE STREET, SHEFFIELD.
Also all types of Radiators repaired and renewed.

"THE MOTOR MANUAL." The most comprehensive handbook on motoring obtainable.
2s. 6d. net. 2s. 9d. post free.

"D" Section

Take the Tar Off your Car

—with **Accordian Tar Remover**.
Chemically correct and instantly removes all tar lumps and splashes from bodywork and fittings, without injury to the most delicate finish. Now is tar spraying time, so get a tin to-day costing only **3/6** and save pounds in painting and varnishing.

From Garages and Dealers, or, in case of difficulty, direct and post free from the sole manufacturers: **THE AVONDALE MFG. CO., Dept. 3, Avondale Wks., Chippenham, Wilts.**
Accordian Leaflets free on request.

ACCORDIAN TAR REMOVER



ACCORDIAN Flexible Hood Paint will do this for you, will re-waterproof it, cover up all cracks and stains and make it like new in appearance and serviceability. For Canvas Hoods—five colours:—Buff, Khaki, Brown, Grey and Black. For Leather Hoods in Black. Sidecar size **3/6**. 2-3 Seater size **9/6**. 4-5 Seater size **19/6**. State whether for Canvas or Leather when ordering. From Garages and Dealers, or, in case of difficulty, direct and post free from the Sole Manufacturers: **THE AVONDALE MFG. CO., Dept. 3, Avondale Works, Chippenham, Wilts.**
Accordian Leaflets free on request.

stops leaky radiators

Don't lay up your car because your radiator is leaking—simply pour in **Accordian Radiator Cement**, the new scientific liquid which makes a permanent repair in a few minutes and without any trouble. **ACCORDIAN RADIATOR CEMENT** is non-injurious to any part of the car and will not affect the water-circulating system. You'll find it worth while to invest in a 12 ounce tin for **3/6**.

Accordian Leaflets free on request.
From Dealers and Garages, or, in case of difficulty, direct and post free from the sole manufacturers—

AVONDALE MANUFACTURING CO
AVONDALE WORKS CHIPPENHAM WILTS

ACCORDIAN CAR POLISH



is a cleaner that goes right through the surface grime, grease, oil and mud stains and wipes them right away, leaving the paint and varnish bright and glossy. Easy to use and does the job better in half the time taken by wax polishes.

Large Bottles ... **2/6**

From Garages and Dealers, or, in case of difficulty, direct and post free from the Sole Manufacturers: **THE AVONDALE MFG. CO., Dept. 3, Avondale Works, Chippenham, Wilts.**
Accordian Leaflets free on request.



Just a coat of ACCORDIAN FLEXIBLE LEATHER PAINT

will make worn and shabby Leather and Imitation Leather like new again. It is the ideal preparation for Car Hoods and Upholstery, as it will not only add years to the life of the material, but will re-waterproof it at the same time.

Made in **Black, Blue, Brown, Green and Red**. Sidecar size, **3/6**. 2-3 Seater, **9/6**. 4-5 Seater, **19/6**. From Garages and Dealers, or, in case of difficulty, direct and post free from the Sole Manufacturers: **THE AVONDALE MFG. CO., Dept. 3, Avondale Works, Chippenham, Wilts.**
Accordian Leaflets free on request.



Dries in 20 minutes.

TOO FAMOUS TO TALK ABOUT.

SOLE MAKERS: **SILICO ENAMEL CO., WARTON RD, STRATFORD, LONDON, E.15**

THE "WHALLEY"
—for steadiness down hills.

It is not generally known that the "Whalley" Patent Air Valve forms a splendid air-brake for use when coasting down-hill. Its efficiency in this respect has surprised hundreds of motorists who had purchased the valve solely to lower their petrol consumption by 25% to 50%—the recognised feature of the "Whalley." You buy, then, greater safety and real petrol (or benzol) economy when you get a "Whalley."

OUR GUARANTEE.
"All orders accepted conditionally that purchase price will be refunded if the device fails to give satisfaction within one month."

Write for illustrated folder—and mention make of your car.

MODELS FOR EVERY MAKE OF CAR

45/-

THE HOLLINGDRAKE AUTOMOBILE CO., LTD., Town Hall Sq., Stockport

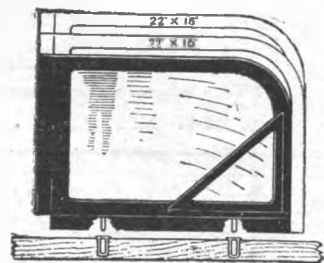
'WHALLEY' AIR VALVE

If you want Windscreens get Easting Catalogues!

SIDE SCREENS, REAR SCREENS, DICKEY SEAT SCREENS AND ALL-WEATHER EQUIPMENT THAT CAN BE FITTED BY CAR OWNER.



4-Panel Rear Screen that is adjustable to practically any formation. Gives ease of manipulation, and can be fitted to any make of car ... **£5-0-0**



Side Screens, made in three sizes and two types for straight and curved bodies. **£2-5-0** and **£2-12-6** per pair.



Dickey Seat Screen, adjustable to Hood formation for wet weather—folds away when not in use ... **£5-5-6**

The "Easting" prices are as low as is consistent with quality.

EASTING

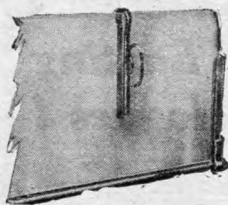
WINDSCREENS LTD.,
132, Steelhouse Lane,
BIRMINGHAM.

London Offices: 29, Foley St., Gt. Portland St.

Northern Factors - J. D. Morrison & Co., Manchester

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

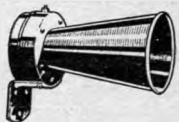
The "RIGHTOVA" Screen Wiper.



2/-

Postage
3d. extra.Cleans full length of Screen on
BOTH SIDES.Keeps Glass permanently clear in down
pours of rain.
Does not require continuous working.
For Single or Double Screens.

ELECTRIC HORN (6 v.)



Black Finish only.

9/-

Post Free.

Including Switch and Flex.

Compact and neat in appearance.
Gives pleasing and effective note.

GENUINE FRENCH HORN.



9/-

Post
Free.

Nickel-plated Finish.

Gives a high-pitched and penetrating note.
An excellent ROAD CLEARER.The Motor Necessaries Co.,
COOKHAM BERKS.

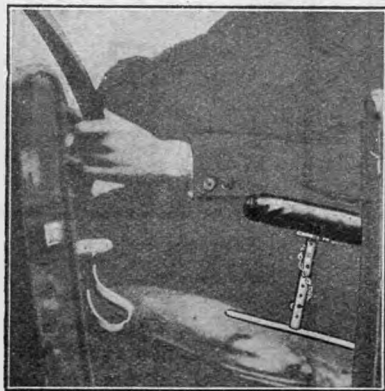
ATOMISE—

THE
PETROL SPRAYThere is no other method
just as good—there are
other Air Valves, true
—but ONLY ONE
ATOMISER—The"ARC"
ATOMISER
Extra Air Inlet.Fit it to your Carbu-
retter and make a good
car as perfect as is
possible.The "diffuser ring"
does the work—atomis-
ing the "petrol spray"
and making the perfect
mixture so necessary to
satisfactory and econom-
ical combustion!An Air Brake—a scav-
enger for the engine—
the easy manner in
which it is fitted—these
are but a few of the
advantages granted by
The "ARC."PRICE
COMPLETE 37/6MODELS FOR
MOST CARS!15% to 50% saved on your PETROL, TYRES,
BRAKES AND DECARBONISING.

The "ARC" is an efficient Air Brake.

Our Guarantee.—Purchase price refunded in full
if satisfaction is not obtained within one month.
Send for Folder "L" and unique Testimonial Booklet.PICKAVANT (Himself), LIMITED
27-29, Summer Row, Birmingham.'Phone:
Central 1191.'Grass:
"Himself, B'ham."

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Cars.WE are frequently asked whether
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the free Instructions Leaflets obtainable
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5/9 tins, etc. Robbialac Brushes 1/3 & 2/-Comfort
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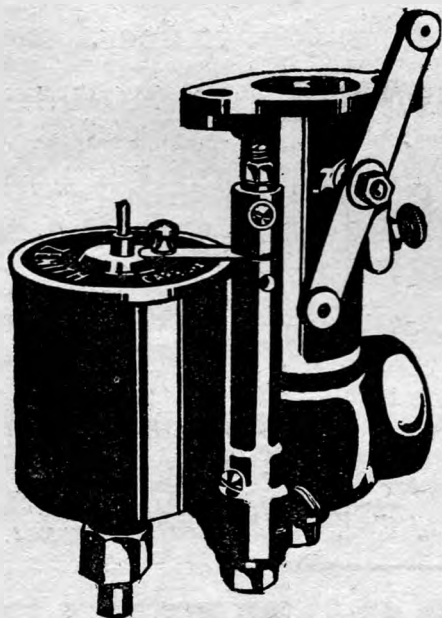
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Feet	Feet	a.	d.						
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13	8	13	5	0					
14	8	14	15	0					
12	9	13	10	0					
14	9	17	10	0					
14	10	18	10	0					
15	9	18	7	0					
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The European Grand Prix, 1924, at Lyons. The only complete team to finish the race, *i.e.* Delage, were all fitted with Zenith Carburetters.

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ZENITH

CARBURETTERS

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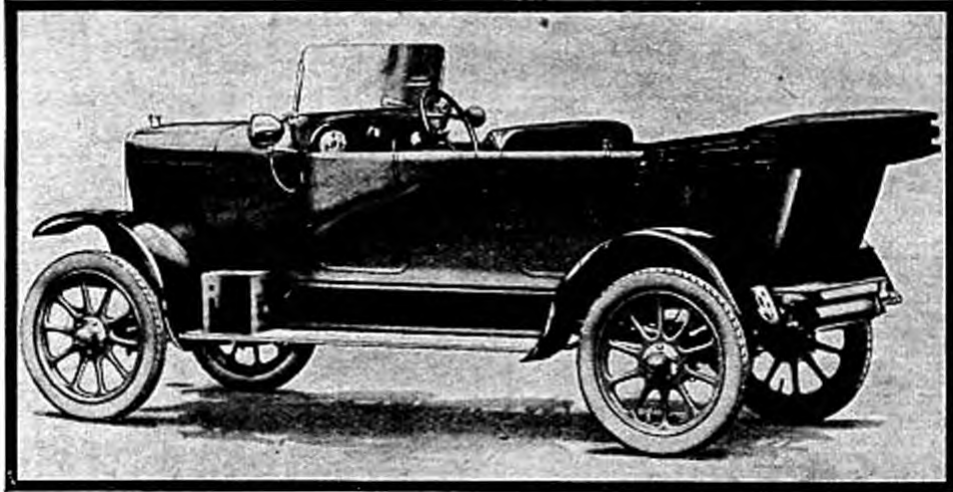
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FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

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AND WHEN WE SAY JOWETT WE MEAN IT.

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B's GEARBOX
C's AXLES
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DO NOT MAKE THE CAR YOU WANT.
THAT'S WHY WE MAKE ALL OUR OWN.

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BUY THE CAR THAT'S BUILT TO SAVE YOU MONEY.

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(4 doors),

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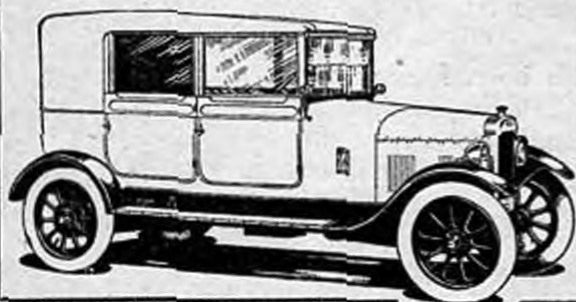


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11 h.p. Two and Four-Seaters.

ARISTOCRATS of the small car class, the 11 h.p. "Standards" possess all the good qualities of the famous 14 h.p. Models.

They are handsome, roomy little fellows that cost little to run, have a good turn of speed and climb well.

Owners are justly proud of their little "Standards."

£235

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An 11 h.p. "Standard" "Canley" 2-Seater
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

A little talk about Two-Seaters

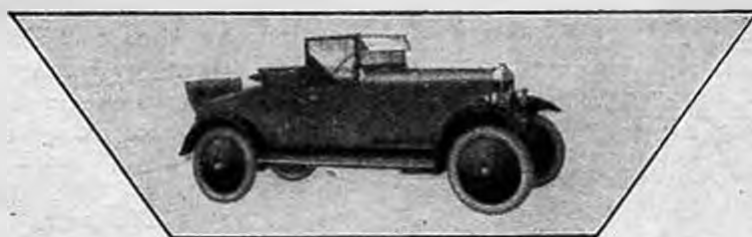
Economy is the greatest need in motoring to day—greatest because every day brings more men into motoring, and the large majority of the thousands who are added weekly must, through stern necessity, study cost first. In such a study there is far more than the purchase price to be considered, and apart altogether from running costs—another vital item—the experienced motorist will tell you that for other reasons not generally acknowledged the Two-seater is undoubtedly the least costly type of car to run. From this outside and rarely considered viewpoint, the Two-seater is economical because it *seats two* and limits your ability to "entertain." You don't want to limit it, but you *must*. Hence, if that's your case, the

Rhode—the daintiest of them all

should be your choice. You may say "but why the Rhode, there are others." We admit it, but we invite you to go deeper than the casual consideration of various names which may come to mind. We invite you to prove that the Rhode is, as we claim it to be, "the most economical car in the World." It costs you in initial purchase £235—that's not the lowest figure at which you could purchase a Two-seater. No, we admit that too, but can you find a car that will consistently cover 45.50 miles to the gallon of petrol, 2,000 miles to a gallon of oil, and 12,000 to a set of tyres? Can you find another car that will cost you less in repairs—another car with a better re-sale price when you want to sell it, and, lastly, can you find a car with a like record for reliability—this year alone

32 entries in the Classic Trials Result—11 Cups 24 Gold Medals and 4 other prizes

in short, never an entry without an award, and in 90% of the entries the highest possible—Can you—but we'll leave it at that, only asking you to put it to the test. Any Rhode Agent will demonstrate—ask for address of nearest.



Rhode Motor Co.,
Tyseley,
B'ham.

Don't hesitate
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Post Card
now.

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

Pioneers of Really
Convenient Terms.

Payments can
be extended over
18 months.



Concentration on ECONOMY CARS

Because they actually do specialise in Light Cars, ALLEN-BENNETT'S can offer you advantages all along the line. They offer you, first of all, the benefit of unique specialised experience that is the result of that policy of concentration; a stock of incomparable interest and variety; and facilities in regard to such matters as delivery dates that cannot be obtained elsewhere. They also offer you very special inducements if you have a car to EXCHANGE. You cannot do better than at ALLEN-BENNETT'S. Put the matter to the test by calling, writing, wiring, phoning TO-DAY.

Always in Stock:

A-C, 12 h.p. Sovereign Model	£275	Rover "9," 2 or 4-seater £120	De Luxe Equipment, £12 extra.
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A-C, 12 h.p. Long Wheel-base, 4-seater	£399	Salmon, 10 h.p. Sports	£180
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Austin "7," Chummy ...	£165	Singer, 10 h.p. De Luxe 4-seater	£235
Austin "7," Sports ...	£175	Standard, 11 h.p. 2 or 4-seater	£235
Raleigh, 11.40 h.p. 4-5 seater	£395	Swift, 10 h.p. 2 or 4-seater	£235
Raleigh, 11.40 h.p. Saloon	£495	Wolseley, 10 h.p. 2-seater	£265
Rover "8," 2 or 4-seater	£160	Wolseley, 10 h.p. 4-seater	£285

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Open every day till 7 p.m., including Saturdays.



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MOTORISTS of every class, expert or amateur, will find "MOTOR REPAIR WORK" a profitable investment. It deals with the home repair of motor vehicles, and, incorporating the latest workshop practice, gives in a simple manner comprehensive information on the complete conduct of repairs, from the description of necessary tools and mechanical adjustments to the vulcanising of a tyre. Illustrated throughout.

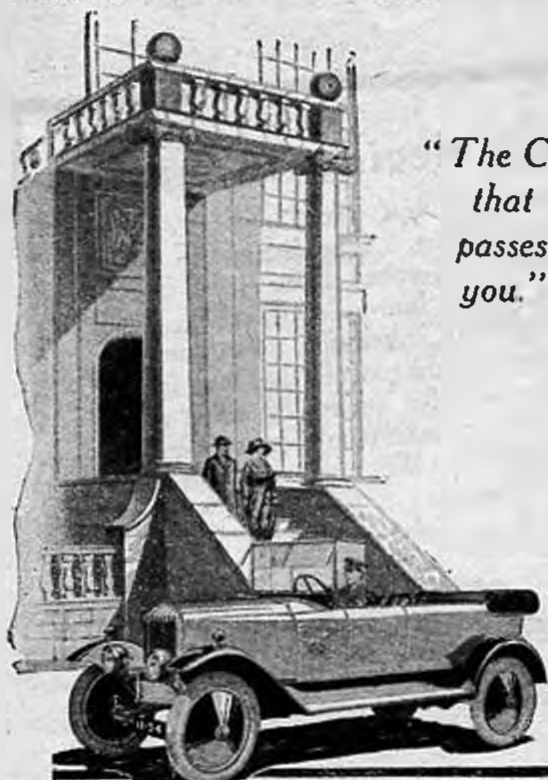
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"The Car
that
passes
you."

HORSTMAN QUALITY

Further Proof!

IRISH 2-DAY RELIABILITY TRIAL

In the above trial, carrying four passengers, a Standard 12/30 h.p. Four-seater HORSTMAN completed the 450 miles course over very bad roads without adjustment or trouble of any kind. The car was entered by Messrs. Healy, Hookham & Co., and put up the best performance of the trial, winning the

CAMPBELL CUP AND GOLD MEDAL

Send for YOUR copy of the HORSTMAN catalogue.

12/30 h.p. Two-seater	£315	12/30 h.p. Super	
12/30 h.p. Four-seater	£325	Sports	£500
12/30 h.p. Two-seater		Coupe	£425
	£395	12/30 h.p. Saloon	

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HORSTMAN CARS LTD., BATH.

"The Beauty
of Bath"

H.P.



SERVICE
SIMILES
No.
25.

The Goose
that laid
the Golden Egg.

A Cottager and his wife had a goose, which laid every day a golden egg. They supposed that it must contain a great lump of gold in its inside, and killed it in order that they might get it, when to their surprise they found that the goose differed in no respect from their other geese. The foolish pair, thus hoping to become rich all at once, deprived themselves of the gain of which they were day by day assured.

There are firms who make the same mistake. If they get a good line they get the last halfpenny profit out of their customers, and consequently do not keep them long.

Our method of working is the reverse. We always keep our customers because we give them more than other firms are offering. We are content with less profit but secure permanent friends. It is this which enables us to sell our second-hand bargains so cheaply, while at the same time offering a more liberal allowance on your old car or motorcycle, and an easier deferred payment system. Prove this for yourself with one of the following second-hand bargains.

HUMBERETTE, 8 h.p., twin cyl., 1913 model, 3-speed and reverse, hood and screen, £25 cash only.

MORGAN, 1924 de Luxe, Anzani engine, dynamo lighting, speedometer, hood, discs as new, only done 1,000 miles. Tax paid £120 cash, or £24 deposit and 12 payments £8-12-0.

MORGAN, 1924, Aero model, dynamo lighting, speedometer, discs, 8 h.p., J.A.P., water-cooled engine, £135 cash only.

AUSTIN 7, 1924 model, purchased in March, mechanical starter, hood, sidescrims, etc. Tax paid, £135 cash, or £30 deposit and 12 payments £9-8-2.

ROYER 8, 1924, 4-seater (blue), dynamo lighting and starter. Tax paid. Very nice order, £132-10-0 cash, or £26-10-0 deposit and 12 payments £9-10-0.

STANDARD, 1920-21, 11'9 h.p., 4-seater (blue), dynamo lighting and starter, luggage grid, hood, side curtains. Tax paid, £165, or £33 deposit and 12 payments £11-16-6.

New 1924 Models.

Below we give some examples of our Easy Purchase Plan. It should be noted that the following monthly payment arrangements include Tax to 31st December, 1924, Lettering and full insurance Policy for 12 months. Nothing more to pay.

MORGAN, Popular model, £110 cash, or £23-14-0 deposit and 12 payments £8-6-0, or 18 payments £5-13-4.

ROYER 8, air-cooled, 2 or 4-seater, £160 cash, or £34-10-0 deposit and 12 payments £12-1-6, or 18 payments £8-4-10.

ROYER 9 h.p., 4 cyl., water-cooled, 2 or 4-seater, £180 cash, or £38-10-0 deposit and 12 payments £13-9-6, or 18 payments £9-4-0.

ARIEL, 9 h.p., 4-cyl., 4-seater, £198 cash, or £42-2-0 deposit and 12 payments £14-14-9, or 18 payments £10-1-2.

SINGER, 10 h.p. de Luxe, 4-seater, starter, speedometer, £235 cash, or £49-12-0 deposit and 12 payments £17-7-3, or 18 payments £11-17-0.

STANDARD, 11'9, 4-seater, starter, etc., £235 cash, or 12 payments £17-8-3, or 18 payments £11-17-8.

The above are only samples. Any well-known make supplied on similar terms. Decide now and get in touch with us at once.

273
TO
274

The Service
Company Ltd

273
TO
274

HIGH HOLBORN, LONDON, W.C.1

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Hampton

10 h.p.

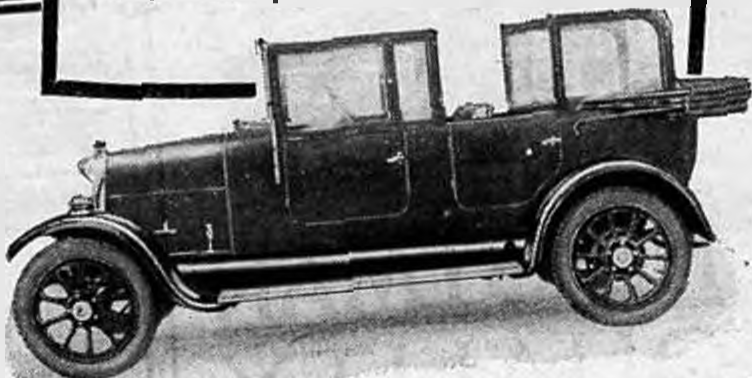
2-seater	£275
4-seater	£298
Coupe	£330

or complete with four-wheel
brakes and balloon tyres:-

2-seater	£295
4-seater	£318
Coupe	£350

Don't decide in haste

Examine and test the Hampton before making a decision. The exceptional power output of its overhead-valve engine in conjunction with a four-speed gearbox means that no place is inaccessible to a Hampton. The generous nature of the real leather upholstery and the ample leg room in all models ensure maximum comfort on the longest journey. We invite you and want you to prove these statements for yourself. May we fix up a demonstration?



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Dudbridge Stroud, Glos.
Telephone: 271-2 Stroud. Telegrams: "Widawah, Stroud."

Shock Absorbers easy to fit

B&D

STABILIZERS

designed to suit

ROVER 8 & 9

AUSTIN 7 & 12

GWYNNE 8

etc., etc.

WITHOUT frame drilling

STOP PITCHING.
STEADY YOUR CAR.

Models for most makes
55/- to 72/- per axle with
brackets according to type.

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Save at least £20 per annum by Garaging your Car at Home!

FREE

Send p.c. for profusely
illustrated book describ-
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Weatherboards and
Thornber's Garages.

"Housing Your Car" is a profusely illustrated Book describing Thornber's Locjoint Weatherboards, and showing the various pleasing designs in Thornber's Garages. Send for it to-day. Every Owner should have his own Garage. The saving per annum is considerable apart from the convenience of having your car near at hand. Thornber's Garages are roomy and sturdily built from well-seasoned timber, incorporating Thornber's Locjoint weatherboards. Rain cannot possibly penetrate.

Anyone can erect a Thornber Garage. All sections are assembled at work and fittings are supplied.

If you are interested in Poultry send for Thornber's Annual. It is worth 1/- but is sent FREE.

Every Poultry Keeper should possess a Thornber's Annual. It gives useful and tips, and also specially written articles dealing with incubation and Pigeon Raising, well as illustrating and describing the Thornber Houses. It is worth 1/- but is sent FREE.

THORNBUR BR
11, Mytholmroyd
Yorkshire.



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 Motor

The National Motor Journal

EVERY
TUESDAY

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3 mss. 6 mss. 12 mss.

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containing useful motoring
information and particulars
of many practical hand-
books, maps and journals.



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Features of this week's issue of "The Motor," August 19th.

ENGINES REQUIRING NO ATTENTION.

The Rapid Development of Air Cleaners and Oil Rectifiers in America.

ROUND THE ITALIAN LAKES.

A Tour of One of the Most Entrancing Regions in Europe. By Charles L. Fretts'oon, F.R.G.S.

WHEN DESCENDING HILLS.

The Best Driving Methods to Adopt in Various Circumstances.

THE INDEPENDENT TRAVELLER.

Some Notes on an Enjoyable Hotel-less Holiday.

A COMPLETE CHASSIS LUBRICATION SYSTEM.

New Layout Whereby Every Chassis Bearing is Lubricated by Depressing a Single Pedal.

OUR EXPORT TRADE.

Substantial Decrease in Imports and Great Expansion of Export Trade. Heavy Petrol Imports.

NEW BIRMINGHAM — WOLVERHAMPTON ROAD.

A New Highway which will make a Rapid Connecting Link.

A CAR BUILT FOR WORLD'S RECORD BREAKING

An Egyptian Prince's 350 h.p. Racing Monster.

ROAD TESTS OF ENGLISH AND CONTINENTAL CARS.

HOW TO FOLD AND ERECT A HOOD.

The Simplest Method of Performing an Everyday Operation, and Showing how the Hood Material can be kept free from Damage and Cracks.

THE ADVANTAGES OF BUMPERS.

Protecting the Mudguards, Lamps and Radiator from Damage.

SOLUTIONS TO EVERYDAY PROBLEMS.—III.

A Series giving Useful and Practical Information for the Owner-Driver.

Amongst the contents of next Tuesday's "Motor" will be the following:—

ROADSIDE WIRELESS REALITIES.

TRACKING THE PILGRIM'S WAY.

CLEANING UP THE DESIGN.

THE SUPERCHARGED TWO-STROKE ENGINE.

DOES COMPLEXITY TEND TO UNRELIABILITY?

NATURE LORE FOR THE MOTORIST.

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

Useful Maps for Motorists

Map of England and Wales—

Scale 13 miles to the inch. Showing the whole of England and Wales: printed in colours to show the contour of the land. Cloth 4s. net; 4s. 2d. post free. Paper 2s. net; 2s. 2d. post free.

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Scale of 2 miles to the inch; printed in colours to show the contour of the land. Drawn, engraved, and printed for the Intelligence Division of the War Office by John Bartholomew and Co. 2s. 6d. net; 2s. 7½d. post free.

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Maps of the Road in strip form, showing the surrounding country on a scale of 3 miles to the inch, with a contour plan of the gradients. Roads covered: London to Bath and Bristol; London to Southampton and New Forest; London to Bournemouth and Exeter. 1s. each net; 1s. 1½d. each post free.

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THE COAN "CONE" STEPMAT

THE MOTOR MAT THAT MATTERS
THE ORIGINAL and ONLY STEPMAT OF ITS KIND PATENTED
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Regulation Size — Silver Polished Numerals — Black Ground

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A Booklet, fully illustrated, by
C. F. VAUGHAN,
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Price 1/-

or will be sent *free* to those using the appended coupon, to whom suggestions will also be made as to how the comfort of their cars may be improved.

Please send me your Shock Absorber booklet.
My car is a
Make of car.....Year.....H.P.....
Name.....
Address.....

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48, Horseferry Road, Westminster, S.W.1

Buy your new



from

1925 AC MODELS.

There are few light car owners who have not favourably noted, perhaps with a touch of envy, the extreme grace and beauty of the A.C. bodywork and finish and also the wonderful, effortless gliding motion they suggest when travelling along the road.

There are even fewer who, having driven one of the latest A.C. models, have not been tremendously impressed with the absolute driving comfort and feeling of ample power which is always associated with A.C. cars by those who own and drive them.

1925 Models are now available and prices have been substantially reduced. If you already have a car we will allow you a very good price for it in part payment for a new A.C. Simply post us full particulars of your present car and the new model required when we will make you a DEFINITE offer to include delivery and collection to your address

**DEFERRED
PAYMENTS**

(if required).

12 h.p. ROYAL 2-seater with Marles steering - - - - - **£330**

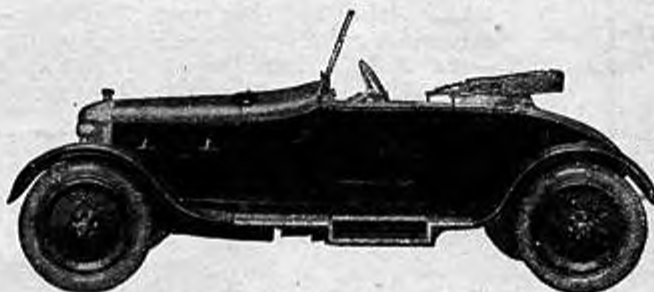
12 h.p. ROYAL 4-seater with Marles steering and mounted on long wheelbase chassis - - - - - **399**

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Also Sovereign and Any-weather Empire 2-seaters at £275 and £310

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Demonstration cars available at any time to suit your convenience.



12 h.p. A-C ROYAL 2-seater, £330

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AC - the Amazing record breaker!

Nothing succeeds like success. Both on the track and road, A-C Cars have been the most successful of all cars, irrespective of size or price.

For instance—**ENDURANCE**—the A-C, you may remember, took the double 12 hour record in the light car class, covering 1,709 miles 1,234 yards in this time, an average speed of 71.23 m.p.h.

Then **SPEED**—that most coveted of records—100 miles in the hour was put up by the A-C in November, 1922, and it still stands. The actual distance covered was 101.39 miles.

RELIABILITY—in the most strenuous trial of the year—the R.A.C. Six Days—the A-C won a gold medal

and as usual came first in its class.

By ascending Brooklands test hill in 8.28 seconds, the A-C again made history, beating all comers irrespective of capacity.

So you will appreciate the A-C has more than proved that it is "better than any other," and yet it costs no more. I would like you to try an A-C, either a "Six" or a "Four," according to your inclinations, and then you could pass your own opinion.

If you are already a motorist, you will notice the difference—If you are a prospective motorist, the A-C will spoil you for motor-ing any other way.

W.F.S.

12 h.p. 4-cylinder models from £275

Two and four seaters with all types of bodies.

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Works: Thames Ditton, Surrey

Telephones: KINGSSTON 3340 (4 lines).

Service Depot: North Road, London, N.7.

Telephone: NORTH 2003/4/5/6

Wires: "ALCARRIEZO, PUGH, LONDON."

PLEASE ASK FOR ADDRESS
OF NEAREST DEALER.

ATTRACTIVE ILLUSTRATED
BOOKLET ON REQUEST.



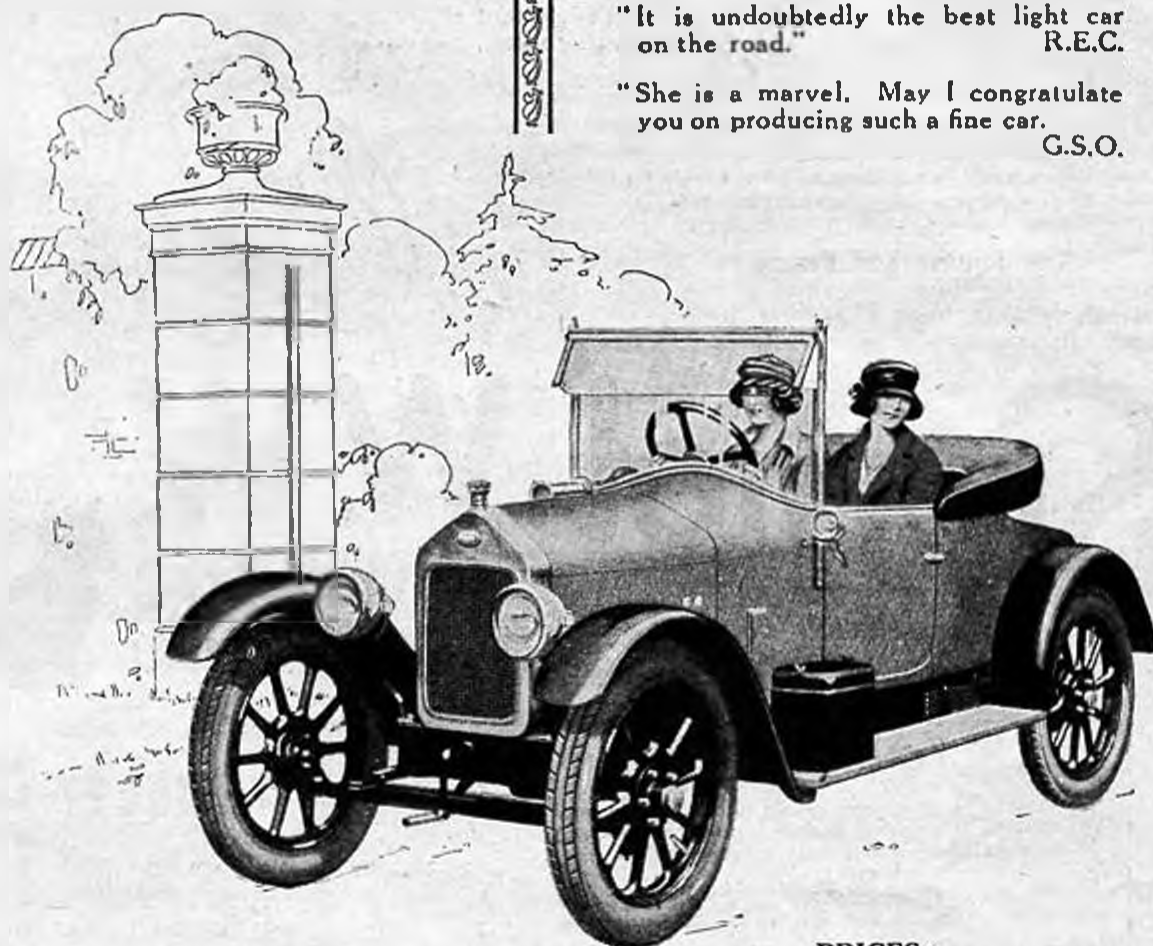
Worth

more than any

other

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

The Finest Small Car in the World



The **Wolseley** "TEN"

OWNERS' OPINIONS:

"Is standing up in very fine style to all the worst roads in the world; in fact, she only laughs at them." J.R.

"Car going great guns. If you want any kind of recommendation send anyone to see my Wolseley Ten de Luxe." F.L.M.

"It is undoubtedly the best light car on the road." R.E.C.

"She is a marvel. May I congratulate you on producing such a fine car." G.S.O.

May we send you
Catalogue No. 5 post free?

WOLSELEY MOTORS, LTD.,
Adderley Park, BIRMINGHAM.

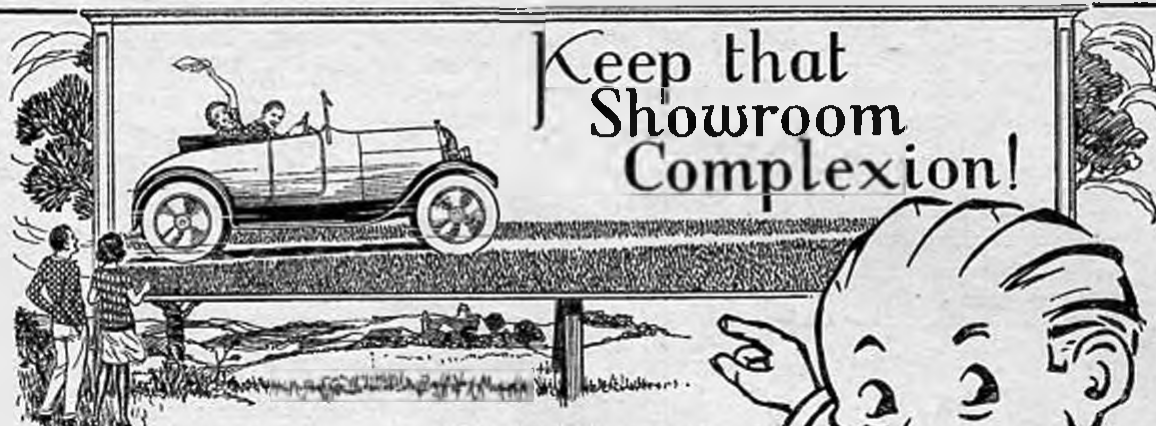
London Showrooms: Wolseley House,
157, Piccadilly, W.

PRICES:

Two-Seater	-	-	from	£250
Four-Seater	-	-	-	£285
Two-Seater de Luxe	-	-	-	£325
Four-Seater de Luxe	-	-	-	£330
Sporting Model	-	-	-	£495

Dunlop Tyres fitted as standard.

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.



With a'ologies to Palmolive Soap!

SternOliver: Many a car ages young—

SternOliver:—when its owner doesn't know the right wrinkle!

THE SternOracle says: Remember how rosy the future of your car seemed when you were hearing all about it in the showroom? Does it still seem as rosy? Don't blame the salesman if it doesn't—not until you've searched your own heart. Do you know the cleverest wrinkle for keeping a car young? Use the right lubricant—**Sternol W.W.** Read what that famous motoring expert, Mr. W. H. Berry, said:—

"17th July, 1924.

"You will, I am sure, be interested to hear that my men have formed, after testing, the highest opinion of your oils, and have asked me to use, in future, your lubricants on my cars.

"It is, perhaps, a small point, but it shows what the men who are actually running the cars think of Sternol lubricants."

It does, indeed, show what they think. *Never* use any other lubricants!



Sternol. W.W.

— MAKES ENGINES PURR LIKE PUSSIES.

NO SMOKE **THE SUPER OIL, SUMMER or WINTER** NO SMELL



COUPON.

If you are unable to obtain from your usual dealers, remit us as under for the size package you require, and we will see that you are supplied.

1 gallon tin, 7/6, carriage forward.
5 gallon drum, with brass top, 30/-, carriage paid.
20 gallon drum, with brass top, 115/-, carriage paid.

Name.....

Address.....

Name and Address of usual Garage

To STERNS LTD., 46, ROYAL LONDON HOUSE, FINSBURY SQ., E.C.2.
(Makers of "AMHROLUM," the famous Gear Lubricant.)

WEMBLEY

We are the official suppliers of Lubricants for all plant in the Palace of Engineering, British Empire Exhibition.

Why DUNLOP CORD TYRES

should be on *your* car-



C.F.H. 396

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

They are made on the *proved best* principles, applied in the best way.

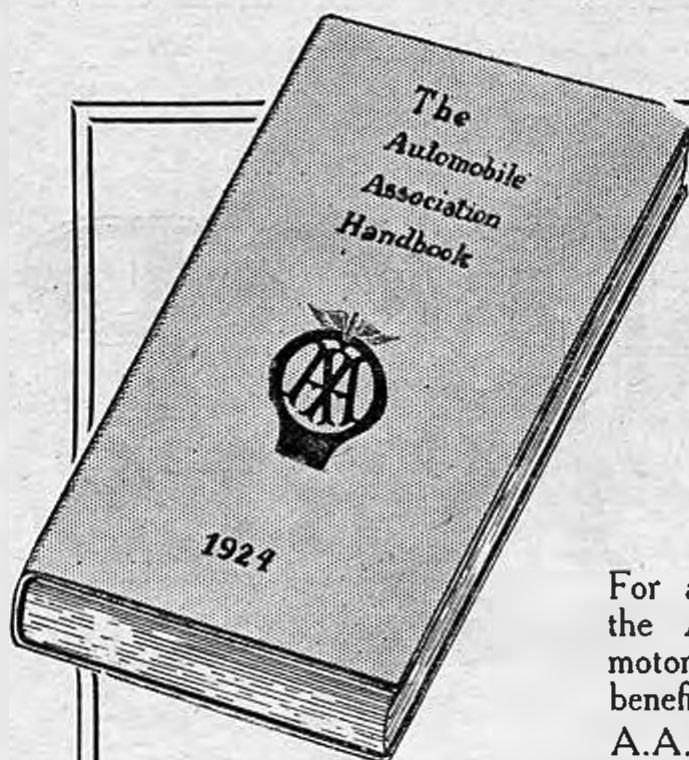
They give longer mileage and better service than any tyres in the world.

A carefully compiled mileage record provides the best testimony to their qualities.

*fit Dunlop
and be satisfied'*

There is a Dunlop Cord for every make of car, and all dealers carry stocks.

DUNLOP RUBBER COMPANY LTD., BIRMINGHAM,
and Branches throughout the World



With the A.A. Handbook in your kit and the A.A. Patrol Service (day and night) always at your command, motoring is rendered safe as well as enjoyable.

What A.A. Membership would mean to you.

For a subscription of £2 2s. a year, the Automobile Association provides motorists with the following direct benefits:—

A.A. Road Service—including patrols, road service outfits, and roadside telephone boxes.

Free Legal Defence in proceedings under the Motor Car Act and Roads Act in any Court of Summary Jurisdiction in the United Kingdom.

Home and Foreign Touring Assistance in connection with tours in Great Britain and abroad.

Expert engineering advice upon all matters appertaining to the purchase, repair, and maintenance of cars and motorcycles.

A copy of the A.A. Handbook which contains 768 pages of invaluable information for motor vehicle users.

Membership of the A.A. is, therefore, a business proposition—an investment, and not an expense.

If you are not yet a member, why not learn for yourself what A.A. membership means to you?

Full particulars are given in a booklet "Always Ahead," which can be obtained from the Secretary.

The Automobile Association,
29, Farnham House, Whitcomb St., London, W.C.2.

Send a postcard for a copy to-day.

*Don't Guess—Accept no other
insist on*

AC SPHINX SPARKING PLUGS

When you buy sparking plugs you do not have to guess—insist on AC-Sphinx Sparking Plugs and you will be sure of good performance.

Because AC-Sphinx are better plugs more than 100 motor manufacturers use them year after year as factory equipment.

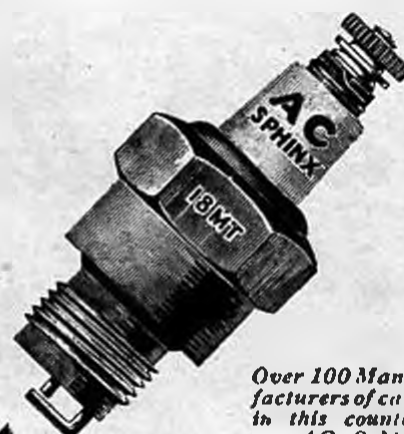
Here is a list of some of the makers who have selected AC-Sphinx:

Austin 7
Baylis-Thomas
Belsize
Calcott
Caltherpe

Clyno
Crouch
G. W. K.
Galloway
Hillman

Horstman
Jowett
Lagonda
Lea Francis
McKenzie

Palladium
Stoneleigh
Straker-Squire
Swift (10 h.p.)
Vulcan



Over 100 Manufacturers of cars in this country use AC-Sphinx Sparking Plugs



Something You Have Always Wanted

Ask your dealer for an AC-Sphinx Metal Plug Kit—illustrated here—to carry your spare plugs without risk of damage. Obtain yours free, with a set of AC-Sphinx.



Aviation Endurance Record Broken

The AC-Sphinx Sparking Plug Co., Ltd., have received information that AC Plugs were used when the World's Record for Flight Duration was recently broken in France. This—the severest possible test of sparking plug efficiency—was accomplished by Messieurs Coupet and Drouin, who kept the air continuously for 37 hours, 50 minutes, 10 seconds.

British Manufacture by the
AC-SPHINX SPARKING PLUG CO., LTD., BIRMINGHAM

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



*"You cannot beat
a Bulldog Battery"*

**for Good Quality
and all-round Efficiency**

It gives MAXIMUM LIFE with
MINIMUM TROUBLE and solves all
your Starting, Lighting, and Ignition
problems.

Ask your dealer for particulars, or write direct for Catalogue 'L.'

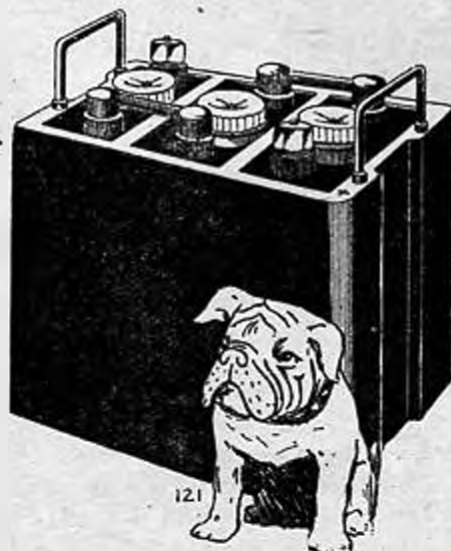
PETO & RADFORD

(Proprietors: Pritchett & Gold and E.P.S. Company, Ltd.)

Head Offices and Showrooms:

50, Grosvenor Gdns., Victoria, LONDON, S.W.1.

**Phone: Victoria 8607 (4 lines). *Grams: "Storage, Bowest, London."*



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

EVERYTHING FOR THE MOTORIST

Everything but the car—everything for added comfort, for greater convenience, for easier cleaning — everything the motorist needs can be obtained from Dunhills at the lowest possible price.



Gradometer showing gradients from 1 in 3 to 1 in 20. Nickel or Brass, 10/6. Postage 6d.



Latest Type Mirror fitted with universal clip fitting, nickel-plated or black and nickel, 13/6. Postage 6d.



Dashboard Clock, 30 hour. Brass and nickel-plated finish, 12/6. Postage 9d.

The accessories shown here are but a few of the hundreds illustrated and described in our A2 Catalogue. Sent post free.



Double Ended Brush for engine and wheels, 5/9. Postage 6d.



Simoniz protects, preserves and restores the original bright finish on cars, 5/- tin. Postage 6d.



Tartache removes all roadtar without injury to car, 3/- tin. Postage 6d.



Nitrex protects spare tyres from air, water sunlight and oil, 3/6 tin. Postage 6d.



Johnsons Prepared Wax. Gives splendid polish, sheds water and is dustproof, 2/6 tin. Postage 6d.



Push Button for horns. Brass or Aluminium, 4/-. Black Composition, 3/4. Postage 6d.



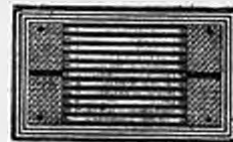
Eural Horn Switch. Steel Bronzed. £1 10 0. Black, nickel and N.P. 5/- extra. Postage 6d.



Ash Tray, Electro-plated on nickel silver, size 3 1/2 x 1 1/2 x 1 1/2, 7/6. Postage 6d.



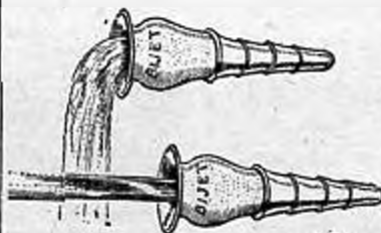
Stadioscope Mirror fitted with genuine optical lens. Nickel-plated, black and nickel or polished brass, 21/-. Postage 6d.



Black Rubber Mat, size 19 1/2 x 7 1/2, 3/6. Postage 6d.

No motorist should be without a copy of Dunhills Catalogue. It contains hundreds of accessories of all the latest patterns and every type of cleaning accessory.

Dunhills
359-361, EUSTON ROAD,
LONDON—N.W. 1
2, Conduit St., & 72, St. Vincent St.,
London, W.1. & Glasgow.



Bi-jet Washer. Perfect for car washing, 6/-. Postage 6d.



Accordian Flexible Paint, restores, renovates and waterproofs motor hoods, 1/2 gallon 9/6; 1/2 gallon 19/-. Postage 1/-.



Mudguard Brush, double knot, 3/6. Postage 6d.



Dunhills Car Polish, cleans as it polishes. Pint 3/9, half pint 2/-. Postage 9d.



Simons Kleener prepares the surface for the application of Simoniz, 5/- tin. Postage 6d.



Rosco Cylinder Black. The ideal black paint for cylinders 1/- and 1/6 tin. Postage 6d.



"Chez-Lui" Enamel, quick drying, high-class finish, 2/3. Postage 6d.

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



THE "SOLEX" SUMMER TOURING SCHEME

WE all gain pleasure from hearing the experiences of others, and realising this fact we are offering special cash awards to users of "Solex"—The No-Trouble Carburettor, for the best description of holiday motoring tours accompanied by photographs if desired, giving a short story of the trip, particulars of the route followed and incidents of special interest. Technicalities or details of performance are not asked for.

FIRST AWARD, £50

2nd Award, £20

3rd Award, £10

Together with 20 Consolation Awards of £1 each.

If you are already a "Solex" user, select your tour and send us your account of it as soon as possible. If you have not yet tested the merits of the "Solex," avail yourself of our 30 days Free Trial Offer at your nearest garage, then send your entry along.

There are no essential conditions except using the "Solex." The scheme is just one designed to focus the attention of all motorists on the pleasure of the open road and the joys of a No-Trouble Equipment.

Every motorist should write for a copy of our Folder giving full details without delay, as the closing date of the competition is Sept. 20th.



"Summer Touring" Dept.:
S. WOLF & CO., LTD.,
115, Southwark St.,
LONDON, S.E.1.
Telephones:
Central 5172 and Hop 2734.

SOLEX

THE NO-TRouble CARBURETTOR

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

AROUND THE TRADE.

The announcement that the G.W.K. prices have been reduced from guineas to pounds means, in effect, that the purchasers get a year's tax free.

A new Exide service depot was opened at 22, Victoria Street, Bristol, on August 11th. Large stocks of all types of Exide batteries for car starting and lighting and ignition will be kept, while the needs of wireless enthusiasts will not be overlooked.

Those who have never owned a car fitted with a dash-board petrol gauge do not realize how useful these accessories are. An excellent example is now being marketed by Benton and Stone, Ltd., Birmingham, the price being only 10s. 6d. with the necessary fittings.



A FITTED PICNIC BASKET

Considerable interest was aroused by our picnic article published last week. This photograph depicts the Smith picnic basket offered by S. Smith and Sons (M.A.) Ltd.

The Autoclut device, which is in the form of a dashpot, giving automatic easy engagement of the clutch, is a fitting which should appeal to every owner of a car the clutch of which is fierce, while for aiding the beginner in his early efforts to master the controls such a fitting is invaluable. Full particulars may be had from Autocluts, Ltd., 109, Piccadilly, London, W.1.

The Gerald Engineering Co., Ltd., of 7, New Square, Lincoln's Inn, London, W.C.2. is anxious to get into touch with manufacturers of proprietary engines who produce a four-cylindered water-cooled four-stroke model with a cubic capacity approximating 1,000 c.c. It is intended to incorporate such a power unit in the specification of a cyclecar shortly to be produced.

MOTOR TERMS TRAVESTIED.

Solution to No. 25.



The Contact Breaker.

Our readers were deeply moved (as was the gentleman in the picture) by the touching scene depicted in last week's travesty. We trust that their susceptibilities were not aroused by personal experiences of similar painful episodes! A record was undoubtedly attained both in quantity and quality of solutions, the winner being Mr. F. Whitehouse, 75, Risca Road, Newport, Mon., with the excellent effort, "The Contact Breaker." "Can't he leave her! (Cantilever)" and "Gabriel's Snubber" are both deserving of mention, whilst "In Answer to your Query," although not a motoring term, is an ingenious attempt. We quite fail to grasp, however, the motoring significance of "A Kick Off," "A Reject" and "Courting Disaster."

The Sign of
Good Service.

GODFREY'S

366-368, Euston Road,
LONDON, N.W.1, (A.M.)
208, Gt. Portland St., W.1.

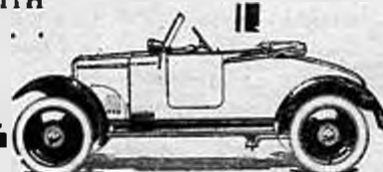
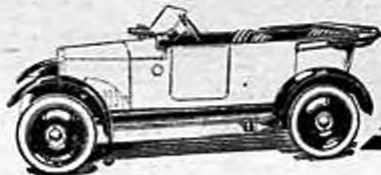
Phone—
Museum 3401-2-3

For ROVERS,
8 h.p. and the NEW 9 h.p.
4-cylinder Models

*Immediate
Delivery.*

9 h.p. 4-cylinder, 2-seater	-	£180
do. do. 4-seater	-	£180
8 h.p. air-cooled, 2-seater	-	£160
do. do. 4-seater	-	£160

EXTENDED PAYMENTS
AND EXCHANGES WITH
PLEASURE.



Also in

Stock at

GODFREY'S:

RENAULT 8'3
CITROEN 7'5
SINGER 10
RHODE 10'8
AUSTIN 7
MORGAN
etc., etc.

Buy Your
Light Car at
"The Sign of
Good Service."

Back to the old love

E. M. de D., writing in "The Motor" of June 3, 1924, expresses his appreciation of the rebound damper in the following:

"My car had done 4,200 miles when I fitted double-acting shock absorbers. At 5,000 miles I broke the offside front spring, and a week or so later the near side rear spring. The manufacturers can say what they like but I shall return to my old love, the rebound damper."

One-way acting Shock Absorbers

Gabriel Rebound Snubbers differ from other types of shock absorbers in that they work with, instead of against, the car springs.

Brown Brothers

THOMSON AND BROWN BROTHERS LTD
BROWN BROTHERS (ASUMA) LTD

Wholesale only. Head Office and Warehouse:
GREAT EASTERN STREET, LONDON, E.C.2,
118, GEORGE STREET, EDINBURGH.

Branches: London (West End), 14-15, Upper Marlborough St., W.1. Aberdeen, Birmingham, Cardiff, Dublin, Dundee, Glasgow, Leeds, Manchester, Newcastle, Southampton.

'GABRIEL' SNUBBERS

Rebound Shock Absorbers

Give Easier Riding— Save Wear and Tear

Gabriel Snubbers eliminate rebound and sideways, make driving on rough roads easier and safer, and make the springs last longer. Simple and effective, Gabriels allow the springs to work naturally on the closing movement, but retard both abrupt and excessive expansion. No matter how violent the rebound there is always a positive check on the upper movement of the car body.

Passengers move with the seat instead of being tossed from it.

May we send you descriptive folder?



For
all
Cars

From £5 5s. per set of
four. Standard Equip-
ment on Morris-Oxford
Cars.

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

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

RATES.

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

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of definite contracts, copy must be supplied without application from the Publishers, and current copy will be repeated if new copy is not received by the published closing time. Series orders are only accepted as firm contracts, and no cancellation will be accepted by the Publishers either on payment of difference in rate or otherwise. Contracts relating to advertisers' own goods or services, and the space may not be sublet or disposed of in any way. Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors or for errors arising out of telephonic instructions relating to advertisement copy; nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1½ per cent. (5d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ½ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

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

NOTICE.

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

SECOND-HAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2966), London agents. Several second-hand, all models in stock, guaranteed, from £100; deferred payments and part exchange. 222-104

A.B.C. cars. Repairs of every description and special tuning by expert once A.B.C. mechanics. R. & Inglis, A.B.C. Specialist, head office, 28-29 Upper Marylebone St., Gt. Portland St., W.1. Works, 20-21 Williams Mews, Stanhope St., N.W.1. Telephone, Museum 2502. 222-97

A.B.C. Sports, June, 1922. Specialfold pistons, numerous extras, now being retuned and overhauled by makers, owner going abroad. 613-581

A.B.C. F.O.C.H., Ltd., offer 1923, 2-seater and dickey, special body, first-class condition, bargain, £125. 5 Heath St., Hampstead (near Tube). 613-214

A.B.C. George England, Ltd., 28 South Molton St. (Mayfair 6378), the specialists, have several overhauled from £80. 222-860

A.B.C., 1922 sports model, new condition, £115. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 613-581

A.B.C., 1924, Regent model, 2 doors, dickey, dynamo and starter, £135. The Garage (established in this street over 14 years), 12 Cornwall Terrace Mews, N.W.1 (near Baker St. Tube Station). Phone, Langham 2935. 613-214

A.B.C., Sorbition model, dickey, 2 doors, complete equipment, new tyres all round, taxed for year, just overhauled and repainted, £112 10s., on exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 613-276

A.B.C. 1922 Regent 2-seater, dickey, dynamo, speedometer, fast, economical, new condition, taxed and insured December, 95 guineas. 300 Plumstead High St., S.E.18. 613-561

A.B.C. 1922 Regent (just overhauled, £118), Dunlop cords, dickey, dynamo lighting, photo, delivery anywhere, reasonable, £90, owner-driven; deposit system. Box No. 6519, c/o "The Light Car and Cyclecar." 613-518

A.B.C., 1924, sports, 2-seater, excellent condition, fully licensed, £125; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 613-228

A.B.C., 1922, 2-seater and dickey, Regent model, tax paid, repainted maroon, new tyres, perfect order, £90. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W.1. 613-993

A.B.C., £105, late 1921, delivered in 1922, Sorbition model, 2 doors, dickey, dynamo spare wheel, new tyres, taxed December, speedometer, side screens, £40, overhaul recently, exceptionally smart and exceedingly fast. 335 High Rd., Chiswick. Phone 503. Exchanges and deferred payments. 613-427

A.B.C., 1921, 2-seater, large double dickey, original paintwork, self-starter, new P. and H. battery, taxed year, wiper, spare wheel tyre, dynamo lighting, spotlight, mirror, inspection light, dashboard, clock, air valve, floodlight, speedometer, greasegun lubrication, the whole in splendid condition, £105. Kerwell, 23 Henry St., St. John's Wood. 613-519

A.B.C., 1922-23, sports 2-seater, royal blue and aluminium, special oiling, 5 new overhauled tyres, 90 guineas. View workshop, Hospital, Lucane Rd., W.12. Park 4647. 613-510

A.B.C., 1922, 11hp, special sports, £115; also 1921 2-seater, dickey, starter, £55. Bartlett's, 93 Gt. Portland St. 613-930

A.B.C., 1922, special sports 2-seater, dynamo lighting, detachable disc wheels, spare, tyres very good, all accessories, taxed December, many extras, dashboard, etc., just completely repainted and fitted with new hood, exceptionally fast, smart and reliable sports car, £3 10s. down and 10 equal payments, or cash £95. Benmotors, 30-32 High St., Wandsworth, S.W.18. Hattersea 1509. 613-922

A.B.C. sports, in splendid order, many special fittings, balloon tyres, 7 wheels, tax paid, £85. James, over Alexander's, 482 Harrow Rd., Paddington. 613-962

A.B.C., 1922, 12hp, Regent, 2-seater and dickey, dynamo lighting, fully equipped, licensed, exceptional condition, 107 guineas. Below.

A.B.C. 1923 sports 2-seater, dynamo, starter, speedometer, etc., licensed, very good condition, 125 guineas. Below.

A.B.C. 1922 2-seater, sunk dickey seat, dynamo, speedometer, revolution counter, extra headlamps, splendid condition, tyres almost new, 110 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 4037. 613-397

A.C. Wanted, second-hand A.C.s for cash or in part exchange for new models. Highest market value allowed, balance by deferred terms if required. Immediate delivery of new models. Calhoun and Co., Ltd., 66 Gt. Portland St., W.1. Tel., Langham 2172. 613-863

A.C., 1921, 2-seater and dickey, painted grey, complete with self-starter, full equipment, new tyres, in splendid condition throughout, tax paid, price £150. Calhoun and Co., Ltd., 65 Gt. Portland St., W.1. Tel., Langham 2172. 613-864

A.C. Try Henry's. You cannot beat their terms. 91 and 155 Gt. Portland St., W.1. Mayfair 4201. 222-297

A.C., 1921 sports, tax paid for year, aluminium body unmarked and in exceptionally nice condition, £167 10s.; extended terms. A. P. Key, 378-384 Euston Rd., Museum 7600. 613-874

A.C. 1923 4-seater, luggage carrier, many extras, taxed for year, absolutely unscratched, total mileage to date 3,000, 280 guineas. 61 Upper Richmond Rd., East Putney. 613-278

A.C. sports, 1921-2, aluminium body, self-starter, clock, speedometer, rev. counter, new Dunlop cords, over 60 m.p.h., excellent condition, 158 guineas. 51 Upper Richmond Rd., East Putney. 613-277

A.C., 1922, special sports model 2-seater aluminium body, dynamo and starter, speedometer, clock, revolution counter and all accessories, perfect order, tax paid to end of year, £210. 6 Ingestre Place, Broad St., Golden Square, W. Gerrard 6843. 613-424

A.C., 1922, Empire model, very little used, £190. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 613-409

A.C., 1923, 11.9hp, special 3-seater sports, £255. Bartlett's, 93 Gt. Portland St. 613-932

A.C. Black and Finch, 222 Gt. Portland St., W.1, have 1921 sports model A.C., with polished aluminium body, clock, speedometer, concealed hood, etc., etc., 165 guineas. Phone, Museum 2271. 613-979

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

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

A.C., 12hp, 1922 Royal model, 4-seater, lighting and starting, all-weather equipment, 1924 condition throughout, tax paid to December, £180. The Gables, Sylvan Hill, Crystal Palace. 'Phone, Sydenham 223. 613-2606

ALBERT, 1921, 11.5hp, 4-seater, starter, taxed, rear screen, etc., £135. Bartlett's, 93 Gt. Portland St. 613-9228

ALLDAYS, 1915, 2-seater, dynamo and starter, excellent condition throughout, £55; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 613-31

ALVIS, New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. 22-304

ALVIS, 1921, 11hp, 2-seater, dicker, starter, £125. Bartlett's, 93 Gt. Portland St. 613-929

AMILCAR. Boon and Porter Ltd., Amilcar specialists, offer immediate delivery from stock of latest model semi-sports 2-seater, all-weather, with starter, £185; exchanges. Boon and Porter, Ltd., 159-161 Castilian, Barchin, 8 W. 13 Hammer Smith 1177. 613-992

ARIEL 9, 1924, de luxe, occasional four, 4,000 miles, taxed 1924, £150; appointment. Collier, 27 Prince of Wales Rd., Battersea, S.W. 11. 613-3665

ARIEL 10, 1924, 4-seater model, brand new, de luxe type, all-weather equipment, 5 lamp set, speedometer, etc., slightly short-sold only, £190. Black and Finch, 222 Gt. Portland St., W. 1. 'Phone, Museum 2271. 613-977

ARIEL 9, Black and Finch, Ltd., 22 Gt. Portland St., W. 1, main London distributors for Ariel cars, have 1923 Ariel 9, with dynamo lighting, speedometer, all-weather equipment, etc., chummy model, £110. 'Phone, Museum 2271. 613-976

AUSTIN. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 22-304

AUSTIN SEVEN, 1924 Brooklands, fitted with sloping V windscreen, wings and numerous other extras, mileage under 1,000, winner of numerous awards at open hill-climbs and speed events this season, over 80 m.p.h., guaranteed perfect and indistinguishable from brand new, cost over £310 (receipt shown), bargain at £250. Beck, Thornhill, Hoole, Chester. 613-6179

AUSTIN Seven for sale, late 1923, disc wheels, £110 or near offer. 14 Northdown Rd., Margate. 613-6679

AUSTIN 7, 1923, chummy, special colour and many improvements, speedometer, etc., perfect, tax paid, £120; bargain; available August 25th. Wimbys, 18 Babson Rd., Biggleswade. 613-1332

AUSTIN 7, 1923, perfect, mileage 7,000, taxed year, all equipment, £125, offers. Ewers, Newton Rd., Burton-on-Trent. 'Phone 385. 613-127

AUSTIN 7, 1924, chummy, dynamo lighting, starter, taxed, £130. The Garage established in this street over 14 years, 12 Cornwall Terrace, New, N.W. 1 (near Baker St. Tube Station). 'Phone, Langham 2933. 613-913

AUSTIN 7, chummy, cherry red, breasted year, all new tyres, 105 guineas, choice of 3. Pioneer Garage, Morlake. 613-917

AUSTIN 7, cannot take delivery, 5 per cent under list price 120 Marlborough Place, Walton St., Chelsea, S.W. 3. 613-349

AUSTIN 7, 1924 model, electric starter, plated radiator, speedometer stepmata, mirror, maroon, privately owned, well cared for, taxed and insured end December, £130. 'Yewtrees', Fairdene Rd., Coulsdon 613-380

AUSTIN 7, 1923, perfect running order, tax and insurance paid to December, 1924, 105 guineas. Owner, 55 Footscroft Rd., Balham. 613-367

AUSTIN 7, several 1923 and 1924 models, prices from £110. Pickworth and Hall, 107 Gt. Portland St., W. 1. Langham 1998. 613-18

AUSTIN 7, 1924, new last March, only done low miles, perfect condition, tax paid, bargain, £145. T. Co. 351 Church Rd., Leyton. 613-2611

A.V., 8hp, 2-seater, spare wheel, hood, speedometer, Lucas electric lighting, 2 speeds, reverse, £35 or near offer. Post Office, Crishall. 613-139

A.V., 1922 2-seater, Blackburne, 3-speed, reverse, dynamo, speedometer, Wax, disc, many extras, taxed till 1925, just repainted, 54 guineas, 92 Nightingale Lane, S.W. 613-312

A.V., £25; exchanges, deferred payments. 1921 A.V. monoco, 6hp J.A.P., 2 speeds, disc wheels, smart, fast. Seabridge, 35 Hanley Rd., East Dulwich, Sydenham 2452. 613-358

A.V., runabout, 1922, 8hp, 3-speed and reverse, dynamo lighting, £55; A.V. 2-seater, 1921, 8hp J.A.P., 3-speed, hood, screen, lamps, etc., very nice condition £50; A.V. monoco, 1921, 8hp, fully equipped, £30; exchanges and deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Birmea. 613-945

BESE-PEUGEOT 2-seater, 1915, 8hp, 4-cylinder, 3 speeds, very smart little car, bargain, £32 ad. 83 Penhurst Rd., Thornton Heath. 'Phone 1572. 613-322

BESE-PEUGEOT, new hood, magnets, lamps, excellent condition, what offers? 93 Queen St., Middleshead. 613-347

BELSIZE-BRADSHAW, (Gordon Watson and Co., Ltd., 31 Brook St., W. 1 ('Phone, Mayfair 2966), London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. 22-165

BELSIZE-BRADSHAW, 1922, 2-seater, royal blue, speedometer, gradient meter, step mat, all-weather curtains, Michelin cord tyres, fully equipped, £110. See below. 613-894

BELSIZE-BRADSHAW, 1923, 2-seater, dynamo lighting and self-starter, speedometer, taxed, fully equipped, excellent condition, £125. Melbes and Melbes (Established 1893). The Original Light Car Specialists, 144 Gt. Portland St., W. 1. 'Phone, Langham 2230. 613-894

BELSIZE-BRADSHAW, 1922, 2-seater, dynamo lighting, detachable disc wheels, spare, tyres good, all accessories, taxed, many extras, upholstery, paint and hood perfect, in exceptionally good mechanical condition throughout, very smart and reliable, open to any examination, 29 10s. down and 10 equal payments, or cash £95. Benmott, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 613-923

BELSIZE-BRADSHAW, 1923, 2-seater, year's licence, fully equipped, 95 guineas, deferred payments or exchanges. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 613-398

BLERIOT-WHIPPET. F.O.H. Ltd., offer Bleriot-Whippet, fully equipped, excellent condition, bargain, £30, 6 Heath St., Hampstead (near Tube). 613-848

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

BLERIOT-WHIPPET, 1921, 2-seater, 8-10hp, Blackburne engine, equipped and in perfect condition, tax paid, £29. G. R. Naylor, 406 Garratt Lane, Ladbroke, S.W. 18. 'Phone, Wimbicdon 2041. 613-909

BLERIOT-WHIPPET 2-seater, 1923, electric lighting, spare wheel, small mileage, perfect, £40. 8 Caledonian Rd., King's Cross. 613-273

BLERIOT-WHIPPET, 1921, 8hp, Lucas dynamo lighting, spare wheel, -vo in stock, £30. Andrew's Motor Mart, 151 White Hart Lane, Birmea. 613-944

BLERIOT-WHIPPET, 1923, 8hp, 2-seater, brand new, electric lighting, spare wheel, mechanical starter, etc., 79 guineas. Below. 613-395

BLERIOT-WHIPPET, 1923, 8hp, 2-seater, electric lighting, spare wheel, year's licence, 40 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 613-395

BRITON, 2-seater, dicker, 10-12hp, 4 cylinders, 3 speeds, reverse, 6 detachables, 4 new tyres, lamps, licence, excellent condition, £27, exchanges, terms 63 Solon Rd., Brixton. 613-350

BUCKINGHAM, 2-seater, new March, double dicker, dynamo, beautiful condition, owner engineer, 90 guineas. Smeein, 22 Cambridge Gardens, Ladbroke Grove, W. 10. 613-226

BUCKINGHAM, 1923, 10hp, 2-seater, dicker, dynamo lighting, all-weather equipment, 69 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. Mayfair 4027. 613-392

BUCKINGHAM, 1922, 2-3-seater, 8.5hp, dynamo lighting, absolutely as new, £70; taxed; exchanges. Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 613-987

BUDATTI, 99 guineas only; 2-seater, £11 tax paid, price so low impossible long advertisement. Vernon Bell, 25 High St., Fulham, Putney 1995. 613-177

CALCOTT, 1924, 10.5hp, 4-seater, chummy model, new but slightly showroom soiled, £245; cash or easy payments; exceptional bargain; usual price £285. Wilkins, Simpson, opposite Olympia, London. 613-129

CALCOTT 1921 2-seater coupe, with dicker, dynamo and starter, excellent condition, fully equipped and licensed, £150; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 613-29

CALCOTT, 1919, 10hp, 2-seater, dicker, dynamo lighting, etc., smart appearance, most reliable, taxed, expert examination and trial invited. Virvan, 35 Spencer St., Victoria St., S.W. 1. Vic. 8677. 613-385

CALCOTT 2-seater, 1914, 10hp, dicker, electric lighting, all-weather equipment, year's tax paid, good running order, bargain, £42. 104, 83 Penhurst Rd., Thornton Heath. 'Phone 1672. 613-324

CALCOTT, 2-seater, 1922 model, dicker, starter, lovely condition, taxed, £140; exchanges, instalments. Abby's, 162 Grosvenor Rd., Vauxhall Bridge, S.W. 'Phone, Victoria 3433. 613-985

CALCOTT, 1921, 2-seater, dicker, Lucas lighting and starter, speedometer, clock, tyres as new, very small mileage, finished royal blue, tax paid December, £135. Maude's, 100 Gt. Portland St., London, W. 1. 613-959

CALTHORPE. Moore's Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. 613-232

CALTHORPE, 1923, special sports, maroon 2-seater, special Brooklands chassis and engine, Hatfield, speedometer, hood and side lamps, excellent condition, engine done 2,500 miles, paint and tyres good, will do 50 m.p.h. on second gear, £150; exchange entertained. Walker, Whaddon, Lache Lane, Chester. 613-236

CALTHORPE, 4-seater, starter, speedometer, 3 lamps, tools, excellent order, appearance, any trial, examination appointment, no dealers, £95 cash, bargain. Samuel, Lloyds Bank, Walton-on-Thames. Tel. No. 339. 613-232

CALTHORPE, 1921, 2-seater, starting, lighting, licensed, 80 gns. Tamplin Motors, Malden Rd., Chess. Sutton 21. 613-222

CALTHORPE, 10.4hp, 2-seater, maroon finish, leather upholstery, tax paid, car had very careful use, £185 cash or £38 15s. down and 18 payments of £10 3s. 6d., with option of a special rebate. Lamb, Ltd., opposite Hove St. Station, Wallingford; 387 Euston Rd., N.W.; 50 High Rd., N. 22. 613-885

CALTHORPE, 1917, 10hp, 2-seater and dicker seat, good condition, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 613-886

CALTHORPE, 1921, 2-seater, in exceptionally good condition, £87 10s. A. P. Rey, 378-384 Euston Rd. Museum 7600. 613-876

CALTHORPE 1922 2-seater, dicker, all weather, starter, lighting, taxed, insured, excellent condition, many extras, £130. 19 Fleet Rd., Hampstead, N.W. 3. 613-673

CALTHORPE, V-fronted 4-seater coupe, lighting, starter, taxed, tyres as new (spare unused), most attractive car, coachwork unscratched and mechanically perfect, £195. Owner, 21 Broadway, N. 8. Hoxsey 27. 613-360

CALTHORPE, £125, 1921. Something special in Calthorpes, polished aluminium streamline body, dynamo lighting, tax paid to December, large polished copper petrol tank at rear, 2 spare wheels, speedometer, smart dashboard, just been thoroughly overhauled, appearance exceedingly attractive, very keen exchanges; write for appointment half way; deferred payments arranged. 325 High Rd., Chiswick. 'Phone 303. 613-428

CALTHORPE, 1924, 4-seater, shop soiled only, £290. Below. 613-416

CALTHORPE, 1923, coupe, 4-speed model, Redford cord, good order, £185. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8136. 613-416

CALTHORPE 2-seater, 10hp, 4 cylinders, dynamo lighting, 5 detachables, dicker, runs well. £38. King, Coal Merchant, New Rd., Oxford. 613-609

CALTHORPE, 1917 10hp, full drop-head coupe, dynamo lighting, starter, detachable wheels, spare, tyres good, all accessories, clock, etc., many extras, Redford cord upholstery, paint and hood very good, in first-class mechanical condition, very smart, fast and reliable, any examination willing, £7 10s. down and 10 equal payments, or cash £78. Benmott, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 613-926

CALTHORPE, 10hp, 1922, 2-seater and dicker, repainted French grey, mechanically perfect, 2 spare wheels and tyres J.M. shock absorbers, privately owned, £135; seen at any time at 99 Croydon Rd., Aspley, A.E. 20. 613-606

CALTHORPE, 1922, 4-seater, Mulliner body, self-starter, 5 lamps, must be sold. £95. 31a Hydecombe Rd., Balham. 'Phone, Streatham 3440. 613-382

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

CARDEN official repair depot.

All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements.

Arnott and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hythe Rd., Willesden, N.W. 10. 'Phone, Willesden 2297. 222-237

CARDEN, de luxe 2-seater, electric lamps, speedometer, clock, horn, hood, etc., condition as new, £50, or consider part exchange motorcycle and sidecar. H. Colwell, Lewes. 613-8808

CARDEN, 1921, side-by-side 2-seater, complete with hood, screen, electric lamps, in first-class condition and running order, taxed until December 31st, £22 10s; another, 1921, 2-seater, £20. Arnott and Harrison, Ltd., 22 Hythe Rd., Willesden, N.W. 10. 613-34

CARDEN 1921 (late) 2-seater, 7hp, electric and gas lamps, spotlight, etc., taxed, many extras, good condition, £25, exchanges. Teddington Garage, 100 High St., Teddington. Kingston 2562. 613-3325

CARDEN 1923 4-seater, with spare wheel, curtains, etc., good order, £80. F.S., 19 Glenlyon Rd., Eltham. 613-3317

CARDEN, late 1923, electric light, chummy model, bought for client unable to take delivery, practically new, £65. Ormond Motor Co., York St., Jermyn St., Piccadilly, S.W. 1. Regent 4104. 613-305

CARDEN, 1921, always a few of these 7hp 2-seaters in stock at prices from £25 to £35; exchanges and delivered. 'Phone, Putney 1827. Andrew's Motor Mart, 161 White Hart Lane, Barnes. 613-945

CHARRON, 1923, 8hp, special sports model, with streamlined bulbous-backed body, spare wheel, grey with red wings, as new, perfect running order, £150. 6 Ingestre Place, Broad St., Golden Square, W. Gerard 6843. 613-4226

CHATER-LEA, Bucon 2-seater car, blue, w.c., 8.98hp engine, 1921. 14 Dulancy St., N.W. 1. 613-2888

CITROEN, Try Healy's You cannot beat their terms. 91 and 155 St. Portland St., W. Mayfair 4201. 222-298

CITROEN, 1921, 10hp, 4-seater, dynamo lighting, self-starter, speedometer, electric and bulb horns, all-weather side curtains, 2 spare wheels, with new Michelin tyres, excellent mechanical condition, tax paid, examination and trial run invited, £95 or near offer. Hamer's, Timber Merchants, Bradshaw, Bolton. 613-149

CITROEN, 7.5, 2-seater, 1923, electric lighting and starting, speedometer and extras, taxed and insured to end of year, perfect condition, 98 guineas. Buckley Bros., Printers, Station Rd., Harrow. 'Phone, Harrow 172. 613-148

CITROEN 1923 7hp 2-seater, taxed for year, electric lighting and starting, first-class condition throughout, 96 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 613-282

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a-w, curtains, perfect condition, year's licence, £185. Pickworth and Hull, 107 St. Portland St., W. 1. Langham 1938. 613-19

CITROEN, 1923, 2-seater, 11.4hp, English body, excellent order, £175. Below

CITROEN, 1922, 11.4, 4-seater, splendid condition, £115. Smith and Hunter, 90 St. Portland St., 'Phone, Museum 8130. 613-408

CITROEN, 1920, 10.4hp chummy, 3-seater, dynamo lighting, starter, taxed, detachable wheels, spare, tyres good, all accessories, upholstery, paint and hood perfect, in exceptionally good mechanical condition throughout, very fast and reliable, £8 10s, down and 10 equal payments or cash £85. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1609. 613-925

CITROEN, 1924, 11.4hp, 4-seater, current model, fitted balloon tyres, slightly shop soiled, accept £210. Boon and Porter, Ltd., 159-161, Castelnau, Barnes, S.W. 13. Hammersmith 1177. 613-989

CITROEN, 1921, 4-seater, English dome wings, starting and lighting, taxed, very good condition, bargain, £125, exchanges. Rhind and Co., Station Garage, Queens' Rd., corner of Oldham Rd., Manchester. 613-984

CITROEN, 1921, 2-seater, 11.9hp, starting and lighting, exceptionally good condition, bargain, £125; exchanges. Rhind and Co., Station Garage, Queens' Rd., corner of Oldham Rd., Manchester. 613-983

CITROEN, 1924, 7.5, 3-seater, only done 200 miles, 5 Comfort tyres, car as new, £160. Exchanges, extended payments. Meats and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 613-38

CITROEN, 1922, 2-seater, 7hp, tax paid for year, self-starter, electric lighting, excellent condition throughout, 90 gns. Exchanges, extended payments. Meats and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 613-37

CITROEN, 1922, 11.4, de luxe, sound condition throughout, tax insurance year, fully equipped, £145. Sydenham 2432. Moore Park Hotel, Woodvale, Honor Oak, S.E. 23. 613-366

CLULEY, 1922, 2-seater, double dickey, licensed year, excellent condition, £125. 28 Sussex Rd., Harrow. 613-133

CLULEY, 11hp, 1923, 2-seater, with dickey, exceptionally nice condition throughout, £185. Newham Motor Co., 245 Hammersmith Rd., W. 6. 'Phone, Hammersmith 80. 613-9

CLULEY, 1924, 2-seater, 10-20hp, shop soiled, fullest equipment, £230. Smith and Hunter, 90 St. Portland St., 'Phone, Museum 8136. 613-415

CLYNO, 1923, 2-seater and double dickey, lighting and starting, all-weather equipment, £135. Ernest Crimaldi, Ltd., 87 St. Portland St., W. 1. 613-994

CLYNO, 1924, 10.8hp de luxe 4-seater, used only for a few demonstration runs, guaranteed as new, £198. Elmister, Jordansgate, Macclesfield. 613-383

COVENTRY-PREMIER, 8hp, 1921, 2-seater, 2-cylinder, water-cooled, dynamo lighting set, hood, screen, horn, speedometer and tools, in excellent order and condition, price £75 or £17 17s cash deposit and 12 monthly instalments of £5. William Whiteley, Ltd., Queens' Rd., London, W. 2. 613-883

COVENTRY-PREMIER, 1922, 2-seater, with dickey, tax paid, and fitted with many accessories, very nice condition throughout, £68. Chinery, 1 Hammersmith Rd., Kensington. 'Phone, Western 4140 and 5568. 615-418

COVENTRY-PREMIER, £68; exchanges, deferred payments; 1921-22, 2-seater, dickey, special body, dynamo, 5 detachables, hood, screen, taxed, nice condition, Seabridge, 35 Haver Rd., East Dulwich. Sydenham 2452. 613-365

COVENTRY-PREMIER, late, 1922, 8hp, 2-seater and double dickey, dynamo lighting, £68. Andrew's Motor Mart, 161 White Hart Lane, Barnes. 613-947

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

CROUCH £35; exchanges, deferred payments; 1920, 2-3-seater, electric lamps, hood, screen, 5 detachables, fast, comfortable, economical. Seabridge, 35 Haver Rd., East Dulwich. Sydenham 2462. 613-364

EMSCOTE, 1921, 2-seater and dickey, 9hp, water-cooled J.A.P. engine, 3 speeds and reverse, electric horn, dynamo lighting, new tyres, any trial, £75 or near offer. 100 Robin Hood Chase, Nottingham. 615-235

ERIC-CAMPBELL, 1923, 10hp, electric starting, lighting, 5 lamps, electric horn and Klaxon, hood, spare wheel, taxed and insured for year, £160; only wants seeing. Oliver, 58d Ufford St., Blackfriars Rd., S.E. 15-419

ERIC-CAMPBELL, 1921, 10hp, aluminium 2-seater, fully equipped, year's licence, speedometer, excellent condition, 95 guineas; exchanges or deferred. Edwards, 175 St. Portland St., W. 1. Mayfair 4027. 613-399

GALLOWAY, 1923, 10hp, 2-seater, with double dickey, starter and lighting, excellent little car, in good order, £160. Newham Motor Co., 245 Hammersmith Rd., W. 6. 'Phone, Hammersmith 80. 613-10

G.N.s. Several good second-hand cars in stock for immediate sale; southern service agents; expert G.N. mechanics; all spares stocked. The Eastgate Garage, Lewes. 615-b705

G.N., 1921, coach-built aluminium body, C.A.V. dynamo, large headlights, side gear, Michelin disc wheels, cord tyres, many refinements, tip-top condition, cost £340, accept £290, or exchange for good 3-wheeler or 20cc Bumblebee. Thomas Price, Harwood House, Cardiff. 614-b586

G.N., Lezere, 1921, perfect condition, any trial, 67 guineas. Slapton, Springdale, Merton Rd., Clarendon, Somerset. 613-b566

G.N., new May, 1924, sporting, fast, special, £100, body three-quarter-seater, shaft drive, guaranteed perfect, small mileage, 100 guineas. Miss A. 52 Linver Rd., Parsons Green. 614-b744

G.N., 1923, 10hp, 4-cylinder, 2-seater, dickey, dynamo, very speedy, excellent condition, trial; offers. 60 Archway Rd., Highgate. 613-c237

G.N., 1920, dynamo, spare wheel, excellent condition, £55 or exchange motorcycle. 35 Laud St., Croydon. 613-250

G.N., 1921, 8hp, Lucas dynamo lighting, spare wheel, road tyres, speedometer, fully equipped, in excellent condition, £48. G. R. Naylor, 406 Garratt Lane, Eastleigh, S.W. 18. 'Phone, Wimbledon 2041. 613-908

G.N., 1921, dynamo lighting, excellent running order, 38 gns. Longman Bros., 17 Bond St., Ealing. Tel. 689. 613-889

G.N., late 1922, 7.9hp, dickey, exceptional condition, coachwork as new, dynamo lighting (5 lamps), 5 detachable wheels, very low mileage, complete with shock absorbers, side screen, mirror, clock, mats, petrol can and carrier, guaranteed mechanically perfect, any test willingly or would drive 100 miles to purchaser, privately owned, owner, owing to engagements, giving up motoring, 79 gns. or reasonable offer. 324 Hither Green Lane, S.E. 13. Tel. No. Lee Green 2156. 613-246

G.N., 1920-21, fully equipped, with electric lighting and horn, speedometer, 5 detachables, the whole car is in excellent condition, both mechanically and paintwork, mileage only 7,000, cost £275, sacrifice 40 guineas. P. C. Linsley, Roycroft, Woodbridge, Suffolk. 613-243

G.N., 1920, fully equipped with Smith's full dynamo lighting set, speedometer, etc., tax paid 1924, all in good running order, 35 guineas; must sell. J. W. Whitlock, New St., Woodbridge, Suffolk. 'Phone 62. 613-244

G.N.s, 1921, dynamo lighting, repainted red and blue, in tip-top mechanical condition, from 35 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 613-280

G.N., 1922 Legere model, aluminium body, exceptionally good engine, first-class condition throughout, fast, 60 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 613-284

G.N., 1922, dickey seat, dynamo, spare wheel, many extras, electric and bulb horns, extra headlamp, speedometer, dash lamps, overhauled and as new throughout, 73 guineas. 51 Upper Richmond Rd., East Putney. 613-285

G.N., 1921, dynamo lighting, dickey, new Dunlops, hood, paint, upholstery good, in first-rate mechanical condition, smart, good car, 60 gns. White, 54 Putney Rd., Brixton. 613-346

G.N., late 1922, all in perfect condition, £60 cash. Spurling, 8 Courthouse Rd., Gosport Oak, Hampstead, N.W. 3. 613-359

G.N., 8.9hp, 1921 sports model, polished aluminium body, dynamo lighting, electric horn, speedometer, fast, reliable, tax, insurance paid, £55. Roberts, 63 Harold Rd., Margate. 613-363

G.N., 1920-21, 15,000 miles, fully equipped, 6 wheels, new tyres, excellent condition, first-class paintwork, £50. Carter, Southfields, Sutton Common, Surrey. 613-371

G.N., 1921, excellent condition, special sports engine, fully equipped, £60. Thierler, Hilton Garage, Sutton Common, Surrey. 613-372

G.N., August 1922, aluminium body, blue wings, electric lighting, dickey, speedometer, clock, very good condition, £75. 53 The Ridgeway, Golders Green. 613-376

G.N. 1921 2-seater, dynamo lighting, speedometer, door, 5 detachables, £48; exchanges and deferred. Putney 1827. Andrews Motor Mart, 161 White Hart Lane, Barnes. 613-948

G.N. Black and Fiach, 222 St. Portland St., W. 1, concessionaires G.N. cars, have 1920 touring model, £35; 1922 touring model, £75; 1922 vintage model, overhead camshaft, dynamo lighting, speed 75 m.p.h., polished aluminium body, £175. Others in stock from £40 upwards. 'Phone, Museum 2271. 613-978

G.N. 1921 clover-leaf 3-seater, finished chrome, red wings, dynamo lighting, speedometer, spare wheel, good tyres, taxed, really fast and sporty car, £48. Below

G.N. 1921 2-seater, dynamo lighting, very good condition, 38 guineas; another with aluminium dashboard, good tyres, £42. Below

G.N. 1922 Popular, dynamo lighting, speedometer, electric and mechanical horns, disc wheels, £67 10s. Below

G.N., 1922, dynamo lighting, speedometer, sunken dickey, spare wheel, £70. Below

Kirk and Co. 'Phone 11, 11a, Paddington 6649, or call Automobile Emporium, 22 Praed St., Paddington, W. 2. 613-973

G.N., 1922, dynamo lighting, spare wheel, repainted, good condition, £48. Ashby, 4 Devonshire Rd., Hoveham. 613-382

G.N., £65, 1922, 2-seater and dickey, dynamo, spare wheel, taxed, new tyres, lovely condition; another, 1921 model, dynamo, spare wheel, aluminium body, taxed, splendid order, £45; exchanges and deferred payments. 325 High Rd., Chiswick. 'Phone 303. 613-429

G.N., taxed, special bonnet, silencers, etc. Smith carburettor, fast, £52 10s., would exchange. 40 Lindope St., Dorset Sq., N.W. 1. Pad 2854. 613-336

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

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

G.N., 1922 (August), 2-seater and dickey, dynamo lighting, electric and bulb horns, speedometer, side curtains, spare wheel, 2 new tyres, discs, in really good order, 70 guineas. Jones, Grosvenor Villas, Cirencester. 613-3321

G.M., £52, exchanges, deferred payments. 1921 G.N., 2-seater, hood, screen, electric lamp, clock, speedometer, nice condition. Seabridge, 35 Hantsley Rd., East Dulwich. Sydenham 2462. 613-361

G.N., just overhauled, £50, offer quick sale; seen evening after 8. Lyndon Lodge, Golden Manor, Hanwell. Ealing 2078. 613-299

G.N., 1922, dynamo lighting, new hood and repainted, bargain, £62 10s. Earls, The Athenium, The Vale, Hampstead, N.W.3. 613-x604

G.N., 1922 25, exceptional condition, front handle start, dickey seat, 59 guineas, guaranteed. 31a Hydethorpe Rd., Bisham. Phone, Stroudham 3440. 613-380

G.N., 1923, 10hp, 4-cylinder, 2-seater and dickey, dynamo, etc., splendid order, 110 guineas. Below. 613-3321

G.M., 1922, 8hp, 2-seater and dickey, Frazer-Nash o.h.v. engine, dynamo, side curtains, many extras, 95 guineas. Below. 613-3321

G.M., 1922, 8hp, 2-seater, all-weather coupe, dickey, dynamo, fully equipped, licensed, exceptional condition, 80 guineas. Below. 613-3321

G.N., 1920, 8hp, 2-seater, speedometer, spare wheel, licensed, good order, 40 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 613-394

GRAHAM-WHITE, late 1924, special built body, with dickey, special wings, step board, double windscreen, hood, side curtains, electric lights, dynamo, 5 N.P. lamps, switchboard and electric hooter, discs, aluminium body, wings and discs painted black, trimmed in leather, only wants sewing, has not been 80 miles; tax paid to end of year. Law, 1 Amblerby Villas, Colindale Ave., Hendon, N.W.9. 613-x607

GREGOIRE, 1923, 8hp, 4-cylinder, 1,098 c.c., 2-seater, semi-sports, very fast, 40 m.p.g., folding screen, hood, with envelope, etc., £85 or best offer. Nash, 105 Cadogan Gardens, S.W. 613-b697

G.W.K. P.O.C.H. Ltd., offer 1920-21 G.W.K., 2-seater and dickey, dynamo, excellent condition, bargain. 6 Heath St., Hampstead Inver Table. 613-849

G.W.K., 1920, 2-seater, dickey, dynamo, smart and fast, repainted, £68; also 1919 2-cylinder £38; no offers. 43 Green Lane, Pease. Phone, Sydenham 604. 613-862

G.W.K., 1920, 4-seater, dynamo lighting, in perfect mechanical condition and smart appearance, tax paid, almost new tyres, £58. G. H. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 613-910

G.W.K., several good second-hand cars in stock from £65 upwards; exchanges and deferred terms arranged. North Essex Motor Co., Relfron Walden. Tel. 16. 613-898

G.W.K., 8hp, 4 speeds, speedometer, £43. Maude's, 100 Gt. Portland St., London. 613-960

G.W.K., 4-seater, F type, 1921, perfect condition, recently overhauled, owner-driven, dynamo, electric light, spare wheel, tyres perfect, bargain for quick sale, 75 guineas; no dealers; tax paid. W. A. Smith, 174a Banish Hill, S.E. 613-378

G.W.K., perfect condition, special model, detachable wheels, dickey, dynamo set, £25 worth accessories, suit traveller, reliable, £50. Captain, 33 Lower Tootingdale Rd., Hampton Wick. 613-340

G.W.K., 1921, dynamo, 4-cylinder, new 4-seater chummy body, side screens, fully equipped and excellent condition, £80, motorcycle in part payment. The Limer, Hurwood Rd., Horsham, Walton-on-Tame. 613-314

G.W.K., 1921, 2-seater, dickey, all-weather, taxed, paint as new, £70. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 613-375

GWYNNE, 8, 1923, 2-seater de luxe, double dickey, side curtains, starter, many extras and licensed, just overhauled, £138; also Gwynne 8, 1923 chummy, starter, speedometer and many extras, fully licensed, £138. Chinery, Gwynne Specialist, Olympia Motor Co., 1 Hammer-smith Rd., Kensington. Phone, Western 4140 and 3568. xxx-12

GWYNNE, 8, 1923, small 4-seater, 3,000 miles' guarantee, tax paid, £140. See below. 613-374

GWYNNE, 8, 1923, 2-seater, tax for year, perfect, £130. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 613-374

GWYNNE, 1923, 8hp, Chummy model, dynamo lighting, self-starter, clock, speedometer, luggage grid, year's licence, excellent condition, 140 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 1. 613-401

HANDS, 1923 (November), 10hp, 2-seater, double dickey, dynamo, self-starter, licensed 1924, done under 4,000 miles, price £110. The Hammersley Motor Co., Ltd., Hammersley, Surrey. 613-843

HANDS, 1922, 10hp, 2-seater and dickey, starting and lighting, repainted and new hood, thoroughly overhauled, bargain, 100 guineas; exchanges, extended payments. Mease and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 613-39

HILLMAN cars Official repairers, London district, J. C. Brodie, Ltd. 84a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-4292

HILLMAN racing car, run consistently at Brooklands, streamlined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195; extended terms. A. P. Hey, 378-384 Euston Rd. Museum 7600. 613-876

HORSTMAN, 1924, 12-30hp Anzani engine, 4-seater, touring model, upholstered in real leather, spare wheel, tools, 5 lamps, speedometer, clock, electric horn, dash lamp, luggage grid; this car has not done 5,000 miles, and is in excellent condition throughout, price £260, a bargain. Box No. 6167, "The Light Car and Cyclecar" xxx-958

HUMBERTITE, air-cooled, fast and perfect running order, taxed, trial, bargain, £23. 7 Cowdrey Rd., Wimbledon. 613-356

HUMBERTITE, 2-seater, good order, drive away, 29 guineas. Keen, Hatton, Brentwood, Essex. 613-291

JOWETT, 2-seater, dickey, starter, fully licensed and insured, any trial, £145. H. 26 Wyndham St., Putney. 613-526

JOWETT, late 1921, 2-seater, dickey, grey, electric lighting, sound condition throughout, £85. 238 Oxford Rd., Basford, Stoke-on-Trent. 613-120

JOWETT, 1922, 2-seater, with double dickey, beautiful condition, expert examination invited, £110 or nearest offer. James Parker and Son, Liverpool, Kendal. 613-847

JOWETT, 1924 4-seater, complete, with extra accessories, mileage under 900, tax paid, £170. Bennett, Log Cabin, Chalfont St. Giles, Bucks. 613-628

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

JOWETT, 1923, fully equipped, taxed, nice condition throughout, 120 guineas. 161 Boxes Rd., Bowes Park, N. 11. Phone, Palmer's Green 19. 613-338

JOWETT, new August, 1924, only done 600 miles, starter, dickey, licensed, £155. Owner, 41a St. Peter's Sq., Hammersmith. 613-x527

JOWETT, 1923, 7hp, 2-seater, dickey, side curtains, clock, etc., £120. Bartlett's, 93 Gt. Portland St. 613-931

LAGONDA, 1923, 2-seater, all-weather K.K. model, painted dark blue, black hood, licensed for 1924, in excellent condition, price £180. Lagonda, Ltd., 195 Hammersmith Rd., London, W. 6. 613-843

LAGONDA coupe, 1921, complete, fully equipped, tax paid, bargain, 26 High St., Relfron Walden. Phone 16. 613-899

LAGONDA 1914-15 coupe, electric lighting, good tyres, sound condition throughout, 36 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 613-279

LAGONDA, 1921, 11hp, coupe, starter and lighting, nice condition and appearance, £110. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 613-11

LAGONDA coupe, 1923 model, repainted and overhauled, £160. Strutton and Smith, 13 Woodstock St., Oxford St., London. 613-937

LEA-FRANCIS, 10hp, 2-seater saloon coupe, 4-cylinder overhead valves, sliding glass windows, mechanical screen wiper, fully equipped, just new, done under 300 miles, licensed end year, must sell, take £240. See Wolesey Garage, Petty France, Westminster; or phone Royal 4035. 613-593

LEA-FRANCIS, 1923, 10hp, 2-seater and dickey, dynamo lighting, horn, spare wheel, unregistered, used 2 or 3 times for demonstration purposes, tyres excellent, in brand-new condition, £135. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 613-906

LEA-FRANCIS, 1923, 8hp, 4-cylinder, chummy model, self-starter and dynamo lighting, repainted, exceptionally nice condition, £140. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 613-13

LECOY, 1922, 8hp, 2-seater Blackburne engine, dynamo lighting, fully equipped, speedometer, etc., 29 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W. 1. Mayfair 4027. 613-402

L.E.D., 1924, Popular model, 8hp J.A.P. electric light, spare wheel, splendid condition, licensed, cash £90, buying larger car. Apsey, Walker, 14 Commercial Pl., Huddersfield. 613-131

MARLBOROUGH, Carr's Motor Mart, Ltd., 1914, 4-cylinder, 2-seater, dickey, 5 wheels and tyres, clock, speedometer, just repainted blue, excellent condition, deferred terms, £65. 6 Warren St., W. 1. Museum 633. 613-938

MARSEAL 1924 4-seater, small mileage, dynamo lighting and starter, all-weather equipment, £155. Maude's, 100 Gt. Portland St., London, W. 1. 613-958

MARSEAL, 1923, dickey, dynamo lighting, self-starter, speedometer, £85. 1 Ombey Rd., Worcester. 613-401

MATCHLESS, 1924, 10hp, 4-seater, dynamo lighting, speedometer, year's licence, mileage 1,300, indistinguishable from new, cost £185, our price 120 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W. 1. Mayfair 4027. 613-400

MATHIE, 1923, 6.8hp, 2-seater, dynamo lighting, self-starter, 5 detachable wire wheels, condition as new, £120. 6 Ingestre Place, Broad W. Golden Sq., W. Gerrard 6843. 613-426

McKENZIE, 1924 (see page 368, issue August 15th), demonstration car, run 250, at attractive reduction. Grimes, 24 Bruton Pl., W. 1. Mayfair 4792. 613-844

MERRELL-BROWN, 1921, 4-cylinder Coventry-Climax, detachable wheels, 4 new tyres, licensed December, £50. Paulton's Garage, North -1, Wolverhampton. Tel. 1336. xxx-796

MORGAN specialists. James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. xxx-337

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second hand machines always in stock. Trade supplied. Official agents, Home's, 243 Lower Clapton Rd., E. 6. Dalston 2408. xxx-84

MORGAN, 1924 Family, 10hp M.A.G. electric light and horn, guaranteed perfect throughout, any trial, £135. Letters, 8 Warren St., W. 1. 613-124

MORGAN de luxe, w.o., speedometer, discs, lamps, tax, etc., £95. See car. 35 Freegrove Rd., Holloway, N. 7. 613-892

MORGAN, 1920, G.P. model, dynamo lighting, just completely overhauled throughout, new hood, re-upholstered and painted, open to any examination, trial willingly, nearest £70, taxed till December. White Lion Garage, Stafford. 613-892

MORGAN, 1924 exhibition model Aero Morgan, 10hp Blackburne single-seater, 2,000 miles, electric, enamel unscratched, owner going abroad, £90. Addams, Royal Air Force, Northolt. 613-233

MORGAN de luxe, 1922, M.A.G. engine, water-cooled, acetylene lighting, new chains, excellent tyres, perfect running order, £75. Write, Walker, 19 Church Lane, Hornsey N. 8. 613-224

MORGAN runabout, 1916, Grand Prix model, lamps, horn, speedometer, new tyres, tax paid for year, in excellent condition, mechanically sound, £60. G. R. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 613-907

MORGAN, 1924, Aero model, very specially fitted out irrespective of cost, dynamo lighting, Blackburne engine, special carburettor, discs, hood, hood envelope, Bonnikson speedometer, spotlight, Spartan horn, autometer, streamline tail, air cowls, cushion tyre at back, spring valves, etc., the smartest Morgan on the market for sale, privately owned, £160. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Langham 2230. 613-896

MORGAN, 1920, Grand Prix, tyres as new, taxed for year, 53 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 613-281

MORGAN, 1923, Family, 8hp Blackburne engine, water-cooled, dynamo lighting, fully equipped, excellent condition, 110 guineas. Below. 613-281

MORGAN, 1923 G.P., water-cooled, o.h.v., Anzani engine, dynamo lighting, year's licence, splendid order, 98 guineas. Below. 613-281

MORGAN, 1923 G.P., dynamo lighting electric horn, etc., splendid order, 92 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 613-396

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

MORGAN, J.A.P., late model, engine, etc., as new, beautiful appearance, tax paid, drive away bargain, £22. Chiswell, Hainault Rd., Chiswell, London. 'Phone, Chiswell 27. 613-5212

MORGAN de luxe, 8hp J.A.P., w.c. electric light, speedometer, £60, or exchange motorcycle and cash. 52 Lower Ham Rd., Kingston. 613-1339

MORGAN, 1914, 8hp a.c. J.A.P., running order, at Woodford. £25. Apply, Hazelmere, Milton Gdns, Stourport, Wore. 613-5334

MORGAN, Family, late 1922, driven 1,000 miles only, 10hp w.c. M.A.G. side door, new condition, hood, etc., complete, £97. 41 Highway, Pontypool Rd., Mon. 613-5316

MORGAN, 1921, C.P. M.A.G., splendid condition, dynamo lighting, hood, side curtains, 75 guineas, or exchange for light car. M. C. Fowler, Fairhaven, Queen's Drive, Peterborough. 613-5368

MORGAN 1920 de luxe, M.A.G. engine, lighting set, speedometer, dome wings, side screens, excellent order, £63. Below.

MORGAN, 1916, G.P., J.A.P., good running order, £52 10s. cash. Below.

MORGANS, second-hand. Send us your requirements. All models in stock for cash or deferred. Elce, Ltd., 11-15 Blithedale Ave., Cammellia St., E.C. 3. 'Phone, Avenue 5548. 613-9771

MORGAN 1924 de luxe, 8hp J.A.P., w.c., electric lighting, discs, coat in June £142 10s., sell for £120. White, 22 Dorothy Rd., Lavender Hill, S.W. 613-5343

MORGAN 1923 de luxe, 8hp J.A.P., w.c., spares, insurance, splendid condition, £95 or near offer. Challice, 64 Walms Lane, Willesden Green. 613-5358

MORGAN, 1922, Grand Prix, w.c. M.A.G., Lucas dynamo, speedometer, tax paid, £95.

1923 De Luxe, w.c. M.A.G., Lucas dynamo, perfect machine, tax paid, £110.

1921 Grand Prix, w.c. M.A.G., dynamo lighting, full equipment, £80.

1924 De Luxe, w.c. J.A.P., dynamo lighting, blue, tax paid, £126.

1920 Grand Prix, w.c. J.A.P., fully equipped with extra dickey seat for child, nice order, tax paid, £75.

1924 Family model, a.c. Anzani, Lucas self-starter and dynamo lighting, speedometer, finished dove grey, tax paid, £130.

Home's, London Morgan Service Depot, 243 Lower Clapton Rd., London, E. 8. 613-9300

MORGAN, £45, exchanges, deferred payments, about 1916, J.A.P., hood, screen, lamps, smart, runs well; also 1921 de luxe Morgan, M.A.G., w.c., smart, fast, £72. Seabridge, 35 Hansker Rd., East Dulwich, Sydenham 2452. 613-5368

MORGAN, Gilt 1921-22 Aero 10hp w.c. M.A.G., Lucas dynamo lighting, 5 lamps, electric and Klaxon horns, disc, outside copper, exhaust, aluminium dash and numbers, perfect, taxed, 75 gns. 330 Rutland Rd., Limehouse, E.14. 613-5298

MORGAN, 1923, very late Grand Prix 1924 improvements, dynamo lighting, taxed, condition as new, £95. 31a Hyethorpe Rd., Barking. 613-381

MORRIS-OXFORD, 9hp, 1914, taxed December, perfect running order, £58, deliver anywhere. 86 Lornship Lane, Bruce Grove, N. 17. Tottenham 2067. 613-5241

NEW CARDEN 1923 family model, electric lamps, not done 1,000 miles, in first-class condition and running order, £60. Arnott and Harrison, Ltd., 22 Hythe Rd., Willesden, N.W. 10. 613-35

NEW CARDEN, 1924, Family model, will carry 2 adults and 2 children, tax paid, only 3 weeks old, not done 100 miles, bargain at £80. Below.

NEW CARDEN, 1924, as above, but new and unregistered, Net price £110, our price £85. Below.

NEW CARDEN, 1923, 2-seater, hood, screen, 5 detachable wheels, very nice condition, £65; exchanges and deferred. 'Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 613-946

NEW HUDSON, smart, roomy, comfortable, 3-wheeled 2-seater, £95. Hammond, 2 East Terrace, Hermitage Rd., Finsbury Park. 613-5270

NEW HUDSON, 1922, 10hp, w.c. M.A.G. fully equipped, spare wheel, e.l., excellent condition, new tyres, bargain, £90. E. 4 The Avenue, Hornsey, N.8. 613-0420

PALMERSTON (September, 1920) 2-seater, 8hp water-cooled, 3 speeds, reverse, hood, screen, lamps, trial, 39 guineas, motorcycle part, easy terms. Wandsworth Motor Exchange, Ebor St., Wandsworth (Town Station). 'Phone, Latchmere 4686. 613-941

PEUGEOT, 1922, 8-10hp, sports car, very handsome boat-shaped 2-seater, completely fitted, dynamo lighting, specially tuned engine, real bargain, £85; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 613-867

PEUGEOT, late 1923, 8-10hp, de luxe, 2-seater with dickey seat, dynamo, etc., car fully equipped and little used, bargain, £105; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 613-965

PHENIX 119 2-3-seater, 1914, new tyres all round, good condition, 5 detachable wheels, etc., £40. The North Road Auto Co., Biggleswade. 613-5379

PHENIX, 1920, 2-seater, starting and lighting, new tyres all round, beautiful condition throughout, 75 gns. Exchanges, extended payments. Meers and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 613-36

RHODE, chummy, 1922, excellent condition, 100 guineas; exchange later model or Clyno, cash adjustment. Potts, Biddulph, Congleton. 613-5231

RHODE, 9.5hp, 1923, all-weather saloon, light blue, black wings, dynamo lighting, self-starter, speedometer, clock, mirror, electric and ordinary horns, spring gaiters, greasegun lubrication, Mitchell Confort tyres, taxed, just been renovated at works and made as new, £185. Below.

RHODE, 9.5hp, 1923, sports 2-seater, maroon, aluminium wings, dynamo lighting, speedometer, clock, spotlight and other extras, taxed, very smart and appearance as new, £190. Below.

RHODE, 9.5hp, 1922, Occasional 4-seater, grey, black wings, dynamo lighting, speedometer, clock, dashboard, coconut mat, fully equipped, excellent condition, taxed for year, £135. Meers and Bishop (Esk. 1923). The Original Light Car Specialists, 144 Gt. Portland St., W. 1. 'Phone, Langham 2230. 613-896

RHODE, 1923, dynamo, w.c., clock speedometer, all-weather trial, 45 m.p.s., £135. Sawdon, 14a Haggerston Rd., E.8. 'Phone, Dal. 2074. 613-421

RICHARDSON 1921 2-seater, dickey, 8hp 4 speeds and reverse, electric lighting, full equipment, overhauled recently, splendid condition, £30; exchanges. Teddlington Garage, 160 High St., Teddlington. Kingston 2562. 613-5367

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

RICHARDSON light cars. Spare parts in stock. Richardson's Millthorpe, near Sheffield. 22-276

RILEY, Guaranteed by the Riley specialists. Exchanges. Lewes Motor Works, Sussex. 618-1942

RILEY 11hp 1921 model, 4-seater, in first-class running condition, licence paid to end of year, £170. W. Jones, The Yew, Warwick Rd., Kewllworth. 614-2394

RILEY 1923 special sports 4-seater "Show Car" in practically new condition throughout, £325; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 613-50

RILEY, 1924, 11-40hp, 4-seater, practically new, used for few demonstrations, £565. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 613-20

RITZ 10hp 4-cylinder 2-seater light car, just overhauled, excellent condition, £40. 16 Morley's Mill, Hurlon-on-Trent. 613-5344

ROVER, chummy, 1923, in excellent condition, £110. Paulson's Garage, North St., Wolverhampton. Tel. 1335. 22-794

ROVER 8, September, 1921, 2-seater, excellent condition, mechanically perfect, dynamo, new tyres, £65. Vall, 35 Audley Rd., Richmond, Surrey. Reasonable sale buying larger. 613-128

ROVER, 8hp, sports, 1921, dynamo, smart car, taxed year, £65, no offers. 43 Green Lane, Fenge. 'Phone, Sydenham 604. 613-861

ROVER 8, 1921-2, sound condition, new hood and upholstery, many extras, taxed and insured, £85. 94 Fensholt Rd., Warwick. 613-5242

ROVER 8hp 1922 2-seater, no dickey, dynamo lighting set, speedometer, spare wheel and tyre, etc., upholstered in leather, painted dark blue with aluminium bonnet, good tyres all round, excellent order and condition, price £89, or £22 5s. cash deposit and 12 monthly instalments of £5 16s. 10d. William Whitely, Ltd., Queen's Rd., London, W. 2. 613-882

ROVER 8hp 2-seater model de luxe, 1922, nice condition, £78.

ROVER 8hp 2-seater with starter, 1923, very good condition throughout, £95. Vivian Hardie and Lane, Ltd., 24 Woodstock St., New Bond St., W. 1. 613-911

ROVER 1923 coupe, 8-9hp, perfect condition in every particular, electric lighting and starting, interior light, double electric horn and bulb horn, clock, speedometer, silver flower vase, leather upholstery, just re-tired, Dunlop cords, equipped regardless of cost, any trial and examination, tax paid to December, bargain, £160. Stonely, The Bungalow, West Heath, Congleton. 613-1602

ROVER 8, 1922-23, dickey seat, taxed, tip-top condition, 85 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 613-5270

ROVER 8, 2-seater, 1923, perfect condition, A.W. screens, taxed December, insured April 1925, any trial, £100. 147 Elborough St., Southfields, S.W. 613-5381

ROVER 1923 8hp 2-seater de luxe, fitted with dynamo lighting, fully equipped, painted grey, £95; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 613-53

ROVER 8 1924 4-seater, starter, clock, speedometer, Klaxon, mileage 2,000, year's tax, £145. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 613-21

ROVER, 8hp, April, 1922, 2-seater de luxe, leather upholstery, speedometer, clock, dynamo lighting, many extras costing £20, including Triplex windscreen, wiper, large electric horn, Easting's side screens, extra-air inlet, repainted dove grey and overhauled February, splendid condition throughout, taxed and insured to January, no dealers, £90. 49 Downland Ave., Streatham Hill, S.W.2. 613-5290

ROVER, 1922, 8hp, 2-seater, excellent condition, £80. Bartlett, 93 Gt. Portland St. 613-933

ROVER, The Hampton Eng. Co. offer this week an exceptional bargain, 1924 Rover 8 4-seater, in new condition, painted blue, with blue crocodile leather upholstery, one owner, taxed and insured for the year, £130; deliver anywhere by road within 200 miles; written guarantee as to mechanical condition; any trial or examination, with no obligation to purchase. Write, phone or call. St. John's Rd., Hampton Wick, Middlesex. Kingston 202. 613-921

ROVER EIGHTS. If you want to buy a

ROVER 8. If you want to sell a

ROVER 8. Write, call or 'phone The Hampton Eng. Co. You can be certain of a straight deal. St. John's Rd., Hampton Wick, Middlesex. 'Phone, Kingston 202. 613-920

ROVER, 8hp, 1922, de luxe, starter, all equipment, little used, £85 or nearest offer. St. John, 4 Clydesdale Rd., W.11. 613-289

ROVER 8, 1923, chummy, tax paid, excellent condition, appearance as new, £115, owner bought larger car. Seen at McKinnon's Motor Works, Bladford Rd., Wallington. 613-5307

ROVER, 8hp, 1921, dark red, dynamo lighting, all-weather equipment, just had £25 overhaul, fitted new cylinders, pistons, all bearings, etc., £69. 'Phone, Wandsworth 139. Appointment. 23 Sylvan Rd., Sharnbrook, E.11. 613-5355

ROVER 8, 1923, speedometer, just coach painted maroon, as new, £100, or exchange motorcycle and cash. Moreton, 166 Plumstead Common Rd., Plumstead, S.E.18. 613-5353

ROVER, 1922, 8hp, 2-seater, dynamo lighting, speedometer, aluminium plates driven by one owner only, in excellent condition, tax paid, bargain, £79 15s. Wilkins, Simpson, opposite Olympia, London. 613-5331

ROVER, 8hp, 1923 chummy model de luxe clock, speedometer, many extras, taxed and insured, as new, £120. 112 Stroad Green Rd., Finsbury Park, N.4. 613-320

ROVER 8, October, 1922, excellent condition, recently done up speedometer, four new Dunlop cords and spare, owner going abroad, £85. Singer, R.E. Barracks, Rhoncliffe. 613-5308

ROVER 8, 1921, painted blue, speedometer, nice condition, good tyres, £65. Sydenham 2432. Hillier, Moore Park Hotel, Woodvale, Heston Oak, S.E. 23. 613-387

ROVER 8, 1922, 2-seater, good order throughout, £83. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8136. 613-411

ROVER 1924 8hp 2-seater, dickey, finished blue, many extras, taxed for year, £125. Bacon and Forster, Ltd., Rover agents, 159-161 Castelnau, Barnos, S.W. 613-991

ROVER, 65 guineas, late 1921, 8hp, speedometer, good condition, just been overhauled, extended payments and exchanges. White and Meary, 9a Brick St., Piccadilly. 'Phone, Grosvenor 1804. 613-954

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

ROVER 8hp 1922 2-seater, dynamo lighting, spare wheel, tax paid, good tyres, repainted and re-upholstered, in fine mechanical condition, £25. Below.

ROVER 8hp 2-seater, dynamo lighting, almost new Dunlop cords all round, tax paid, £82 10s. Below.

ROVER 8hp 1921 2-seater, dynamo lighting, spare wheel, observation mirror, very good little car, £68. Below.

ROVER 8hp 1922, dynamo lighting, speedometer, good tyres, taxed for year, finished dark blue, very fine condition throughout, £60. Below.

Kirk and Co., Phone or wire, Paddington 6049, or call Automobile Emporium, 22 Praed St., Paddington, W. 2. 613-972

ROVER 8 1924 2-seater, latest model de luxe, painted grey, self-starter, taxed and insured, £145. 87 Bertram Rd., Hendon, N.W. 4. 613-334

ROVER 8 1922 2-seater, brown, excellent condition and appearance, all accessories, taxed December. Clark, 10 St. John's Church Rd., Hackney, E. 613-334

ROVER 8 1922 (June) 2-seater, dynamo lighting, electric horn, dash-lamp, mirror, taxed, insured May, splendid condition, £90. 85 Mill-Gelie Rd., Clapton, E. 5. 613-332

ROVER 8, 1921-2, low mileage, exceptionally good condition throughout, many extras, taxed year, 68 guineas, 29 Underhill Rd., East Dulwich. 613-418

SALMON. Apply to the London Distributors, Gordon Watney and Co., Ltd., for second-hand Salmon cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. 22-23

SALMON. Mann and Handover, Ltd., authorized agents for Salmon cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 3878. 22-23

SALMON, late 1922, de luxe, all-weather, dickey, dynamo, speedometer, oversize tyres, taxed, perfect condition, £100. K.J. Motors, Bromley. 614-239

SALMON, 1928; 1922, 2-seater and dickey, dynamo lighting, spare wheel, taxed, speedometer, clock, all-weather hood, just been overhauled, thoroughly reliable, very attractive, any trial willingly, exchanges and deferred payments. 326 High Rd., Chiswick. Phone 303. 613-430

SAXON 11.1hp 2-seater, dickey, overhauled, taxed December, any trial, £40. M.D. 89a Regent's Park Rd., N.W. 3. 613-8921

SINGER 1924 de luxe 4-seater, excellent condition, luggage carrier and radio, motor-meter, petrol carrier, tax paid, owner returning abroad, £180. 8 Hitchin Rd., Bickhock, Herts. 613-8899

SINGER, all-weather, 1919-20, dynamo, starter, repainted maroon, excellent condition, running, tyres, £15. Earle, 2 Pemberton Ode, N. 19. 615-8731

SINGER coupe, December, 1921, leather, not much used, £85 or near offer. Wood, 4 Rangon St., E.C. 613-160

SINGER 1917 (not W.D.) 2-seater, dickey, dynamo lighting, plated fittings, recently overhauled, condition excellent throughout, very smart, licensed, except £48, available after Monday. Horat, 3 Tulse Hill, Phone, Brixton 117. 613-902

SINGER 1917 2-3-seater, dickey, repainted yellow and black, dynamo lighting, good tyres, fully taxed, recently overhauled, 53 guineas, or exchange motorcycle and cash. 31 Upper Richmond Rd., East Putney. 613-223

SINGER 1924 10hp 2-seater de luxe, painted grey, good condition, £165. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 613-133

SINGER, 1919, 2-seater dickey, dynamo spare wheel, taxed December, £65. Woolpack, Biddenden. 613-330

SINGER coupe, 1918, 2-seater and dickey, electric lamps, Bedford cord upholstery, finished dark red and black, exceptionally smart, £48; exchanges, Teddington Garage, 160 High St., Teddington. Kingston 2562. 613-327

SINGER 1923 10hp 4-seater de luxe, as new, bargain, £170, many extras, Central Garage, Lichfield. 613-315

SINGER 1924 de luxe 4-seater, all accessories, extras, petrol-carrier, inner tube, two mats, price £180, insured, tax paid. 39 Leyburne Rd., Dover. 613-306

SINGERS, 1917, full drop-head coupe, £75; 1919 2-seater, dickey, £75; 1921 2-seater, dickey, starter, £85; extended terms; always a large selection of this popular make. Benmotor, 30-32 High St., Wandsworth S.W. 18. Battersea 1809. 613-927

SINGER, 10hp, 2-seater, dickey, 3 detachable wheels, tools, £85, bargain; after 6 p.m. J. H. M., 65 Gonsal Rd., Peckham, London, S.E. 15. 613-370

SINGER 10, 1923, 2-seater, double dickey, 2 doors, fine condition, taxed, £135. Clough, 25 Palmerston St., Derby. 613-348

SINGER, 1914, 2-seater, dynamo, 5 detachables, excellent condition, licensed, £40. 17 Sussex Rd., New Malden. 613-346

SINGER, very late 1923, 10hp, de luxe, 4-seater, all-weather equipment, little used, tax paid, also insurance, bargain, £160; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 613-969

SINGER, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Senbridge, 35 Hanley Rd., East Dulwich. Sydenham 2432. 613-359

SINGER, sports, thoroughly overhauled, dynamo and starter, bargain, £80, or exchange G.N. and cash. Earle, The Athenaeum, The Vale, Hampstead, N.W. 3. 613-603

STANDARD. Moore's Presto, Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 22-23

STANDARDS. Try Healy's. You cannot beat their terms. 91 and 185 Gt. Portland St., W. Mayfair 4201. 22-300

STANDARD, 1923 2-seater, all-weather, with double dickey, lighting, starting, clock, speedometer, fully licensed and insured until April, 1925, £148. Chinery, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. 22-23

STANDARD, September, 1923, 11.4, 4-seater, excellent condition, with following extras: electric horn, inspection lamp, screen wiper, mirror and spares, owner returning India, available September 10th, price £175. Major Sanders, R.K., 7 Glendinning Ave., Weymouth. 613-125

STANDARD 9.5 2-seater, 1915, 5 wheels and good tyres, Broit lighting, speedometer, tax paid, excellent condition, always owner-driven, £85. Richards, Ltd., 12 Spring St., Paddington. 613-223

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

STANDARD, 11hp, 1924 model, purchased May, Canley all-weather 2 seater, lawn and black, in perfect condition, B. and D. shock absorbers, all tyres unpunctured, spare not yet removed, negligible mileage, privately owned, owner-driven by experienced person, trial by appointment, tax paid, £200, or near offer. Box No. 6616, c/o "The Light Car and Cyclecar." 614-919

STANDARD, 1924, 4-seater, 11.4hp, hardly used, perfect throughout, £195. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8136. 613-412

STANDARD, 1924 11.4, 4-seater, very small mileage, practically new, tax paid, £190. Below.

STANDARD, 1923, 11.4, all weather, 2-seater, starter, as new, £175. Lionel H. Pugh, 9 South Molton St., W. Mayfair 4433. 613-378

STELLITE, 1919, No. 1,569, 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells, Tel. 425. 22-160

STONELEIGH 9, 3-seater, new March, 1924, run 2,000 miles, perfect, any trial or inspection, £115 or nearest. Tarr, Lee St., Brighton. 613-245

SWIFTS. Try Healy's. You cannot beat their terms. 91 and 185 Gt. Portland St., W. Mayfair 4201. 22-301

SWIFT. Moore's Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. 22-23

SWIFT 1923 10hp 2-seater and dickey, self-starter, dynamo lighting, almost new condition throughout, £145. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 613-14

SWIFT, 1921, 9.5hp, 2-seater and dickey, equal to new, starting and lighting, hood, screen, etc., exchanges, bargain, £125. Rhind and Co., Station Garage, Queen's Rd., corner of Oldham Rd., Manchester. 613-981

SWIFT, 7-hp, staggered 2-seater, very smart, fast and reliable, guaranteed, any trial, taxed, bargain, £34. 7 Cowdrey Rd., Wimbledon. 613-337

TALBOT. Try Healy's. You cannot beat their terms. 91 and 185 Gt. Portland St., W. Mayfair 4201. 22-302

TALBOT, 1923, 8-18, 2-seater, with dickey, side curtains, etc., bargain price, Standard and Gray, Ltd., Regent House, Regent St., W. 1. Mayfair 618. 22-890

TALBOT, Cam's Motor Mart, Ltd. Late 1923, 8hp, 2-seater, dickey, painted blue, run only 4,800 miles, excellent condition throughout, deferred terms, exchanges, £165. 243 Brompton Rd., S.W. 3. Kensington 2194. 613-939

TALBOTS. 1924 10-23 three-quarter coupe, this car is practically unused and equal in every way to new, great bargain, 330 guineas, taxed. 1923 three-quarter coupe, as above, special magneto model, 2 spare wheels, unvoiled condition, 285 guineas taxed. 1923 5-seater all-weather tourer, luxurious car, as new, 235 guineas, taxed. Exchanges or deferred. James, over Alexander's, 482 Harrow Rd., Paddington, Willesden 1744. 613-961

TALBOT, 1923, 10-23hp, 4-seater, lighting, starter, overhauled, 225 guineas. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8136. 613-415

TALBOT, 1923, 8-18, 2-seater, all-weather, dickey, perfect condition, tax fully paid, £145. Lionel H. Pugh, 9 South Molton St., W. 1. Mayfair 4433. 613-379

T.B., 3-wheeler, 1921, registered 1922, 10hp Precision, air-cooled, dynamo lighting, spare wheel, speedometer, good tyres, insured June, 1925, £60. Broad, 12 Queen's St., Stamford. 613-341

T.B., 3-wheeler, 1921, 10hp, Precision, 3 speeds and reverse, taxed, spare wheel, 3 new tyres, good condition, £65. Hale, 10 Howling Green Rd., Stourbridge. 613-362

WOLSELEY. Try Healy's. You cannot beat their terms. 91 and 185 Gt. Portland St., W. Mayfair 4201. 22-303

WOLSELEY, 1924, £50 and you are on the road with any 10hp model, tax and insurance paid for one year, balance in 12 or 24 monthly payments. Before buying a second-hand car, give this proposition your serious consideration. Full details, Kingsway Motor Co., Waldorf House, Catherine St., Aldwyob, W.C. 2. Regent 691. 613-884

WOLSELEY, 1922 model, 2-seater with dickey, dynamo and starter, excellent condition, fully equipped, £150; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 613-32

WOLSELEY, 10hp, 2-seater de luxe, 1922-23, starter, dickey, speedometer, clock, lovely condition, £160. Ashby, 162 Grosvenor Rd., S.W. 1. Phone, Victoria 3433. 613-986

WOLSELEY, very late 1921 model, 10hp, 4-seater de luxe, self-starter, all-weather equipment, in perfect order, bargain, £145; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 3. 613-968

WOLSELEY, 197 guineas, 1924 model, 10hp, 2-seater de luxe, tax paid, new condition throughout, mileage negligible; extended payments and exchanges. White and Mears, 5a Brick St., Piccadilly. Phone, Grosvenor 1804. 613-983

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WOLSELEY-STELLITE, 1916, 9.8hp, 2-seater, dynamo lighting, spare wheel, 3 practically new tyres, speedometer, all-weather side curtains, excellent condition, £83, 197 High St., Bracebridge, Lincoln. 613-3364

WOLSELEY-STELLITE, 1916, 2-seater and dicker, dynamo lighting, fully equipped, side screens, etc., excellent running order, 245, 265, 83 Pennine Rd., Thornton Heath. Phone 1872. 613-323

WOLSELEY-STELLITE, 1914, 2-seater, detachable wheels, spare, tyres almost new, overalls, all accessories, taxed December, side curtains, upholstery, paint and hood very good, in exceptionally good mechanical condition, fast and reliable, £55 10s. down and 10 equal payments or cash £65. Beaumonts, 30-32 High St., Wandsworth, S.W. 18. Battersea 1809. 613-924

WOLSELEY 7, 1923, lighting, starter, taxed, beautiful condition, £130. Smith and Hunter, 90 St. Portland St. Phone, Museum 8136. 613-414

WOLSELEY 2-seater, 7hp, lighting and starter, tax paid, in beautiful condition, 1923 model, a real bargain, £155. Telephone Motors, 18b Alliop Pl., Baker St., Station. Phone, Langham 1307. 613-366

LE ZEPHRE 1921 8hp 2-seater, 4-cylinder, 4-speed and reverse, spare wheel, dynamo lighting and in good condition, mechanically sound, £59. G. B. Naylor, 406 Garratt Lane, Eastfield, S.W. 18. Phone, Wimbeldon 2041. 613-908

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G.M. Southern Service Agents. All spares stocked. Expert G.N. mechanics. A number of good second-hand G.N.s for sale. The Eastgate Garage and Works, Leeds. 613-4737

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RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. 224-858

RICHARDSON spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 639-140

ZEPHRE. All spares can be obtained from Knight, 63 Regent St., London, W. 614-564

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A.C. Gordon Watney and Co., Ltd. (West End Agents). All models in stock from £275. We specialize in part exchanges and deferred terms. 31 Brook St., London, W. 1. Phone, Mayfair 2965-2966. 224-659

A.C. 12hp. Try the authorized agents for immediate delivery Jackson's Garage, Guildford. Phone 345. 224-200

A.C. Autocars, Ltd. (Authorized Agents), offer immediate delivery all models; deferred terms to suit customers. 84 Victoria St., Westminster, S.W. 1. 224-32

A.C., 1925, 12hp. Royal 2-seater in stock, £330; also any-weather Empire with Marley steering at £130. All A.C. models supplied. Second-hand cars accepted at full value in part payment. Delivery and collection arranged in any part of the country. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80 and 1325. 613-2

A.C., 1925, 12hp. 4-seater, on long chassis, actually in stock. Second-hand car accepted in part payment. Newham Motor Co., 245 Hammersmith Rd., W. 6. Phone, Hammersmith 80. 613-1

ALVIE. Debnam, Atherton Mews, Gloucester Rd. Station, Ken. 2917. 224-56

AMILCAR concessionaires. Spares and repair services. Vernon Ball, 25 High St., Fulham, Putney 1995. 616-558

AMILCARS. The most attractive sports 2-seater in England, £250. Next delivery August 22nd. Sole concessionaires, Vernon Ball, 25 High St., Fulham, Putney 1995. 613-600

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ARIEL. Sole agents for Bourneham and district. Primrose, Maulerzer and Co., 204 Holdenburst Rd., Bourneham. Phone 2893. 224-771

ARIEL, 10hp, 1924, 4-cylinder 4-seater models, £198; de luxe models, £210; early delivery. Second-hand motorcycles, combinations or light cars taken in part payment and treated as first payment down, the remainder at 7000 rev. per min. Vanchope's, 9 Shoe Lane, Fleet St., E.C. 4. 613-501

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ARIEL 10. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. 224-849

NEW LIGHT CARS AND CYCLECARS (continued).

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AUSTIN. Weybridge Automobiles, Ltd., Austin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged. York Rd., Weybridge. Phone 236. 224-40

AUSTIN 7 for immediate delivery, £165; motorcycles taken in part exchange. Halcroft Bros., 200 St. Portland St., W. 224-566

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AUSTIN. A. P. Rey for Austin Sevens; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd. Museum 7600. 613-870

AUSTIN. Immediate delivery 7hp, electric starter, £165; exchanges; deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-62 Inaugate, Manchester. 613-878

AUSTIN. Smith and Hunter, agents. Early delivery 7hp models. Write for exceptional terms of purchase, spread over long periods; motorcycles in part payment; liberal allowances. 90 St. Portland St., Phone, Museum 8136. 613-406

AUSTIN 7, for immediate delivery, £165. Authorized agents. Exchanges and deferred payments. Ring Regent 316-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 2. 613-996

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(continued).

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10-15hp English three-quarter coupe, luxuriously equipped and finished, dickey seat, £495.

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(continued).

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NEW LIGHT CARS AND CYCLECARS

(continued).

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BULL'S. Motorcycle covers from 12s. 6d.; huge selection; tubes, 4s.

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THOUSANDS of tyres are needlessly scrapped yearly. An Ondura re-rubbing makes an old tyre as new; 4,000 miles back-wheel wear. Tread sample on application. Ondura Tyre Works, Keighley. zzz-383

THE BIRMINGHAM MOTOR TYRE REPOSITORY CO. Largest stock in the country.

10,000 light car cord covers to be cleared immediately.

650 by 65 Dunlop Clipper Cord, clearance surplus, £1 5s. each

700 by 80 Miller Cord, Fisk Cord, names on, £1 15s.

700 by 80 Goodrich Safety Tread Canvas, £1 10s.

700 by 80 Avon Sunstone Fabric, £1 5s.

700 by 80 Dunlop Steel Studs, £1.

700 by 80 Ajax Road King, £1 10s.

700 by 80 Clincher Cord, £2.

28 by 3½ or 710 by 90 Dunlop Magnum Cord, genuine, £1 17s. 6d.

710 by 90 Miller Geared-to-the-Road and genuine, £1 15s.

710 by 90 Avon Sunstone Fabric, £1 10s.

710 by 90 Hutchinson Rubber Studs, £1 10s.

710 by 90 Dominion Royal Cord, genuine, £2.

760 by 90 Hutchinson Fabric, £1 10s.

760 by 90 Dominion Royal Cord, genuine, £2 10s.

760 by 90 Avon Sunstone, £1 10s.

765 by 105 Dominion Royal Cord, genuine, £2 10s.

765 by 105 Pirelli, extra strong, £1 15s.

BIRMINGHAM MOTOR TYRE REPOSITORY CO., 76-77 Broad St., Birmingham. Midland 3393. Proprietor, J. J. Smith. Goods forwarded carriage paid 7 days' approval.

TYRES AND TUBES (continued)

MAUDE RUBBER CO., 58 Praed St., W. All tyres guaranteed and sent on approval against cash by return. 28 by 3. Goodyear Diamond, 54s.; Firestone, 23s. 6d.; Ajax Road King, 30s.; 28 by 3½ Goodyear Diamond or Michelin, 38s. 6d.; 700 by 80 Stepen Roadgrin, 34s.; Pirelli rubber n.s., 35s.; Avon Durolith, 32s. 6d.; Avon Durolith, 34s.; 700 by 85 Dominion Nobby, 38s. 6d.; 710 by 90 Stepen Roadgrin, 40s.; Pirelli rubber n.s., 40s.; Burnett Cord, 37s. 6d.; tubes, 6s. 3d. 613-376

ECONOMIC TYRE CO. New clearance tyres sent passenger train, carriage paid, on 7 days approval against remittance.

ECONOMIC. 550 by 65 Michelin cable, 35s.; 650 by 65 Clincher Extra Heavy, 25s.; Michelin Universal, 28s. 6d.

ECONOMIC. 700 by 80 Clincher Dreadnought, 29s. 6d.; Miller, 35s.; 710 by 90 Pirelli extra heavy, 35s.; Firestone, 39s. 6d.

ECONOMIC. 760 by 90 Goodyear Diamond (warranted), 42s. 6d.; Fisk rubber non-skid, 39s. 6d.; 765 by 105 Goodyear Cord, 52s. 6d.; 28 by 3 Goodyear Diamond, 34s.

ECONOMIC TYRE CO., 314 New Cross Rd., S.E.14. 'Phone, New Cross 1393. 613-371

WANTED—Cars

H. F.

EDWARDS AND CO.

175 GT. PORTLAND ST., W. are cash buyers of any make of light car, especially G.N.s and Morgans. Highest prices given. Distance no object. Call, write or 'phone, Mayfair 4027; or 223 Hammersmith Rd., W. 6 ('Phone, Hammersmith 3327.) 613-256

CASH on sight for cars, light cars and cyclecars, any make, age or condition. Write, 'phone or call, Short and Glass, Ltd., 485-493 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2362 and 2363. 613-749

100 LIGHT cars wanted; spot cash offered; exceptionally favourable terms for inclusion weekly auction if offer not accepted. Palmer's, Garage, Tooting, London. 613-458

WANTED immediately, good second-hand light cars of well-known makes, Standards, A.C.s, Rovers, etc., 2 or 4-seater open cars; large or small. We buy for cash or make good allowances in part exchange for any make of car; no waiting for your money, cash on first inspection. Representative sent to any part of the country. Send fullest particulars; immediate action taken. Write, 'phone or wire the second-hand car specialists, Chambers and Bright, Ltd., 113 Gt. Portland St., W. 1. Langham 2072. 613-595

G.N.s, 1920-22 models, wanted for cash; please call. Rowland Smith, 78 High St., Hampstead. 'Phone, Hampstead 8421. 613-858

F.O.C.H., LTD., pay highest price on sight; exchanges arranged. 5 Heath St., Hampstead (near Tube). 613-855

WANTED, Morgans, especially water-cooled, and Rover Eights, very best prices paid, must be in sound condition. Maude's, 100 Gt. Portland St., London, W. 1. 613-368

WANTED. Any make of light car bought for cash; best price paid. Ratcliffe Bros., 200 Gt. Portland St., W. 613-565

WANTED, recent model 2-seater with dickey, Humber 8, Wolseley 10, A.C. or similar. Full particulars, with lowest cash price, to Dibben, 'Saxholm,' Bassett, Southampton 613-447

MORGANS wanted, Grand Prix or Aero models, for cash; please call. Rowland Smith, 78 High St., Hampstead. 'Phone, Hampstead 8421. 613-856

WANTED, 4-seater G.W.K. car, good condition essential. 16 High St., Saffron Walden. 'Phone 16. 613-901

WANTED, 2-seater, about 1915, Swift, Singer, Calcott, Standard, A.C. or similar. Box No. 6510, c.o. "The Light Car and Cyclecar." 613-903

MODERN light car wanted, must be easy to handle. Box No. 6511, c.o. "The Light Car and Cyclecar." 613-904

WANTED, 1923 Chummy or 2-seater with dickey, must have starter, Talbot, Swift, Gwynne, Jowett, only a really good car will appeal to advertiser. Box No. 6512, c.o. "The Light Car and Cyclecar." 613-915

WANTED, late models of light cars; high prices paid. Lamb's, Ltd., opposite Hoe St. Station, Walthamstow. 613-886

ROWLAND SMITH will pay cash on sight for Rovers, Singers, Calcotts, A.C.s, Standards A.B.O.s, Salmsons, Hillmans, or any other modern light cars. Rowland Smith, 78 High St., Hampstead. 'Phone, Hampstead 8421. 613-857

WANTED, light van, 10 to 14hp, to carry 8 to 10 cwt., must be in good condition mechanically and otherwise. State price, etc., to C. Mutton, Redland, St. Ives, Liskeard, Cornwall. 615-x601

CASS'S MOTOR MART, LTD., require to purchase well-known late-type light cars; send fullest particulars. 5 Warren St., W. 1. (Museum 623); or 243 Brompton Rd., S.W.3 (Kensington 2194). 613-940

SPECIAL cash buyers. Morgans, G.N.s, Lagondas, Horstmans, Crouches, Cardens, Humbertettes, Rovers, A.B.C.s, A.C.s, Bleriot-Whippets, A.V.s Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 613-942

100 light cars wanted for cash, or weekly auction sale. Palmers Garage, Tooting. 613-952

CARDENS, Bleriot's, Tamplins and other makes of light cars and runabouts, top prices paid, prompt attention. Teddington Garage, 160 High St., Teddington. Kingston 2862. 613-c328

ROVER 8, dickey, 1923 or 24, starter, full details, lowest price, extras, etc., London only. Write immediately, Box No. 6517, c.o. "The Light Car and Cyclecar." 613-c342

2-SEATER, 3 or 4-wheeler, Rover 8 preferred, £70-£90, one-eighth down, balance 12-18 monthly payments; bankers' order given; insurance taken out. Box No. 6518, c.o. "The Light Car and Cyclecar." 613-c375

AUSTIN 7, Standard 2 or 4-seater, 1923. Citroens any date; any other well-known make not earlier than 1922; quote chassis number and price to Smith and Hunter, 90 Gt. Portland St., W. 1. 613-416

A.B.C. and Rover 8 for spot cash, top price given; please give chassis number. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. 'Phone, Museum 6391. 613-403

WANTED, 1923-4 A.C., Austin, Citroen, Standard, Rover, Talbot, highest prices paid. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 613-22

THE LIGHT CAR CO. gives best prices for second-hand cars of any make. 331, 414 Euston Rd., London, N.W. 'Phone, Museum 3081. 613-24

WANTED car of popular and recent make, electrical equipment, cheap for cash. Letter, P. Gardner, 37 Harringay Rd., N.15. 613-c383

WANTED immediately, reliable late model, Hillman, Standard or similar car, must be ready for immediate use. 33 Spenser St., Victoria St., S.W.1. 613-39

WANTED—Cars (continued).

BEFORE accepting any offer for your car, always get our price; this incurs no obligation and ensures you full value; distance no object; cash offer on sight for every car. Motor House, Ltd., 20 Finchley Rd., N.W.8. 613-391

IF you are desirous of disposing of your car, we will purchase for cash. Highest prices offered. Specially good prices paid for Standard, A.C., etc. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W.1. Museum 5938. 613-384

BOOKS AND PUBLICATIONS.

"THE MOTOR MANUAL" 24th edition. Forming a reliable reference for the expert motorist and an indispensable course of instruction for the beginner. This edition of "The Motor Manual" far surpasses all previous issues in its comprehensive excellence. Numerous additions have been made, both in text and illustration, whilst the whole has been overhauled, carefully revised and brought up to date in every way. It constitutes the most exhaustive and authoritative explanation of everything connected with motoring ever offered in one volume. 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

"MOTOR ELECTRICAL MANUAL." 2nd edition. Dealing comprehensively with the principles, construction, maintenance and use of all modern motoring electrical appliances. Fully illustrated, 2s. 6d. net; 2s. 9d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

"MOTOR REPAIR WORK." 3rd edition. A thoroughly practical handbook dealing with the home repair of motor vehicles. The best and latest workshop practice is incorporated, and the whole subject is dealt with very fully, assisted by remarkably clear illustrations. With the assistance of this handbook, the owner-driver having only a limited mechanical ability can carry out satisfactory repairs to his car in his own garage. 1s. 9d. net; post free 1s. 11d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

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"MOTOR CYCLING MANUAL." 5th edition. This unique work forms an invaluable guide for both the beginner and the experienced motorcyclist. Full descriptions and illustrations of all the working parts enable the construction and functioning of the motorcycle to be quickly grasped, while the chapters on driving and maintenance are of lasting utility. 2s. net; 2s. 3d. post free. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

"MOTORCYCLE EFFICIENCY AND HOW TO OBTAIN IT." 1st edition, 2nd impression. A practical handbook for motorcyclists. Written in the simplest non-technical language, it describes how any type of motorcycle can be maintained at its highest pitch of efficiency, and expense, time and labour be economized. 200 pages of practical information; 150 clear illustrations. 2s. 6d. net; post free 2s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

"THE ART OF DRIVING A MOTORCYCLE." 3rd edition. The standard handbook for motorcyclists, containing full information on the care and upkeep of both solo and sidecar machines. It has been carefully revised by the staff of "Motor Cycling." 2s. net; post free 2s. 3d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

"THE MARINE OIL ENGINE HANDBOOK." 6th edition. A work of instruction for all who have to do with marine motors for commercial purposes, particularly with reference to paraffin and heavy-oil motors for fishing craft, canal barges and coasting vessels. 3s. 6d. net; post free 3s. 9d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

"THE MOTOR BOAT MANUAL." 8th edition. The recognized guide and book of reference for marine motorists, containing up-to-date information on all types of coastal and river motor craft. 3s. net; post free 3s. 3d. Temple Press Ltd., Technical Publishing Department, 7-15 Rosebery Avenue, London, E.C. 1.

EDITORIAL AND BUSINESS NOTICES.

THE LIGHT CAR AND CYCLECAR is published in London every Friday morning.

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6, Warwick Row, Coventry. Telephone: Coventry 1775. Telegrams: "Presswork, Coventry."

Northern Offices: 196, Deansgate, Manchester. Telephone, Central 2467. Telegrams: "Presswork, Manchester."

EDITORIAL.—All Editorial communications and copy must be addressed to "The Editor," and must reach this office not later than first post Tuesday morning. Drawings or MSS. which are not considered suitable will be returned if stamps are enclosed, but the Editor does not hold himself responsible for safe keeping or safe return of anything submitted for his consideration.

Accounts for contributions should be sent in, immediately after publication, addressed to "The Manager." Payment will be made during the month following publication. All drawings and other contributions paid for and published in this journal are the copyright of the publishers, from whom alone authority to republish or reproduce can be obtained.

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REMITTANCES.—Postal orders, cheques, etc., should be crossed and made payable to "Temple Press Limited." All letters regarding subscriptions, advertisements and other business matters must be addressed to "The Manager."

(Other Business Notices will be found on the first page of this section.)

"PROFILE ROAD BOOK." A guide to the main roads and gradients throughout England and Wales. 2s. 6d. net. 2s. 7½d. post free.



THE PRICE OF PETROL. — Petrol is being offered in many parts of the country at 1s. 6d. a gallon and sometimes at even lower prices. There has been a fall in the cost of petrol in America and also of freight rates. Is not a reduction in the price of the well-known brands of petrol now long overdue?

NOTES, NEWS AND GOSSIP of THE WEEK

Lorna Doone.

We learn that efforts are being made to prohibit cars on the road at Dare which leads to the Lorna Doone Valley.

Petrol Pump Accuracy.

The Middlesex County Council is making further representations for early legislation to bring petrol pumps under the provisions of the Weights and Measures Act.

A Highgate Warning.

A correspondent informs us that drivers' licences are frequently examined by the Highgate police, and advises our readers to be specially careful when driving in the district.

New Trap. £5 Fines.

Fines of £5 and licences endorsed were imposed at Bromley Police Court on the first victims of the new trap on the Westerham-Bromley road at Hayes. The police inspector giving evidence said this trap was started at the request of residents in Hayes Road. He also stated that the street lamps between Hayes and Bromley were not lighted in the summer months. They are not used at Chislehurst and other places, but what has this to do with dangerous speeds? No. 613. Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, August 23rd, 1924.

London ... 8.35	Edinburgh ... 9.0
Newcastle ... 8.50	Liverpool ... 8.54
Birmingham 8.45	Bristol ... 8.45
Dublin ... 9.6	

Lighting-up time (rearlights) in England, Wales, Scotland and Ireland is half an hour after sunset.

Moon—Last Quarter, August 22nd.

Coil Ignition.

Although small car owners seem to view coil ignition with disfavour, there is evidence of its wider adoption. It should be borne in mind that a coil gives easier starting and greater freedom from complete ignition failure than a magneto.

London Street Accidents.

During the quarter ending last June there were 22,922 accidents to persons and property in the streets of London. Of that number 6,300 were caused by private cars, 4,133 by trade and commercial motors, 2,169 by buses and 1,283 by trams.

Nicely Put.

"The traffic regulations in Glasgow," remarks a writer in a daily paper, "might have been framed by Noah for the navigation of the Ark."

Chars-a-bancs Barred.

A Ministry of Transport Order, which closes 60 Devon by-roads to chars-a-bancs and other heavy motor traffic, takes effect next month. Alternative routes are available in most cases.

Kingston By-pass.

A considerable part of the new Kingston by-pass road is now under construction. The road is to start opposite Robin Hood Gate in Kingston Vale and join the Portsmouth Road opposite the "Marquis of Granby" at Littleworth Common.

Small Motor Vans.

At the Commercial Motor Show held last year a number of light car manufacturers exhibited attractive motor vans intended for delivery work. Many of these are now to be seen on the streets, and we understand that, especially so far as the Citroen vans are concerned a brisk demand is being enjoyed.

Wonderful Light Cars.

A feature of this issue is the record of a 2,000 mile tour of the Swiss Alps undertaken by an owner of one of the most popular light cars.

Harvey Gets Coveted Number.

Major C. M. Harvey has been allotted the registration number RW 1 for his latest Alvis racer; RW are the latest letters for Coventry.

U.S.A. Show Experiments.

The New York and Chicago Motor Shows will be opened to the public this year at 7 o'clock on a Saturday evening, the exhibits being available for examination by those connected with the industry on the day before and also, of course, on the Saturday.

Busy Spot at Olympia.

We understand that as a result of the ballot for positions of stands at the Olympia Show, which opens on October 17th, the Standard and Singer cars will be shown on adjoining stands. These two makes being particularly popular, it is probable that the vicinity of their stands may be almost unapproachable.

Car Slashers Active.

Reports have been received that fanatics of some description are amusing themselves by scratching the paint-work and cutting the upholstery of cars left unattended in London. The hood of one car, which was left for a short time standing outside a house at Wembley, was cut to ribbons, and there is news of similar activities in Golders Green.

New Southend Road.

The new London-Southend road, already open on some sections, has got so far as Woodford, where considerable activity is in evidence. The new road will cross the High Road, Woodford, just beyond the George Hotel. A large Ford service depot is on the corner formed by the two roads, and we understand that a motorbus garage is to be built next to the Ford depot. When all is in order, very great caution will be needed at this crossing, as the Woodford Road carries a large amount of heavy traffic, and the police of the district are not very tolerant towards motorists.



MOTOR TERMS TRAVESTIED.

No. 26.—Query: What is the Term?

We offer a prize of ONE GUINEA for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday next. (The solution to last week's picture is in "Around the Trade.")

North Road Improvements.

It seems that the Great North Road will soon be even more accessible to London motorists than it is at present, a Barnet by-pass now being mooted.



Miss C. P. R. Turner, who won great favour by her skilful handling of a Bugatti at Ringinglowe.

J.C.C. Annual Dinner.

The Junior Car Club have made arrangements to hold their annual dinner at the Connaught Rooms on Tuesday, December 16th.

A.C. at Wembley.

The new Sovereign model with polished aluminium body and red wheels and wings now forms the four-cylinder A.C. exhibit in the Motor Hall at Wembley.

Kendal to Shap.

Repairs to Bannisdale Low Bridge, which crosses the road between Kendal and Shap, some 6½ miles north of Kendal, have necessitated the main road being closed. Light car owners, however, need not pursue an alternative route as there are by-lanes which may be followed to avoid the closed portion of the main road.

Brentford By-passed.

Londoners going west, and those who visit London from the west, will be pleased to learn that the Brentford bottle-neck by-pass is at last open for traffic. Two sections of the great West Road have, of course, been open for some time, and the completion of a connecting section has now made it possible to avoid Brentford entirely.

Motoring in Canada.

Reuter's Trade Service announces that the motor trade in Canada is very active. In Canada there are, of course, no light cars, and it seems that if a big demand is experienced for the uneconomical types produced in that country a welcome must surely await the introduction of a suitable, small car.

Seaside on Sunday.

Judging by the attitude of the authorities at many seaside resorts, the conclusion may be drawn that motorists are having anything but a welcome at week-ends. The police seem to have instructions not to allow a motorist to leave his car anywhere near the sea front. The annoyance of having to leave the car in a park at some distance from the sea at many resorts must deter hundreds of potential motorists from visiting them while the advantage of the plan seems questionable.



AT RINGINGLOWE HILL-CLIMB.

Despite very wet and miserable weather the classes were run off successfully. F. W. James (Morgan) is seen at the start. The event is fully reported elsewhere in this issue.

R.A.C. Permits

The following permits for closed meetings have been issued by the R.A.C.:—
August 31st.—Team reliability trial, Otley to Grasmere (Ilkley and District M.C.).

September 13th.—Hill-climb at Angel Bank (Sutton Coldfield and N. Birmingham A.C.).

Bridges in Lincolnshire.

Negotiations are in hand with regard to reconstructing the present inadequate bridges at Crowle and Keadby in Lincolnshire, while the approval of the M.O.T. has been given for a new bridge over the South Canal at North Thoresby.

Electrical Troubles.

Among the inquiries we receive from readers a considerable number relate to difficulties experienced with the electric lighting and starting equipment. It would seem that the provision of more intelligible information with regard to the electrical gear might well be included in makers' instruction books.

Morgan Club Run.

The Morgan Club did not hold their run on Sunday last owing to heavy rain causing a small moat, and also to an accident overtaking the hon. secretary's machine en route to the starting point. The run will, however, take place over the same route as that which we described last week on Sunday next.

Bayliss-Thomas.

We are asked to point out that there is no truth whatever in a rumour which is said to be prevalent in South Wales to the effect that Messrs. Bayliss Thomas and Co. have discontinued the manufacture of their light car. In point of fact, the Bayliss-Thomas light cars have never been more popular than they are to-day.

Necessity the Mother . . .

The garage difficulty in suburbia has been overcome in at least two instances by determined light car owners who have converted the front ground-floor rooms of their houses into garages. No information is available as to whether the front gardens now form a wash nor with regard to the method by which the respective enthusiasts have squared things with their insurance companies.

ANOTHER SALE BY ONE INSERTION.

27-7-24.

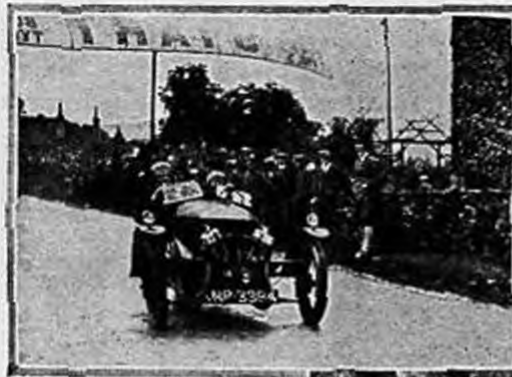
"I feel that I must write and express my appreciation of your paper as a medium for advertising.

I advertised my car in the last issue (25-7-24) and have already sold the car and have had numerous other enquiries."

J. Boothman.

There is no speedier means of selling YOUR second-hand car than through "The Light Car and Cyclecar."

(See particulars of Special Scheme in Small Advertisement Section.)



(Left) An Aero Morgan, driven by R. R. Jackson, at the starting point during the Kingsdown Hill-climb held last week-end.

(Right) W. G. Bowley's Alvis Super-sports at the Kingsdown Hill climb which was organized by the Wessex Centre of the A.C.U. Kingsdown is near Bath. A Felix mascot adorns the Alvis radiator.



Seaside Run for Londoners.

London motorists who have not hitherto tried the eastern roads out of London might well decide for a fine week-end to visit Clacton, Frinton, Walton, or Harwich. Once Romford has been left behind, the run through Brentford and Chelmsford to the coast is over splendid roads which are much less crowded than most of the routes to the coast at week-ends.

A Disappointment!

A correspondent, on his way from Kendal to Doncaster, writes to say that by way of a change from the Ilkley and Otley route he followed the straighter road through Keighley, Shipley and Bradford. It was an experiment, he remarks, which he has no desire to repeat, the roads being cobble-stoned for most of the run and the scenery very uninteresting. The district is interesting nevertheless.

200-Mile Race.

The three Salmson cars which are taking part in the 1,100 c.c. class in the 200-Mile Race on September 20th will be driven by Count Zborowski, Douglas Hawkes and O. Wilson Jones. The three Darracqs, which are expected to set a cracking pace in the 1,500 c.c. class, and which are being driven by K. Lee Guinness, H. O. D. Segrave and D. Resta, are said to be developing 108 b.h.p.

The All-important Chassis Number.

Car manufacturers receive dozens of letters from owners of their vehicles who ask for advice, spare parts or literature, and who omit to mention the chassis number of the car in question. Unless the chassis number is quoted, the manufacturer is generally unable to be of any assistance, and readers are advised always to quote it in correspondence if delay is to be avoided.

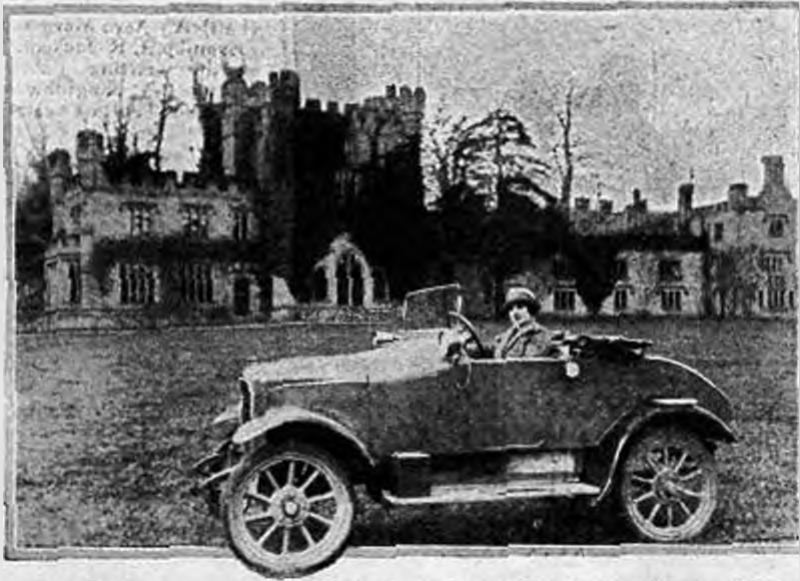


BOULOGNE FRONT FLOODED.

A high tide early in the week broke down a part of the sea wall at Boulogne and some streets were flooded. This Amilcar took to the pavement but the large car had its exhaust pipe below water and could not proceed.



Thursday next is the first day of the Boulogne Motor "Week." Details are given in this issue.



AT BOLTON HALL. — A Jowett in the grounds of the Duke of Devonshire's estate, where the King went for the first few days of the grouse shooting.

Cheap Petrol.

No. 1 petrol, at 1s. 6d. a gallon, is now on sale at a great many garages, and, from reports we have received, it would seem that satisfactory results may be expected from its use.

Hill-climb in Moravia.

The fourth international Sternberg hill-climb takes place on Sunday, September 21st, on the road "Ecce Homo," near Sternberg, Moravia. The hill is 4 9-11 miles in length, and there will be classes for all types of cars and motorcycles. Further particulars from Mr. Fritz Huckel, Neutitschein, Czecho-Slovakia. Entries close at the ordinary fees on September 7th and at double fees on the 14th.

A Danger to Motorists.

At a meeting of the committee of the North Yorkshire Automobile Club the hon. secretary was requested to write to the Royal Automobile Club asking that something should be done with regard to the danger to motorists caused by empty bitumen drums which are left on the sides of the road all over the country. The N.Y.A.C. is not an active organizer of speed events and so forth; but the minutes of this particular meeting, which have been forwarded to us, show that it is an extremely active organisation, and that excellent work is done by it for Yorkshire motorists.

Light Aeroplane Clubs.

The Air Council have decided to encourage the formation of light aeroplane clubs throughout the country, and they are now prepared to assist financially the establishment of ten such clubs. Under the scheme the Air Ministry proposes to make to each club an initial grant for the provision of approved types of machines, and an annual grant for two years towards the expenses of maintenance. The clubs will be required to put up financial or other contributions to an amount equivalent to the grant. The Royal Aero Club has undertaken to submit proposals so far as the London area is concerned.

B16

Wembley Traffic.

It has been decided by the Ministry of Transport to make a contribution towards the extra cost of road repairs to the Willesden Council on account of the increased volume of traffic in connection with the British Empire Exhibition.

Austin Success After 10 000 Miles.

Mrs. Mabel Drummond, an enthusiastic owner of an Austin Seven, won a silver medal and a special prize for the best performance by a lady driver in the York and District Motor Club's Reliability Trial to Edinburgh, driving her Austin Seven which had previously covered 10,000 miles.

Fox and Hounds Run.

An interesting run for the benefit of its members has been organized by the Middlesex County Automobile Club for Saturday, August 23rd. A secret course will be followed from Hadley High Stone, where the meet has been arranged for 2 o'clock.

One-day Trial.

Special classes for car members will be included in the Worcester and District Motor Cycle Club's One-day Reliability Trial which will be held on Saturday, September 13th. Entry forms and full particulars will shortly be available from the hon. secretary (for this trial only), Mr. H. A. Blackley, 63, Fort Royal Hill, Worcester.

Coventry-Birmingham Road.

A scheme for widening the Birmingham-Coventry road has been submitted to the Warwickshire County Council. It is suggested that the road should be widened to at least 60 ft.—double its existing width. A by-pass, it is proposed, should be made to avoid Allesley, a further suggestion being that this by-pass should be continued to form a route from Birmingham to the London road south-east of Coventry and avoiding the latter city.

Why Not Colchester?

An excellent run to the coast may be made by motorists living in Oxfordshire, Bedfordshire and Hertfordshire by following the Aylesbury, Tring, St. Albans, Hertford, Bishop's Stortford, Braintree and Colchester road. This is now in very good condition, while the seaside resorts within a short distance from Colchester are numerous.

Sir Charles Wakefield's Win.

The annual aeroplane race for the King's Cup was a personal triumph for Sir Charles C. Wakefield, Bt., who won the event with his own D.H. 50 machine. Sir Charles has taken a great interest in the development of aircraft generally for many years, and has received the heartiest congratulations on securing this much-coveted trophy.



AN UP-TO-DATE SERVICE DEPOT.

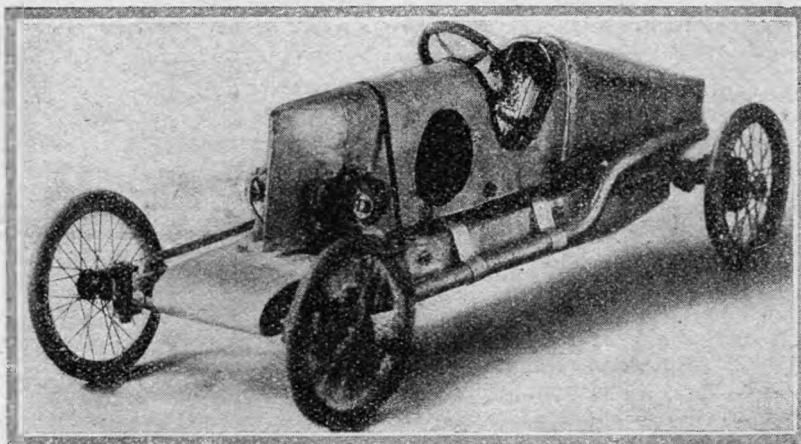
— The roomy and convenient receiving compound of the new A.C. Service Depot at North Road, London, N.

ANGLO-FRENCH MOTOR MEETING Next Week at Boulogne.

QUITE a number of British entries have been received for the Boulogne-sur-Mer Motor Meeting, and it is to be hoped that the British colours will be as valiantly upheld this year as they were in last year's successful meeting.

On Thursday, August 28th, there will be a series of speed trials over an undulating course of three kiloms. on the main St. Omer road. This commences at 8.30 a.m. At 10.30 a.m. trials over a distance of one kilom. of level road from a standing start will be held, while at 3 p.m. there will be a half-kilom. hill-climb up the St. Martin Hill.

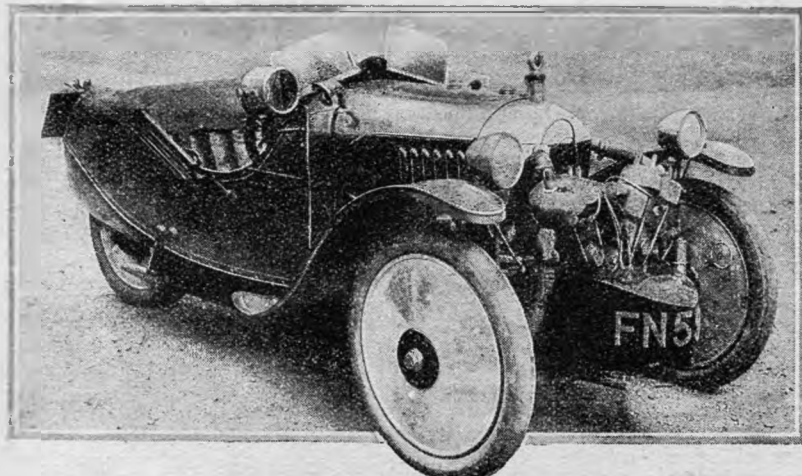
On Friday, August 29th, at 4 p.m., on the sea-front, there will be a coach-work competition, open to all classes of vehicles. One of the most interesting events to light car owners will be the



FACSIMILE OF — This very smart little racer, the property of a reader, is a model made of Meccano parts and covered with sheet metal.

weigh at least 595 kilos. with driver and passenger, but without tools, spares or fuel, and will start 4 mins. 36 secs. after zero hour, which is 9 a.m.

800 kilos. and will start 18 mins. after schedule time. Thus, the first man to have completed the total distance will be the winner, and there will be none of the confusion which arose last year owing to the man having made fastest time being confused with the actual winner on handicap. It will be remembered that the start last year was simultaneous.



A LUXURIOUS — With its streamlined nose and dozens of special refinements this is probably the smartest Morgan on the road.

Grand Prix de Boulogne for the Pickett Cup, offered by the well-known English sportsman Mr. F. N. Pickett. This race is open to light cars up to 1,500 c.c. and cyclecars up to 1,100 c.c.

The course consists of 12 laps of a 22-mile circuit of the Forêt de Boulogne.

Finally, at 9 a.m. on Sunday, August 31st, will be held the race for the Georges Boillot Cup. This race is for touring cars and will be held over 14 laps of the same circuit, making a total distance of 325 miles.

In order to make the race more easily understood by the general public, a handicap has been established based on last year's performances. The cubic capacity of the cylinders has been used as a basis, and the cars, with driver and mechanic, but without spares or fuel, must weigh a predetermined amount according to their category.

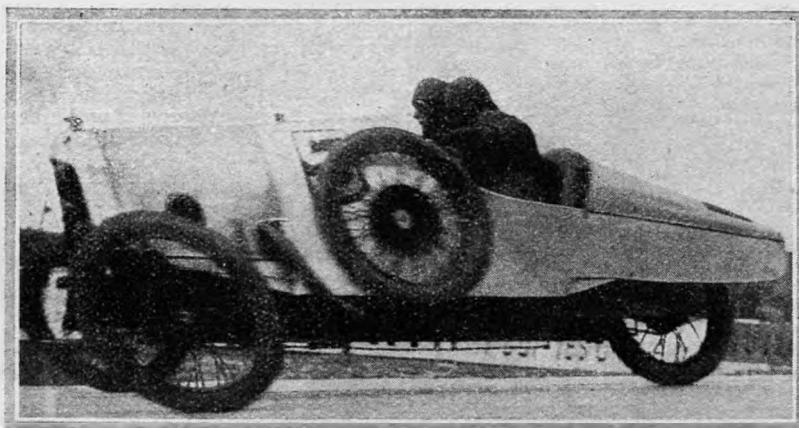
The organizers have got out a simple graph, which shows at a glance what cars of different cylinder capacities should weigh and how much start they will be given. For instance, in the list of the handicaps already published, and to which a few names may yet be added, the three Aries, of 1,085 c.c., must

Eaton's Aston-Martin, of 1,487 c.c., must weigh 790 kilos., and start 17 mins. 30 secs. after zero, whilst C. M. Harvey's Alvis, of 1,496 c.c., must weigh

Kent and Sussex Club Trial.

The reliability trial of the above club (open also to the members of the Kent Automobile Club, Eastbourne Motor Club, Essex Club and the Brighton and Hove M.C. and L.C. Club) was held in fine weather at Tunbridge Wells on Saturday, 16th inst. In addition to the usual reliability run, entrants had to pass through a series of interesting tests, which included:—Easy starting, 5 secs. allowed; changing sparking plug, 60 secs. allowed; reversing in and out of a given space; hill-climbing; secret timed mile; changing of wheels, 2 mins. allowed.

The following awards were made:—The Baker Challenge Cup for the best performance, won by S. E. Watson (10 h.p. Surrey). Gold medal for second best performance, C. Warren (11.9 h.p. Morris-Cowley). Silver medal for third best, R. Laurence (20 h.p. Vauxhall). Bronze medal for fourth best, J. Hall (11 h.p. Riley).



A SANDFORD — A trick of the camera has made this French Sandford AT SPEED. — three-wheeler appear to be straining at an invisible leash.

THE TREND OF ENGINE DESIGN.

MANY IMPROVEMENTS IN DETAIL WHICH HAVE TAKEN PLACE DURING THE PAST THREE YEARS. THE INFLUENCE OF RACING PRACTICE. ADDED ECONOMY IN SIGHT.

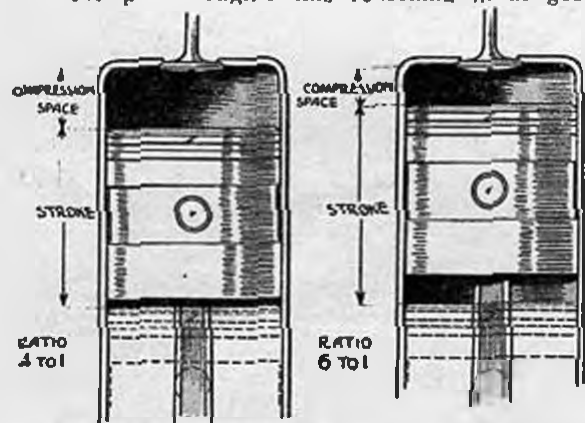
WHILE one hears, from time to time, of extraordinary new engines built on entirely novel lines, there is no doubt that, to the ordinary motorist, the steady progress which is being made in improving the detail design of existing types of engine is of vastly greater importance. Although the external appearance of the power unit of to-day may not differ very materially from one built, say, three years ago, nevertheless, the performance of the modern engine is much better in every way, thanks to numerous detail improvements.

Undoubtedly, some of these improvements we owe to the experience which manufacturers have obtained in building racing cars, while others are the result of painstaking laboratory research. Individually, they would not make very much difference to the performance of the engine, but collectively, the improvement is most marked.

For some time the main endeavour has been to obtain greater and greater power from an engine of given capacity, or, which is much the same thing, to build smaller and smaller engines which will give the amount of power required. This has meant increasing the average speed at which the engine is run, altering the gear ratios of cars to suit the higher speed, and at the same time increasing the compression pressure in order to obtain more power from every cubic inch of mixture drawn into the cylinders.

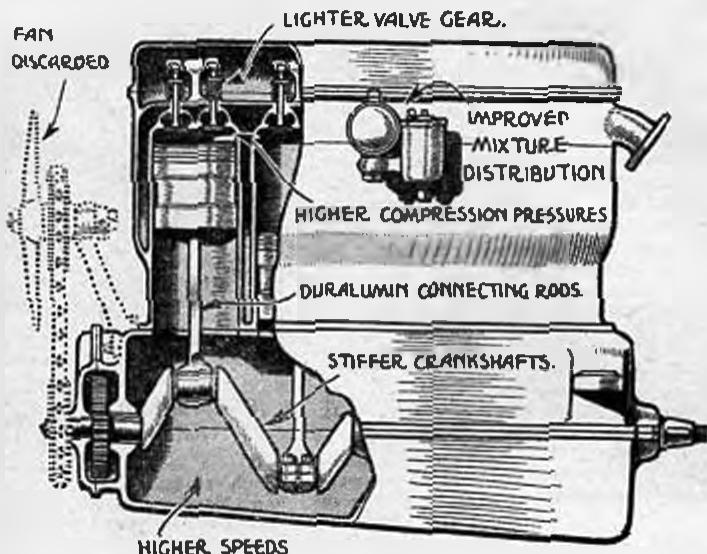
Taking first increased speed, it does not seem to be generally realized why higher rates of revolution enable greater power to be obtained from an engine of given size. The reason is clear, however, if we realize that by power is meant the rate at which work is done. On every firing stroke, a certain amount of work is delivered to the crankshaft, so that the greater the number of firing strokes which we can crowd into a certain interval of time, the greater will be the power available at the flywheel.

In the petrol engine this reasoning holds good



By increasing the compression ratio of an engine added power may be obtained, while petrol consumption will be reduced.

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MODERN IMPROVEMENTS

Better materials and a wider knowledge of the problems concerned are contributing to the ever-increasing efficiency of small car engines.

only so long as we can maintain the amount of work done on each firing stroke: if for any reason this decreases, then the advantage gained by increasing the speed will be nullified. The chief cause of a reduction in the work done in the cylinder is the inability of new mixture to fill the available volume when the speed is very great.

For this reason, before attempting to increase the average running speed, it is usually necessary to re-design the valve gear, endeavouring to allow more time for induction, and to arrange the cams so that the valves will not have a tendency to bounce at high speeds.

Reducing Bearing Loads.

In arranging to run an engine at a higher speed, there are several other matters requiring urgent attention. If the result is to be satisfactory, the reciprocating parts, namely, the pistons and part of the connecting rods—must be made as light as possible, because otherwise they will exert very heavy pressures on the bearings and will also be liable to produce vibration.

The use of aluminium alloys for pistons is, of course, becoming quite commonplace, but it is still regarded as somewhat of a novelty to make the connecting-rod of any material other than steel. Nevertheless, light aluminium alloys of special composition, such as duralumin, present very great advantages for connecting-rods and by their use a weight reduction of as much as 40 per cent., in comparison with steel, can be obtained. This means that the average running speed can be increased by about 15 per cent. without involving higher loads on the bearings or a greater tendency to vibration. It may be explained that a given weight reduction does not mean an equivalent increase of speed, because the effects produced by a moving part increase in accordance with the speed squared. Consequently, the force exerted by, say, a moving piston at the end of its stroke will be increased four times if the r.p.m. is put up from 2,000 to 4,000.

In such a case, it would therefore be necessary to reduce the weight to one-quarter of its former value in order to retain the same bearing load. On the other hand, such an increase of speed would, given a suitable valve gear, double the power output, so

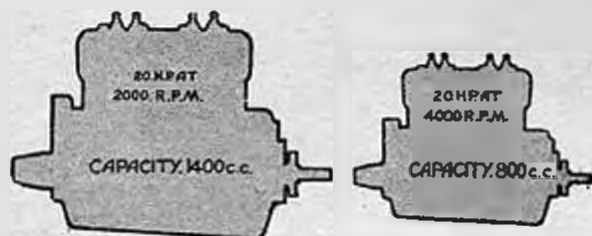
TREND OF ENGINE DESIGN (contd.).

that for the same power the engine could be made smaller and therefore lighter.

Returning to the question of compression ratio, this is largely limited by two factors—the characteristics of the fuel and the shape of the combustion chamber. It is well-known that if the ratio used is too high, harsh running and an ominous knocking sound will be produced at full throttle. The same compression ratio, however, and the same fuel, might be quite satisfactory were the combustion chamber of a more efficient shape. The improvements which have taken place in this direction may be gauged by the fact that compression ratios for ordinary touring car engines have risen from a figure of about 4 to 1 to the ratios of nearly 5 to 1, which are common practice to-day.

A twofold advantage is obtained by increasing the compression ratio. Other conditions remaining the same, if the ratio can be increased from $4\frac{1}{2}$ to $5\frac{1}{2}$ the power obtained will go up by about 20 per cent. At the same time, the fuel will be used much more efficiently, so that the consumption will decrease in almost the same proportion. Alternatively, if this increase in ratio were used to reduce the size of engine required to give the same power, the weight of the power unit would decrease from about $1\frac{1}{2}$ cwt. to $1\frac{1}{4}$ cwt.

Higher speeds and higher compression ratios naturally both tend to throw heavier loads on the



A small engine running at a high speed will give as much power as a large engine running at a low speed.

engine parts, so that it is not surprising to find a distinct tendency towards stiffening the crankshaft and employing larger bearings. At the same time, there are more and more makers employing three crankshaft bearings in place of two.

Distributing the Mixture.

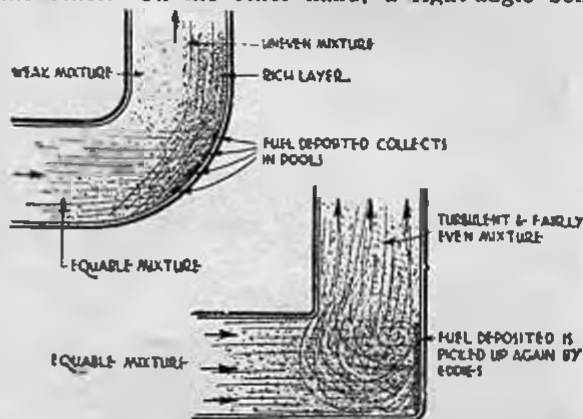
Clearly, it is useless to design a carburetter which will give the very best mixture under all conditions, and to design the cylinders to burn this mixture with the utmost efficiency, unless, at the same time, we ensure that each cylinder shall get an equal share of fuel and air. This is the very point where so many four-cylinder engines fail, and in consequence a great deal of research work has been carried out recently on the subject of mixture distribution.

It is not a very difficult matter to ensure that each cylinder shall receive exactly the same quantity of mixture, but to make the quality the same in each case is a complex problem. In many cases, two cylinders out of the four will invariably receive a weaker mixture than the other pair, consequently if the carburetter setting is economical, these cylinders will be apt to fire intermittently.

A good test of the distribution can be carried out if a mixture control, operated from the dash, is incorporated in the car. When running under steady conditions at full throttle, the driver should try gradually weakening the mixture by means of the control. If the distribution is all that it should be, then all four cylinders should suddenly cease firing simultaneously. It will usually be found, however, that first one of them will drop out and

then another, showing that the quality of the mixture obtained is different in each case.

Recent researches regarding the shape of inlet manifolds have shown that abrupt turns are actually better than smooth curves. It appears that in passing a bend with an ample curve the fuel particles are thrown outwards, so that, when the curve has been negotiated, there is a very weak mixture on the inside of the bend, with a rich layer on the outside. If the pipe now branches off to feed two cylinders, one of them will get a much richer mixture than the other. On the other hand, a right-angle bend

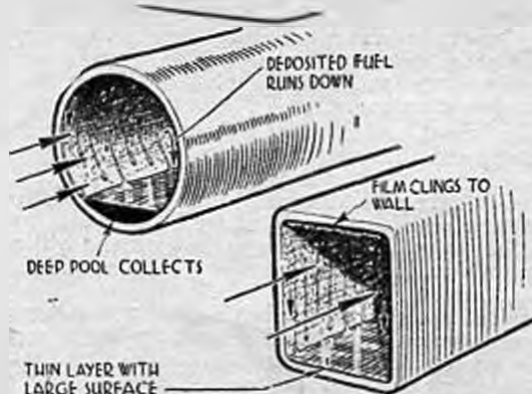


Modern research has disproved a long-cherished idea and has shown that right angles are better than gradual curves in induction pipes.

will produce violent swirls and eddies which will pick up any fuel deposited on the walls, causing a turbulent, but fairly even, mixture to be delivered to the engine.

The section of the manifold also has important effects on the distribution, and many makers in America are now adopting a square section in preference to the circular variety. The former section is found to reduce the quantity of petrol collecting in the piping for reasons which will be apparent from the comparative illustrations.

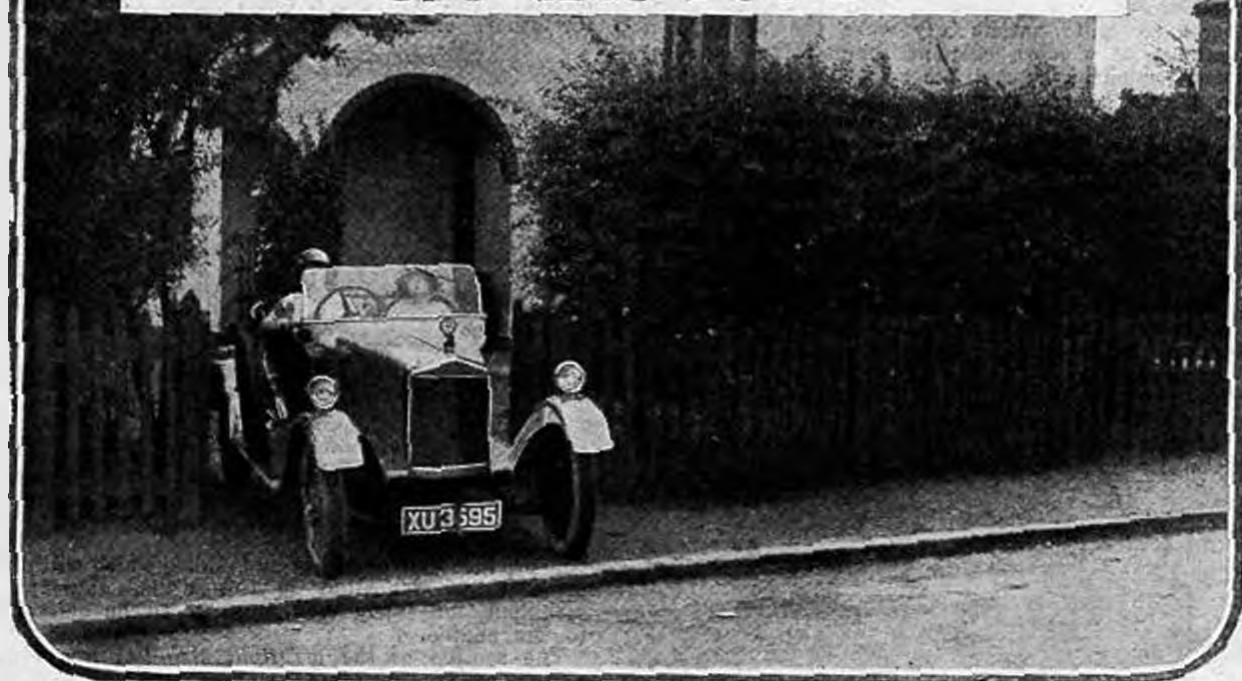
From the owner's point of view, developments in the direction of reduced labour of maintenance and increased durability are of very great interest, and this dual problem is receiving particular attention in the United States. By analysis, it has been found that a considerable proportion of the carbon deposit which accumulates in the engine is really



An induction pipe of square section does not allow pools of petrol to form like one that is circular.

composed of road dust which has been drawn in through the carburetter. The logical conclusion is to fit an air cleaner to the carburetter, and the most popular of these works on centrifugal principles, throwing the heavy dust particles to the outside.

The LATEST SURREY on the road



AN INEXPENSIVE LIGHT CAR WITH A PARTICULARLY SMART APPEARANCE. SEVERAL NEW AND INTERESTING FEATURES HAVE BEEN EMBODIED IN THIS NEW MODEL FOR 1925.

IT must be said at the outset that since our last test of one of the Surrey cars very considerable improvements have been made, both in the mechanical features and the exterior appearance. Dealing with the latter first, the model we tried was one of the latest de luxe two-seater models, finished entirely in polished aluminium, this material being used not only for the bonnet and body panels but also for the mudguards and valances.

The lamps, radiator, and screen frame are nickel-plated, and the whole presents an extremely smart appearance. The radiator, as will be seen from the accompanying illustrations, has been made taller, and its shape completely altered. The old type, it will be remembered, had a cooling surface which was approximately square, but now it is taller and slightly V-fronted.

Appearance, however, has not been the only gain, for the new radiator has increased the water capacity of the cooling system to four gallons, and cool running under all conditions is now assured.

The body lines are in keeping with the latest practice, and, as one of the photographs shows, a deep body is used without sacrificing the general lines of the car. The dicky seat will hold two in comparative comfort, but it would be hardly suitable for two adults for a long run. As with the front seats, the dicky is upholstered with an antique leather finish of a dark red shade, which forms a pleasing contrast to the bright aluminium panels. Only one door is provided—on the near side—the spare wheel and battery box being carried on the off-side running board.

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The windscreen is of the single-pane type arranged conveniently close to the driver, provision for bad weather being completed by an easily erected hood covered with khaki waterproof material and side curtains which may be left in place if required when the hood is lowered.

Recent improvements to the chassis include slight modifications to the suspension which now make the springs more supple and the use of a Meadows overhead-valve engine-gearbox unit. The transmission remains unchanged except for the use of a tubular in place of a solid propeller shaft. This alteration has effected a saving in weight of 11 lb., an important matter when it is remembered that the shaft is supported at each extremity by flexible fabric disc joints.

With the new propeller shaft the transmission periods which were noticeable with some of the old-type Surreys are no longer present, and the universal joints are naturally subjected to much less strain. No torque tube is used, the torque reaction being taken by a triangular member bolted above and below the differential housing and located at its forward end by a suitable spring-loaded pivot. This member is of stout angle-steel and possesses an ample margin of strength.

The car which was lent to us for test by the manufacturers, Surrey Service, Ltd., of Premier Place, High Street, Putney, had done about 600 miles before we took it over, and in the course of our test it covered a further 250 miles.

First impressions at the wheel included the con-

THE LATEST SURREY ON THE ROAD (contd.).

venience of the various controls and a general feeling of comfort furnished by the generously proportioned and well-padded upholstery. The somewhat awkward accelerator pedal at one time used on Surrey cars has been modified, and the latest pattern can be operated without discomfort.

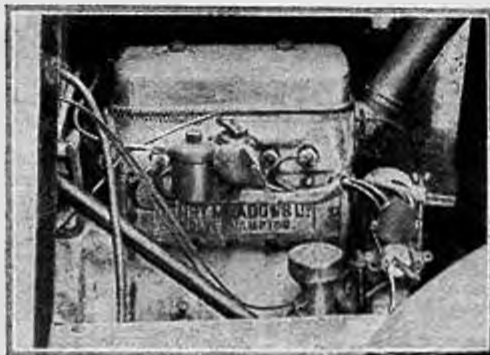
A right-hand gear change is provided for the three-speed gearbox, the lever being surmounted by a ball of adequate proportions. The hand brake lever would be improved if it was cranked slightly inwards to bring it a little farther away from the side of the body. The action of the clutch and brakes proved to be beyond reproach, the latter being particularly sweet.

Gear changing we found to be easy provided that a sufficiently long dwell in neutral was allowed when changing up. The ratios are 5, 9, and 16 to 1, and, although these would no doubt be ideal for general requirements, there are probably some who, seeking a higher maximum speed than the 45 miles per hour attainable from this model, would prefer a higher top. The advantage of the comparatively low top gear is felt, however, when in traffic and on crowded main roads, for it permits the engine to take up its load smoothly and to give good acceleration in top gear even from a crawl.

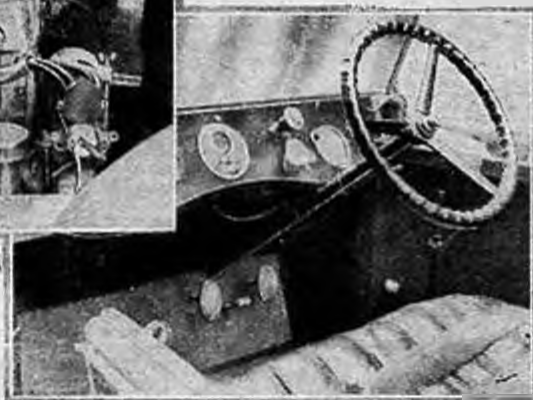
The Meadows engines, with their silent overhead-valve gear, accessible units and generally clean outline, run sweetly and afford a very reasonable degree of economy. When pulling this latest Surrey—the weight of which ready for the road is 14 cwt.—the petrol consumed by the engine proved to be at the rate of 36 miles per gallon with the Solex carburetter which was fitted.

The acceleration of the car was good without being snappy, and there was a marked absence of flat spots throughout the throttle range. The fastest speed on first gear was 17 miles per hour, and 27 was attainable in second. Thirteen and 24 miles per hour may be regarded, however, as a practical maximum for the car in first and second gear as above those speeds vibration begins to become unpleasant.

In top gear 30 miles per hour is a very comfortable



An engine which develops plenty of power combines with the well-placed controls to make driving enjoyable.



touring speed; at 40 no sounds of distress assert themselves, but at 45 miles per hour caution dictates a reduction of speed on account of the very high rate at which the engine is revolving.

In conjunction with the low-pressure tyres that are fitted as standard we found that the suspension gave a very reasonable degree of comfort without any suggestion of side roll on corners, while the rear wheels obtained a good grip of the road; the car was steady and easy to hold at all speeds.

The steering, which is of the direct type but with a planetary reduction gear interposed, proved at first to be very stiff, but the cause was soon located to lack of oil between the steering column and its casing, and a few drops of lubricant soon put the matter right.

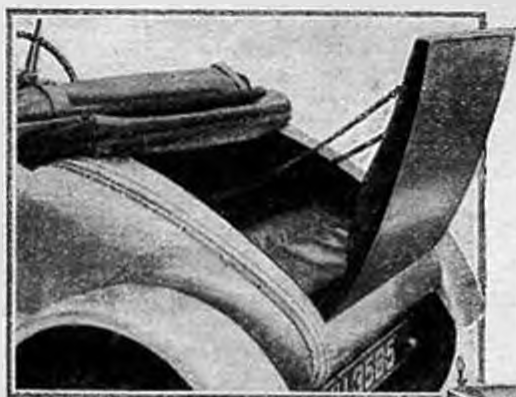
Reliable Equipment.

The C.A.V. electric lighting and starting equipment which is provided proved to be absolutely reliable, charging at a steady rate and starting the engine freely and reasonably quietly from dead cold. Three lamps are fitted, a tail and combination wing lamps. These are controlled by a switch with a dim and bright position, and they afford quite good illumination for driving on a dark night. No electric horn is provided, its place being taken by a bulb horn mounted on a bracket conveniently placed alongside the driver's right hand.

The equipment also includes a mirror, dashboard watch, Smith speedometer, and the usual equipment of tools. These are stored in a large locker beneath the driving seat. A very complete outfit is provided, but the quality is certainly not all it might be; it must be borne in mind, however, that the car sells at £235, which must be considered a very reasonable figure in view of the completeness of the equipment and the admirable finish.

Our experience has been that polished aluminium bodies retain their original smart appearance for a much longer period than those which are coach-finished in the usual manner, while it is only necessary to compare the appearance of this latest de luxe model Surrey with its fore-runners to note the added smartness afforded by the aluminium finish.

As a car for an owner-driver who insists upon a smart appearance, a sound—if not sensational—performance and freedom from the need for incessant tinkering, the Surrey should continue to be in brisk demand during 1925.



ATTRACTIVE AND ROOMY.

Pleasing body lines have been secured without sacrificing passenger accommodation. The dicky seat allows room for two in comfort.





THE VARIED INTERESTS OF CONTINENTAL TOURING.

- (1) Shipping the car for its 2,000-mile tour.
- (2) A scene along the Axenstrasse where the road is spanned by arches of solid rock.
- (3) One of the French Routes Nationales where high speed is possible.

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THROUGH THE SWISS ALPS

AN ADVENTUROUS THOUGH TROUBLE-FREE HOLIDAY AT THE WHEEL OF A LIGHT CAR.

SINCE joining the ranks of motorists, my ambition has always been to tour through the Swiss Alps by car. This ambition came to fruition mainly owing to the fact that, after nine months of varied trial, I had come to place implicit confidence in my 1921 Singer Ten.

My preparations were as complete as foresight could make them, and it was with rather mixed feelings that I set out early one morning on the first stage of my journey. After an uneventful run to Dover the A.A. official took charge of the car and it was in the role of a spectator that I saw it loaded and again unloaded at Calais, which latter port was reached about 2 p.m.

Early the following morning we set out for a long run, passing through Amiens, the famous forest of Compiègne to Chateau Thierry, where a forced stop had to be made—a puncture. On again through stretches of country grimly reminiscent of the war. By evening we reached Troyes after having covered some 200 miles that day. The following day found us at Dijon by noon, and at Vallorbe, the French-Swiss frontier, at 6.30 p.m.

At this point it is interesting to record some reflections as to the state of the roads of Northern France. I had expected very bad conditions in this respect, but I was pleasantly disillusioned. The routes nationales proved almost equal to our English main roads. It was possible to keep up an average speed of 30 m.p.h., whilst for considerable stretches a speed of 40 m.p.h. was maintained in perfect safety and comfort.

Arrived at the French-Swiss frontier, the usual customs formalities had to be gone through. After a few minutes we were free to enter Switzerland, and arrived at Vevey on the Lake of Geneva, about 8.30 p.m. Here we stayed two days before proceeding to the climbing part of our tour.

A Gradient of 1 in 3.

Making a short run into Lausanne one evening, which is situated on a steep incline, a good opportunity was afforded to test the car for climbing, and, seeing a fairly deserted road leading from the station to the top of the town with a gradient which appeared to be 1 in 5, I started off in second gear. Soon, however, a drop into bottom gear was made, and seeing that the hill became steeper and steeper (my gradient meter now registering 1 in 3) I opened the throttle to its fullest extent and reached the top in style. A little crowd had already gathered at the top, out of which stepped a policeman, informing me that the street I had just come up was prohibited for wheeled traffic. Seeing that I was a stranger to the town, I was let off with a caution. Content at having come through the escapade so easily, we set off the following afternoon along the north bank of the Lake of Geneva via Montreux (visiting on the way the famous Chateau de Chillon) Villeneuve, the Rhone Valley to Brigue, where our first real test of climbing commenced with the Simplon Pass.

Previous to leaving London a sprag had been fitted to the car, and it was found to be of real service, particularly in starting away from rest.

Immediately on leaving Brigue, the gradient meter registered 1 in 8, and with few exceptions kept it up for nearly 10 miles. The road surface being on the loose side, I was compelled to do the whole journey on bottom gear with, however, plenty of

— IN A 1924 SINGER TEN.

TWO BEGINNERS AT CONTINENTAL TOURING
FIND IT ENJOYABLE AND QUITE INEXPENSIVE.

power in reserve. The Boyce meter proved most useful, and on two occasions advised me to stop for refilling the radiator. No difficulty was found in this direction as numerous mountain streamlets are met on these mountain passes. With the setting sun we reached the top of the pass (6,578 feet), the car pulling as well as over.

The descent to the frontier was made with several stops in order fully to appreciate the splendour of the scenery. Entering Italy at Iselle, we were accompanied by Italian soldiers, who stood on the footboards of the car while we drove past the fortifications.

Our journey now led us round over a hundred hair-pin bends via the valleys of Viggezzo and Melezza (Centivalli), past the much frequented pilgrimage Madonna di Ro into Locarno. Thence we proceeded via the Monto Ceneri Pass, which was climbed on second gear throughout at a speed of 20 m.p.h. on a gradient of 1 in 9 to 11, into Lugano, the most southerly point of our tour.

After a few days stop at Lugano, visiting the Borromee Islands, San Salvatore, and surrounding beauty spots, we proceeded north to tackle the Gothard Pass. The climb through the Val Tremola with the 60 superimposed hair-pin bends fully justifies the remark in guide books that very careful driving must be exercised. The 10-mile climb on an average gradient of 1 in 8 had to be done on bottom gear, owing to the loose surface and the curves. Only three stops for refilling the radiator were made.

Over the Devil's Bridge.

We now reached the end of the cultivated zone, and entered that of bare rocks still partly covered with snow and ice. At noon we reached the top of the pass (6,926 feet) and lunched at the Gothard Hospiz. Passing over the famous Devil's Bridge we passed through Altdorf to Fluelen, on the Lake of Four Cantons. Proceeding along the Axenstrasse, well known to English travellers for its picturesque galleries in solid rock, we arrived in Brunnen, where we again stayed a few days in order fully to appreciate the splendour of the surrounding scenery. On reaching Brunnen we had just passed the 1,000-mile mark.

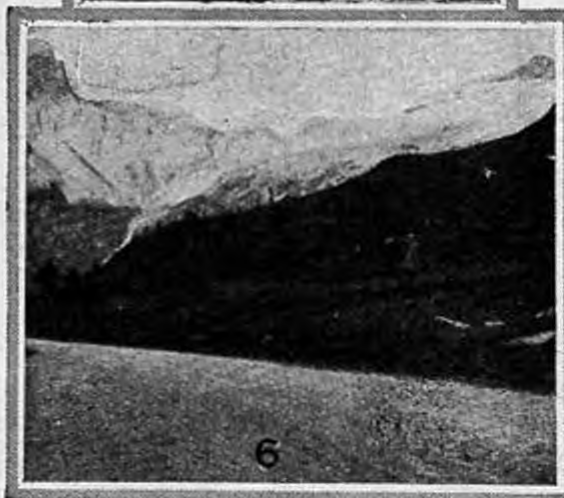
Our journey now led us through Zurich to Schaffhouse to visit the imposing Rhine Falls (the largest waterfalls in Europe) and thence to Bale. The road from Bale to Vosoul proved extremely bad. Sezanne was reached about 7 p.m., having covered nearly 250 miles that day. Leaving Sezanne the following morning, we were able to keep up an exceptionally good average speed by reason of some long stretches of good roads, and therefore decided to try to reach Boulogne by 6 p.m. to catch the Folkestone boat.

On leaving Compiègne we encountered a very bad stretch of paved road, but not to miss the boat we travelled rather faster than was good for the car in the circumstances.

From Amiens to Boulogne the road was again in good condition, and we were able to keep up 37½ m.p.h. Boulogne was reached at 6.15 p.m. in time for the boat for Folkestone.

Looking back on our trip lasting about 18 days, we consider it to be the most enjoyable and interesting holiday we have ever spent. The total distance covered was just under 2,000 miles, with a consumption of 2 gallons of oil and 54 gallons of petrol, about 40 miles per gallon, which must be considered a very good average.

J.O.N.



ALL THINGS COME TO HIM WHO . . . CLIMBS.

(4) and (6) Magnificent views are to be found as the reward of climbing the tortuous mountain tracks depicted in the illustration (5) which shows the famous Gothard Pass, which is a continuous 10-mile bottom-gear pull.



THE FEMININE TOUCH.

WHEN WOMAN TAKES THE INITIATIVE
—REPAIRING THE HOOD—PAINT-
ING NUMBER PLATES, BUT NOT
GREASING!

A. J. CHARLES

WHEN Ralph came in and announced that we were going for a ten-days' tour of the South Coast—a business and pleasure combined sort of holiday—I slipped round to the garage and made a brief inspection of our little bus. Anyone who happens to be the joint owner of a Rover Eight and possesses a partner of Ralph's lazy nature will know that it pays to take a look round occasionally.

Just as I anticipated, the hood was cracking slightly at the folds, the little celluloid window in the back was cracked in several places, and the number-plates were badly in need of some paint; in fact, our Rover looked as though it really required an overhaul. I might mention that it has already completed some 18,000 miles and has cost Ralph 34s. so far in actual repairs!

Renovating the Hood.

The next day, before Ralph returned home, I called on the local electrical dealer and bought a sheet of clear celluloid 11 ins. wide and 9½ ins. deep, which cost the large sum of 1s. 6d. The best kind to buy is the thin sheet celluloid that is used for repairing accumulators. To snip the old celluloid out of the



"To snip the old celluloid out of the window was the work of a minute or two . . ."

window was the work of a minute or two, and when the new window was cut to size—some windows vary a little, and the celluloid has to be trimmed—an assistant was requisitioned to help sew it in position.

This is quite an easy matter if a good, strong needle and brown cobblers' wax are used. One of the

B24

operators has to sit inside the car and pass the needle through the existing holes in the canvas to the other standing round at the back of the hood. We made quite a good job of it.

Painting the number-plates did not exactly appeal to me, but Ralph—the lazy boy—disappeared after dinner, muttering something about going down to the village to get some tobacco, so I knew there was no hope of assistance in his direction. Now, I do not know whether Brunswick black is the correct stuff to use for painting number-plates, but it was the only thing I could find, and the effect was ever so good. Painting in between the letters without getting any black on them was rather tricky, but I managed it fairly well. Any little spots that did find their way on to the letters and figures I managed to wipe off quickly with a piece of rag moistened with petrol.



"By very careful and laborious work I managed to pick out the letters and figures with white enamel . . ."

By very careful and laborious work I managed to pick out the letters and figures themselves with white enamel afterwards.

On the next day I persuaded Ralph to bring home a tin of hood paint—I forget the name, but most motor places seem to stock it—and together we scrubbed the hood with hot water and soda. When it was quite dry we applied the hood paint. It did not smell very inviting for the next two days, but it made the hood absolutely as rainproof and as nice-looking as when it was new.

There is one job that I always leave for Ralph, and that is greasing up and oiling the messy little places where oil is supposed to go.

Our preparations, or, to be more correct, my preparations, did not take very long, and when eventually we set off on our tour it was with the pleasant reflection that the car was in good trim for the ten-days' journey.

D.

A HAND-CONTROLLED AUSTIN SEVEN.

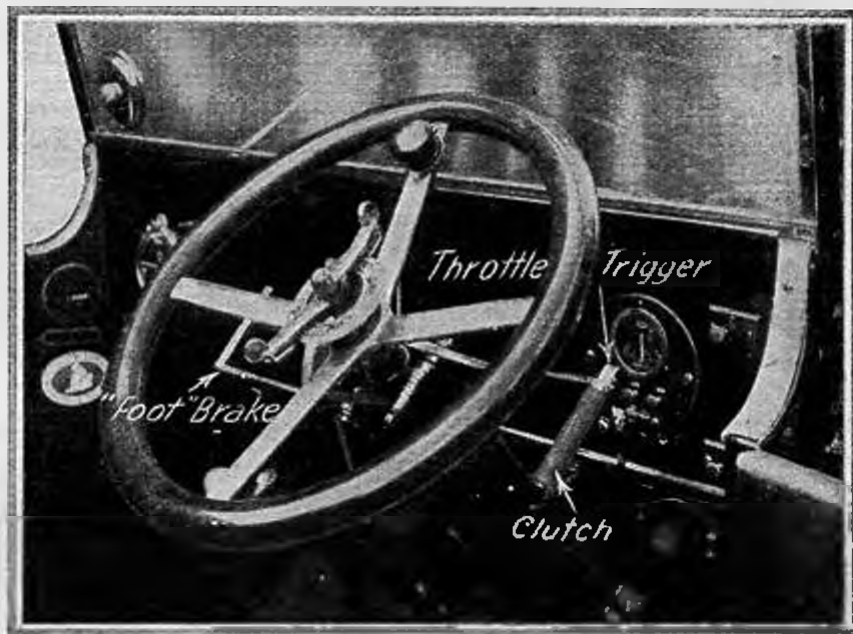
ALTERATIONS CARRIED OUT ON A STANDARD AUSTIN SEVEN WHICH CAN NOW BE DRIVEN BY A LEGLESS DRIVER.

SOME considerable credit is due to George England (1922), Ltd., of Walton-on-Thames, for the manner in which they have converted a standard Austin Seven to hand control for the use of an invalid lady. We examined the car during a recent visit to the works, and were much impressed by the ingenious way in which the various difficulties inseparable from such conversions had been overcome.

Before proceeding with the description it may be of interest to state that, if required, the standard foot controls can be replaced in a very short time, as no structural alterations have been necessary, everything being clamped in place. The whole conversion forms the subject of various patents.

From the photographs it might appear, at first glance, that the left hand operates the clutch, so making gear changing difficult. Actually, this is not so, as the levers on the clutch and brake shafts cross each other over the steering box, and are connected to bell-crank levers fulcrummed on each end of a pin which replaces the clamp bolt at the top of the steering box. The hand levers are clamped to the steering column directly under the wheel, which, to suit the owner, is flat and not dished, as is usual on the Austin Seven.

At the end of the clutch lever is a trigger which operates the throttle through the medium of a Bowden wire, and so replaces the foot accelerator. This trigger is worked with the right forefinger, and



ABOLISHING FOOT CONTROLS.

All the usual pedals are replaced by hand levers and everything is arranged within easy reach of the driver.

The electric starter-button has been fitted to the lower edge of the fascia-board for hand operation. All the switches are grouped fairly closely together; this has been done for a definite and rather unusual purpose, which is that a sheet-metal shield can be fitted over them all and padlocked in position. Whilst this idea may not obviate the possibility of theft of the car, it will, at least, prevent tampering when the car is left unattended.

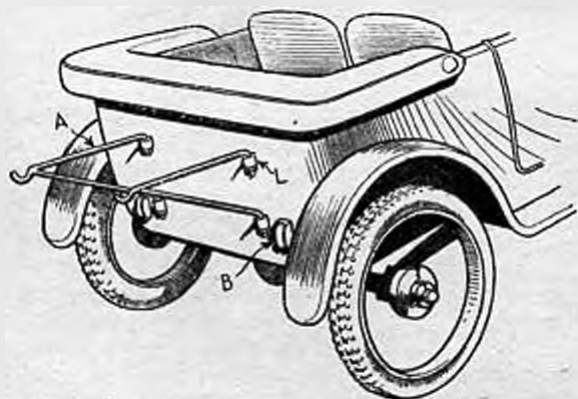
Above the engine switch is a similar switch which is in circuit with the electric horn button on the steering wheel, so that when this switch is "off" the horn will not "blow," much to the disappointment of small boys. We were not able to drive the car ourselves, as the body varnish was still "tacky" at the time of our visit, but the ease of control is demonstrated by the fact that one of Messrs. England's drivers, handling the car for the first time, took it through London and back with no difficulty whatever.

An Ingenious Carrier.

A great deal of interest attaches also to the rear of the car, in that provision has been made for carrying an invalid's propelling chair. The back of the body has been suitably strengthened by means of a cross girder and bracing under the upholstery, and projecting through the panel are four drilled lugs, which carry two detachable A brackets having hooks formed at their apexes which engage with a tube forming part of the invalid chair "chassis."

On each lower side of the rear panel are two grooved blocks of wood, into which fit the wheels of the chair. The sketch will make this clear, and it will be obvious that the lugs and strengthened rear panel form the nucleus of a very strong luggage carrier should it ever be required.

We feel that this description would not be complete without some reference to the sporting instincts of the lady to whose order the car was supplied, as, besides being a cripple, she has never driven a car before, and, living in the West End of London, she will always have heavy traffic to negotiate.



With the brackets for suspending an invalid chair in use, the spare wheel is carried, in a case, in the back of the body.

allows of great nicety of control, double clutching being quite as easy as with a foot accelerator.

The "foot" brake lever is operated with the left hand, and controls the rear off-wheel brakes. The side brake lever, which has been extended for more easy reach, applies all four brakes.



Still Lighter Racers.

A FEATURE of the 200-Mile Race this year will be, I believe, the extraordinarily light weight of the competing cars. From what I can gather at the present time, very few of the cars, even in the 1,600 c.c. class, will weigh much more than half a ton, while several will weigh considerably less. It is probable the actual weights of the racers will be "wropt in mystery" until the race is over, and then I think we can expect some startling disclosures with regard to the weight-paring abilities of some of our up-to-date designers.

Petrol Filters.

SINCE writing, three weeks ago, about the need for improved petrol filters, my attention has been drawn to a number of proprietary examples, many of which comply, to a more or less degree, with the ideal specification which I outlined. An accessory marketed by Bowden Wire, Ltd., fulfils my requirements exactly. It is very strongly made, easily dismantled and provided with an efficient drain tap. Petrol enters at the lower part of the chamber, and must pass first through a coarse gauze and then through a very fine one before it can reach the carburetter. Massive unions are provided for the pipe ends, and the body of the filter is so constructed that it can be easily attached to a bracket fixed to the dashboard or in any other convenient position. The drawback to this fitting, of course, is that it is rather expensive—too dear, I should say, for most small car manufacturers even to consider as a standard fitting. At the same time, I feel sure that it would appeal to many light car owners who deem it wise to pay a small premium to insure against roadside hold-ups for cleaning jets.

Cheap and Serviceable

AFTER going into the matter fairly fully, I am inclined to think that the best type of petrol filter which can be embodied in the specification of a cheap small car takes the form of a tube or cone of close gauze, forming an upward extension of the petrol pipe at the point where it enters the base of the tank. It is an advantage, in addition, if the pipe itself protrudes half an inch or so into the tank, as foreign matter of the kind which is usually found in stopped-up jets is invariably heavier than petrol, and therefore remains at the bottom of the tank below the level of the filter. In the case of cars fitted with filters inside the petrol tank, it is, of

course, advisable—say, once a year—to remove the union from the base of the tank and allow the sediment to drain away.

It may be thought that it is a disadvantage to allow the pipe to protrude into the tank, as the last drop of petrol would thus not be available for use, but I am convinced that this is actually an advantage, my conviction having been born from a recent experience when driving a car fitted with a petrol tank which provided an emergency reserve gallon of petrol. On turning the tap to reserve, and thus drawing the supply from the extreme bottom of the tank, I was soon in trouble with choked jets, the filter in this case being of a hopelessly inadequate type.

Turning in a Narrow Road.

IN some parts of Scotland the roads are so narrow that it is quite impossible to turn round in them in the ordinary manner. Moreover, they are so lonely that one may go for miles without finding a widening in the shape of an entrance to a house or the junction to another road. In extreme cases one may be forced to use the peaty side of the track, where the wise motorist will steer his front wheels. His rear wheels are on the hard road where there is no chance of them spinning or being dug in, while the front wheels can be manipulated fairly safely on the most treacherous turf.

A Cheap Car.

"MOTOR CYCLING" relates the story of a rider being presented on the road with a brand-new sidecar outfit by an owner who was "fed-up" with it. Such occurrences, although rare now, were not uncommon in the early days, when a motor vehicle of any kind was more of a liability than an asset. I remember several instances round about the year 1904.

In one case a worthy cabinet maker, having come into a legacy, invested in a second-hand car of German make. With great pride in his possession, he set off from a Midland town for a holiday at a Welsh seaside resort. Six miles out the engine stopped, and defied all his efforts to restart it. The agent from whom he purchased the car cycled out, and after prolonged labours got it going again, but at such a awful limp that the next five miles occupied an hour. Then a tyre punctured. Disgusted, the owner and his wife abandoned the vehicle and went on by train. That was on a Thursday.

On the following Sunday evening the cabinet maker

RICH MIXTURE (contd.).

and his spouse were coming out of chapel when, to their surprise and dismay, whom should they find waiting for them with triumph written all over his oily face but the self-same agent in the self-same car! Scandalized, the owner gave him one look and turned on his heel. "But what shall I do with the car?" cried the agent. "Keep it!" was the reply—and he did.

Light Cars and the King's Cup.

IRAN down to Lee-on-Solent the other day to see the finish of the King's Cup air race. There were many light cars drawn up by the pier, and the owner of one of them told me that he had seen the start of the race from Martlesham Heath aerodrome, which is north-east of Ipswich, at 5.30 in the morning, and that he had then come down by road, passing through Colchester, Chelmsford, London and Guildford. He arrived at Lee in plenty of time to see the first aeroplane cross the finishing line.

This information interested me, as I had a suspicion that the journey by rail could not be accomplished quickly enough to allow a person to witness both start and finish. I found, however, that by frequent changing, by going without breakfast, and by the copious (and ruinous) use of taxis, a person could just manage to travel from Martlesham to Lee quickly enough to be in time for the finish. The officials for the race were taking no risks; they did the journey by car.

By-road Dangers.

THE nervous novice who, to avoid traffic on main roads at holiday times, takes a cross-country route would be well advised to remember the philosophy in Hamlet's soliloquy anent flying to dangers

he knows not of. For if his route crosses main roads he may easily expose himself to far greater risks than if he kept to the almost solid traffic stream found along the main roads at week-ends.

A case in point came to my notice last week. A car owner who had driven fewer than 1,000 miles planned out a quiet route home from the sea, but at one place he was obliged to come into the main road. The corner at the junction was absolutely "blind," and, although he took all precautions short of actually stopping, he was hit by a fast car and hurled into the hedge. Had he kept to the main road all the way, he would probably have arrived home without mishap.

An Unmentionable Word.

THERE is one word in the language which, if mentioned in places where lightcarists gather, never fails to produce an overwhelming wave of indignation. I am not referring to words of excessive thermo-dynamic efficiency such as — or — or even —, but to a word of unimpeachable moral character. I refer, in short, to the word TRAM.

While passing through a town in Suffolk the other day I was impressed by the improvement made in traffic conditions on a stretch of road formerly very congested. This improvement has resulted from the introduction of rail-less trams. These trams take their power from overhead wires in the usual manner; but, as the trams are not restricted to a certain track, they are able to conform to the rules and conventions governing decent self-respecting traffic. The same standards which were used for the wires of the old trams are being used for the rail-less trams. The financial loss occasioned by the change has not been great. Let this experiment be commended to the notice of the benevolent gentlemen of the L.C.C. And let those who still refuse to see the light be condemned to eternal tramnation.

S.S.

**THE MAKE-AND-BREAKERS.**

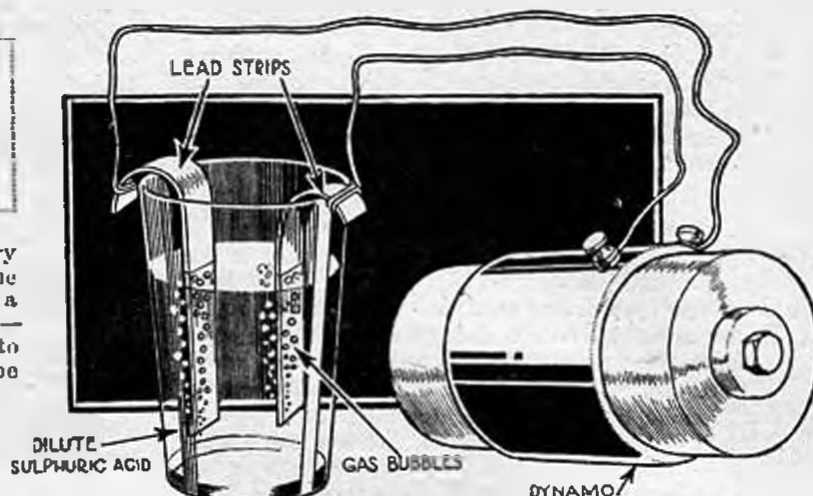
The Marble Arch is again a centre of great activity. It seems that no sooner is a London street repaired than the need for drastic excavations arises.

SIMPLE FACTS ABOUT BATTERIES.

THE BATTERY OF A CAR, DESPITE THE VERY COMPLICATED APPEARANCE OF ITS "INTERNALS," IS VERY SIMPLE IN CONSTRUCTION AND PRINCIPLE.

It is a strange fact that the battery of the electrical equipment is about the most misunderstood feature of a modern light car. Quite extraordinary—almost fantastic—ideas are prevalent as to how it operates and how it should be treated. Every owner of a light car can easily learn all that he should know about the battery from this article if he will first try to forget any of the prevalent popular misconceptions about it which he may at the moment cherish. For instance, he must not believe that a battery actually stores electricity, nor that it is something that can be strained by ordinary usage.

To begin with, the principle of a battery must be understood. If two strips or plates of clean sheet lead are placed a little distance apart in a tumbler three-quarters filled with dilute sulphuric acid, the apparatus forms an elementary battery—nothing

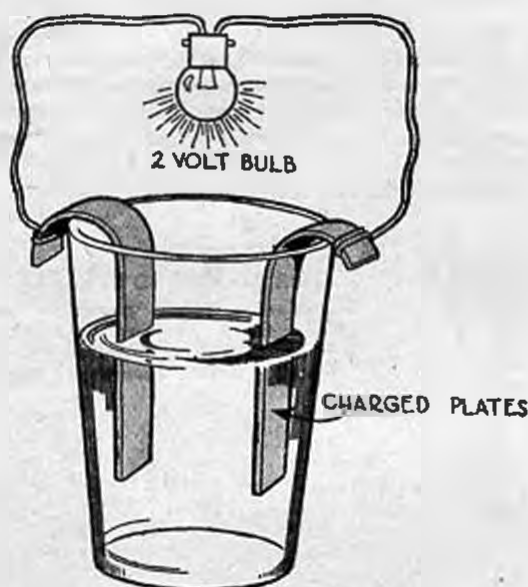


A SIMPLE CHARGING CIRCUIT

A tumblerful of dilute sulphuric acid in which are two lead strips forms an elementary type of battery which could be charged as shown.

What takes place is, briefly, that the current from the dynamo causes a purely chemical action to occur between the lead plates and the acid. If the surface of the plates be closely watched during charging, streams of gas bubbles will be noticed coming off. From one plate hydrogen comes off and from the other oxygen arises, due to the chemical action.

The plate that becomes brown is known as the positive and has a coating formed on it of what is chemically termed peroxide of lead, and the other plate, the negative, has a coating of chemically active pure lead, and it is this chemical condition of the plates that represents the "charge." Connect the small lamp across the plates and instantly the active chemical energy on the plates changes into current, and when the chemical energy becomes used up there is no more current available until the plates are once again charged, or, technically speaking, put into a chemically active condition.



Even so simple a battery as that depicted is capable of lighting a 2 volt lamp for a brief period.

could be simpler. Connect the plates, one each to the terminals of a dynamo, so that the current from the dynamo flows through the lead strips and the acid and it will be observed in a couple of minutes or so that one of the strips becomes a brown colour and the other a dull grey or slate colour.

After a few more minutes, disconnect the wires from the dynamo. This elementary battery is now in a "charged" condition, and if the bulb of a two-volt pocket torch be connected to the wires it will light up, perhaps for 30 seconds and then go out, the battery is then in a discharged state. Connect the dynamo to it again and it can be recharged and will light the lamp again, and these operations can be repeated any number of times.

B25

Elaboration Brings Efficiency.

The modern car battery is really only an elaboration of this very simple principle. The lead strip experimental battery is, of course, very feeble and inefficient, but by using large lead grids filled in with oxide of lead and by packing several of them very close together with some porous separating material in between—such as very thin prepared wood, or special rubber sheet—in ebonite cells or compartments, and sealing the whole job up in a practical way so as to hold the acid and withstand severe jolting and vibration, a highly efficient battery is obtained, that is to say, it will give back about 90 per cent. of the current put into it.

From the elementary theory it should be easily understood that the battery is a very convenient means for the equivalent of storing up electricity from the dynamo and using it at will to obtain mechanical power for starting the engine or light when the engine is not running, and it serves also as an electrical steadying device for the dynamo so that the lamps give a steady light, however the speed of the car may vary.

It has been explained that the modern battery is designed so as to withstand hard service, and this means chiefly that it must always be in a condition to give plenty of electrical power to start the engine. The lighting and steadying work is very easy for the battery. Suppose a battery were not specially made

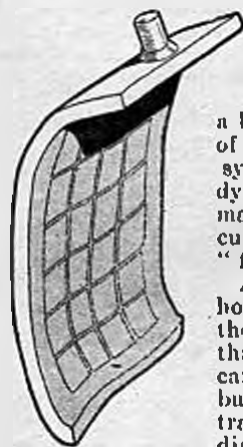
SIMPLE FACTS ABOUT BATTERIES (contd.).

for starting an engine; assume, as an example, an attempt were made to start with a "wireless" battery, the result would be very damaging to it.

The term "straining it" might in this case well be applied, the plates would very soon buckle and the lead oxide paste would drop out because of the light construction of the battery and the very excessive rate at which it was discharged. The work which a starter battery has to do can be followed from a hydraulic analogy. The battery is like a large tank full of water from which a large pipe (the cables) is connected to a turbine or water wheel which represents the starter. By suddenly opening a tap on the water pipe, the turbine will instantly revolve and deliver power, but if the tap be kept open too long the water in the tank will be used up and no more power will be available.

An Interesting Analogy.

The starter switch is equivalent to the tap, and if the switch is kept closed too long the battery will soon be exhausted of current, and, obviously, it is important to avoid this. The tank can be kept full by a small flow of water going in and, similarly, the battery can be kept full by a flow of current from the dynamo, but if a lot of current be taken out it will require a considerable time to fill it up to capacity again. If the battery has been completely exhausted the better plan is to remove it from the car and have it charged from the local power mains, as, usually, the car dynamo is not large enough to do the work unless it is kept running for a long period. As a fully discharged battery requires at least eight hours for recharging and as the current should, preferably, flow through it continuously for this period at a constant rate it will be seen that a fairly large source of power is required.



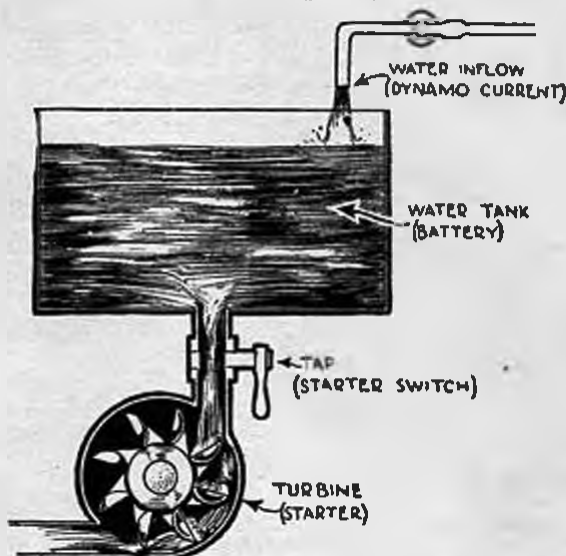
Continual mishandling or a short circuit may lead to buckled plates.

The finest way of charging a battery off the car is by means of the "constant potential" system, which consists of a dynamo so designed that it automatically reduces the charging current as the battery becomes "filled up."

A normal starting discharge, however, is quickly restored by the dynamo. It should be clear that ordinary use of the starter cannot injure the battery or buckle the plates. On the contrary, plenty of charging and discharging tends to maintain the battery in good condition. What has to be avoided is keeping the starter in action much beyond a normal period, the engine obviously being in a very unfavourable condition for starting. It may be "gummed up" or the carburation or ignition be at fault and, naturally, the starter cannot be expected to correct such faults.

Whilst frequent charging and discharging help to keep the battery in good order, it is necessary to give a small amount of attention to the acid in the cells, this acid, as explained, is a very important factor in the principle of the battery. When first put in the cells the dilute acid is of a particular strength or specific gravity; it is somewhat heavier than plain water, a usual figure being 1.195, water being defined as 1. This dilute acid has to cover the top edge of the plates by about a quarter of an inch and this level should be maintained.

Owing to the gassing and evaporation that take place when the battery is in use the level slowly falls and the specific gravity increases. If, however, just enough distilled water is added to restore the level to a quarter of an inch above the plates, as before, the correct specific gravity will be maintained. It is a good plan to test the specific gravity about every six weeks with a battery hydrometer. These useful instruments cost a few shillings only and can be had



The hydraulic analogy. The battery acts as a reservoir in which power is slowly accumulated to be given out as required.

from any large accessory concern. Should any of the acid be splashed out or spilled from the cells, this loss must be made good by adding dilute acid of the standard specific gravity and not distilled water.

Battery Repays Attention.

The modern battery will never give trouble if it has work to do, and if it is kept charged and has the acid strength attended to at regular intervals. Anything from five to ten years' service should be obtainable from it. The great aim must be to prevent a battery getting into a sulphated condition through want of use, neglect of regular charging or allowing the acid to become too weak.

Sulphating is a sort of chemical "rusting-up" of the plates, and it soon makes a battery useless, just as a piece of machinery can rust up and be ruined by neglect. As a matter of fact, sulphating can often be cured by discharging the battery through a suitable type of resistance and then recharging it "backwards," by connecting the charging leads to opposite terminals—that is, positive main to negative battery—and giving the cells a slow charge at about half the normal rate, afterwards washing out the battery, refilling with fresh acid and charging the correct way round. It may be necessary to repeat the treatment to remove all the sulphate. But the better plan with badly sulphated plates is to send the battery to a battery service agent who will be in a position to effect a proper cure or to fit new plates should they be required. The terminals of a battery sometimes show a greenish crust, which is caused by the acid attacking the brass terminals. This may be prevented by applying vaseline to the affected parts.

Always keep the battery terminals well tightened up and mop up any acid that may collect on top of the battery. Keep an eye on the ammeter, so as to be sure that there is no falling off from the normal charging rate.

Every Motorist Should Know That—

EXHAUST GAS IS POISONOUS.

A FALLACY DISPROVED AND A WARNING UTTERED.

TWO recent events have served to call attention to the deadliness of exhaust gases and the danger of running an engine in a closed garage.

The first is one of those regrettable tragedies which constantly recur through insufficient regard being paid to the serious nature of this subject. A motorist at Guildford was found dead in his garage at the rear of his car, where he had been doing some repairs whilst his engine was running.

The second event referred to is the publication by the United States Department of the Interior of a report of some experiments carried out at the Bureau of Mines Experimental Station at Pittsburg. An ordinary touring car of a well-known make was placed in a brick building of about 3,000 cubic ft. capacity. A dog was tied to the driver's seat, and the engine was started and left running at its lowest possible speed. The doors were then closed and the experiment was watched. In twenty minutes the dog rolled over on to the floor unconscious. A sample of air was withdrawn from the building at this time and analysed. It contained 1.3 per cent. of carbon monoxide. The experiment was continued, until at the end of two hours the engine stopped through lack of air. Analysis of the atmosphere now showed the presence of 2.1 per cent. of carbon monoxide.

The first point to note from these facts is that the popular belief that while the engine runs the air is safe to breathe is an absolute fallacy. One per cent. of carbon monoxide in the atmosphere is sufficient to cause death in a minute or two, and 2 per cent. is instantaneously fatal. This amount was exceeded long before the engine stopped running.

Although it was twenty minutes before the dog lost consciousness, it is not safe to assume that an engine can be run without danger for anything like this time in an ordinary garage. The engine in the American experiments was not run at the speed motorists commonly use for "warming up" or testing purposes, and, furthermore, the building in which the experi-

ments were conducted was much larger than the ordinary garage, which may often have no more than 500 cubic ft. capacity. In the usual circumstances dangerous concentrations of carbon monoxide would most likely be present after a couple of minutes when an engine is run in a closed garage.

The insidious manner by which carbon-monoxide poisoning is brought about is a further factor contributing towards the deadliness of the gas. Carbon monoxide is colourless, tasteless and almost odourless, so that its presence cannot be detected by ordinary means. When inhaled it combines with the hæmoglobin of the blood to form a bright red compound known as carboxy-hæmoglobin. When the blood carries only a very small proportion of this substance it is unable to circulate effectively, and will not absorb and distribute oxygen throughout the system. The first effect to be felt is a headache, which is quickly followed by giddiness. The inhalation of further small doses of the gas produces unconsciousness and eventually death. The antidote for carbon-monoxide poisoning is the inhalation of oxygen gas. Where quantities of carbon monoxide are liable to be present, such as in producer-gas plants, the Home Office requires the provision of suitable oxygen inhaling apparatus.

Motorists who have any regard for their safety should never start their engines in a closed building, and should never enter a closed garage where an engine is already running. Carbon-monoxide is heavier than air, and somewhat sluggish, so that it tends always to flow to the lowest level. Therefore, great care should be taken to see that the pit is clear before entering it for any purpose. It is a good plan after removing the cover boards to create a draught in the pit by fanning, to disturb any gas which may be lurking there. When doing any work which requires the engine to be running, throw the garage doors wide open, and see that a draught passes through the building. Better still, take the car outside.

H.C.D.

This Week's Hint.

TENDING DYNAMO BRUSHES.

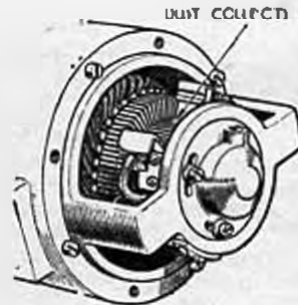
IN spite of the undoubted simplicity of the dynamo, there is a general feeling amongst car owners that it is an apparatus with which they should on no account interfere. This is largely a mistake, and unquestionably occasional attention, which does not of strict necessity require any great electrical knowledge, will result in increased efficiency in the lighting and starting system and add somewhat to the life of the battery.

One of the greatest enemies of the dynamo is carbon dust, which comes off the brushes and is deposited around the cage holding the brush gear. This dust, which is, of course, a conductor of electricity, is liable to set up a short circuit between adjacent brush holders, possibly to the great harm of the dynamo. Another trouble which can arise from dust is the brushes sticking in their holders, so that they do not make proper contact with the commutator, which will result in

R30

sparking and burning away of the brushes and pitting of the commutator.

To clean the brush gear, first remove the metal cover, so as to expose the brushes, and then take out each brush from its holder by very carefully lifting the spring-loaded trigger clear of the brush end



The commutator and brush gear of a conventional car dynamo is generally quite accessible when the cover is removed.

and gently pulling on the wire lead. Care should be taken, on removing the brushes, to identify them so that they will be replaced in their proper holders. The brushes may be wiped with a petrol rag and their running faces examined for signs of burning or chipping. Each face should be shiny and curved to fit the radius of the commutator. Dust inside the cage should be cleaned out with a rag and by blowing with a tyre pump. Examine the commutator, which should be smooth and clean. See that all terminal nuts are tight and that there are no loose strands of wire to cause short-circuiting.

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Topics of the Day

An Important Case Decided.

WE are pleased to learn that the Pwllheli case, in which a competitor was summoned for taking part in a competition organized on a Sunday, has been dismissed. He was accused under an Act passed in the reign of Charles 1 of congregating outside his own parish on a Sunday for the purpose of sport and pastime, the case being the outcome of the Liverpool Motor Club's Hill-climb at Screw Hill. It is gratifying to learn that the case of the competitor was taken up in a very active manner by the A.C.U., which, feeling that a principle was involved, arranged for the defence through the legal department of the R.A.C.

Opinions naturally differ with regard to the desirability of holding competitions on Sundays, and it is probable that, so far as those immediately interested are concerned, there are more in favour of Sunday competitions than against them, but it cannot be denied that, generally speaking, it is a better plan to organize hill-climbs, speed trials and the like for week-days rather than for Sundays. It must not be overlooked that, whereas no reasonable exception can be taken to the holding of motoring competitions on week-days, there are many who are ready loudly to protest even at the suggestion of holding them on Sunday, and, bearing this in mind, and also the fact that the fewer anti-motorists there are the better it will be for everyone, it is clear that Sunday competitions should be discouraged.

It is fortunate, nevertheless, that the case referred to above was dismissed, for it should be noted that the competitor in question was summoned for taking part in a "sport and pastime." If a conviction had been secured in this case, it seems that a precedent would have been established for entirely prohibiting Sunday motoring, for, after all, what is a week-end run to the seaside or to a popular venue but "congregating outside one's own parish on Sunday for the purpose of sport and pastime"?

Small Car Reliability.

WE have had occasion frequently to comment on the remarkable capabilities of modern small cars, and it is a fact that as each year—almost each month—passes, their field of activity becomes wider and their capabilities more remarkable. The performances of small cars in the various important

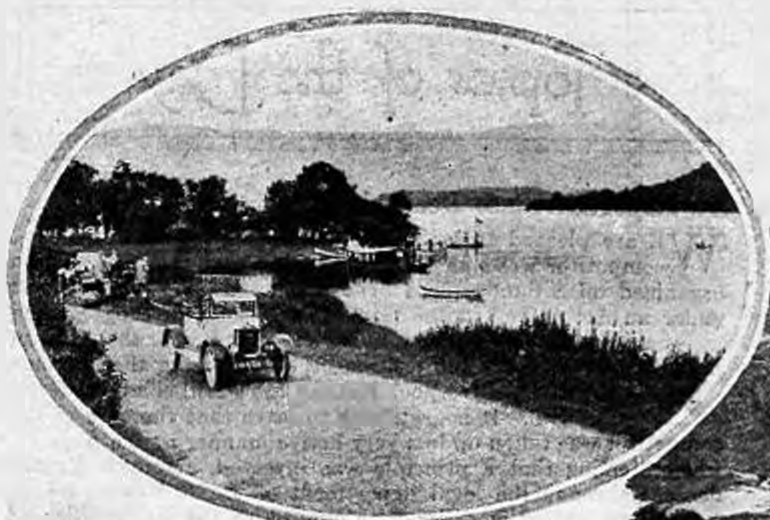
Further Strik- reliability trials which have been held this year ing Testimony. have been little short of astounding, culminating in the remarkable results revealed in the Scottish Six Days' Trials, when not one of the competing cars failed to complete the course on account of mechanical troubles. It must not be thought, however, that small cars give such wonderful results only when they are handled by experts.

In this issue a contributor who is a comparative newcomer to motoring describes how he started from England with one of the most popular makes of light car, and completed a 2,000-mile tour of the Swiss Alps and suffered no mechanical trouble whatever, his only involuntary stop, in fact, being to mend a puncture, while among the tasks which the car was called upon to complete was a continuous bottom-gear climb of ten miles. Another enthusiastic light car owner recounts in our correspondence columns this week his experiences with one of the cheapest light cars which he purchased second hand, taught himself to drive, and took for a lengthy tour without any special preparations being made. The little car took him, with his family, wherever they wished to go, and, on his return, he was able to tell the usual story of an absolutely trouble-free run.

HOLIDAY CENTRES

In England, Scotland and Wales is
Diversity of Interest Unobtainable

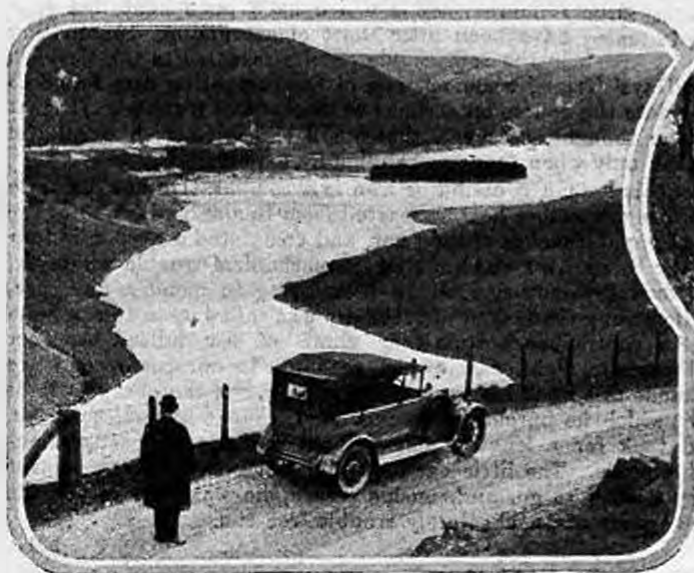
(Below) A glimpse of the Peak District—
Monsal Dale in Derbyshire.



(Above) Scotland makes an appeal to thousands of light car owners. The photograph was taken on the benrie banks of Loch Lomond.



(Above) Lynton, a Devon beauty spot and (right) the Houses of Parliament, in strange contrast, but equally popular among tourists.



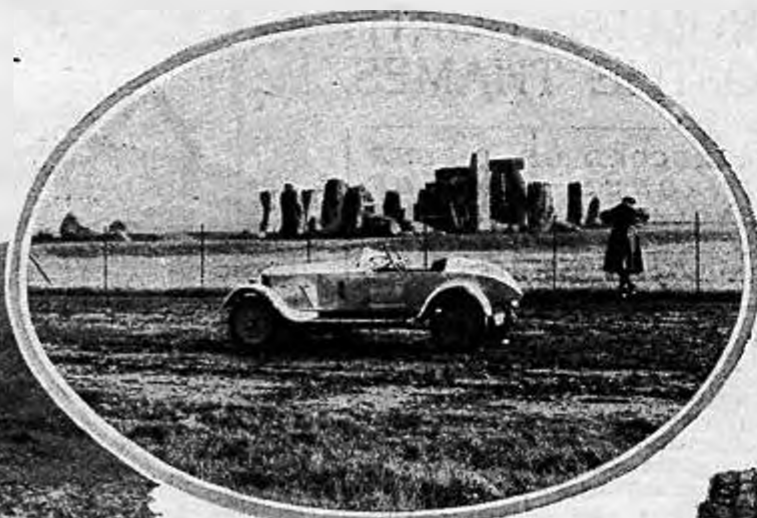
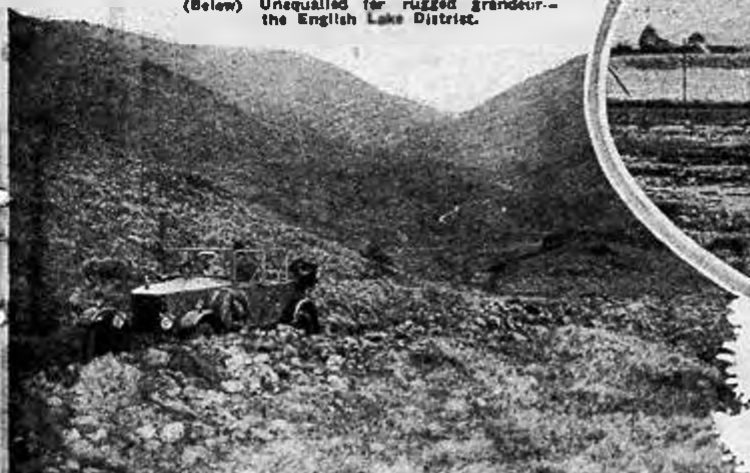
TOURING CENTRES
FAR AND NEAR.

Mountain, coast and lakeside scenery.
(From left to right, bottom row) One
perhaps one of the most beautiful
Scotland (Rest and Be Thankful H

SCENERY IN BRITAIN.

to be Found Scenery Offering a
Any Other Part of the World.

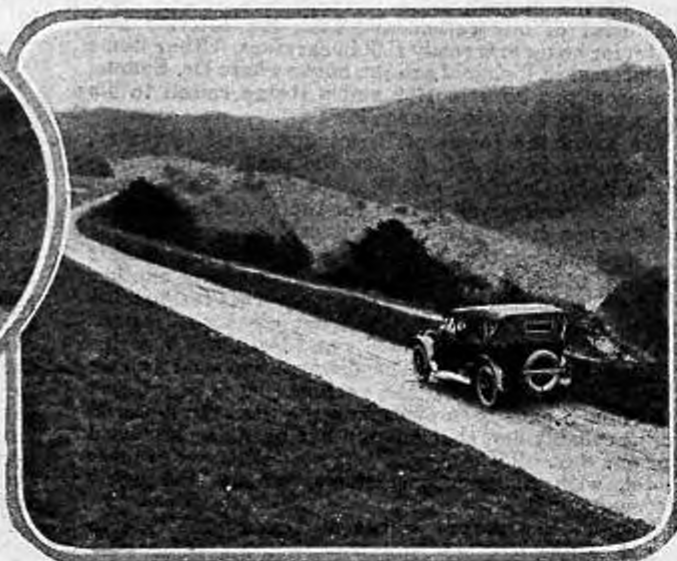
(Below) Unequalled for rugged grandeur—
the English Lake District.



(Above) Stonehenge, on the dreary waste of
Salisbury Plain. It forms perhaps the most
popular link with the prehistoric times of
our country.



(Left) One of the half-timbered houses in Stratford-on-Avon,
and (above) the rocks which repel the Atlantic at Land's
End.



may be enjoyed by the motorist within the compass of a week-end run.
making one of the picturesque lakes of Wales; climbing out of Lymington,
of Devonshire seaside resorts; scaling the precipitous mountain tracks of
Wales; and, more familiar to southerners, a halt to admire the wooded slopes
of Box Hill in Surrey.

FROM THE NORTH TO THE THAMES.

*A RECORD OF A TOUR
THROUGH SOME OF
ENGLAND'S PRETTIEST
SCENERY RICH IN HIS-
TORICAL ASSOCIATIONS.*

FOR those motorists who wish to take a short, leisurely and interesting tour from the North, a trip to the Thames Valley may be thoroughly recommended.

Taking the Manchester district as a convenient starting point, a great many places of beauty and interest are passed through on the way to Reading and Windsor, which are the most southerly points of our proposed tour.

Leaving behind the noise and bustle of Cottonopolis, we are soon on the well-known high road from Cheadle to Congleton, and immediately after passing Handforth and Wilmslow we are charmed with the beauties of Alderley Edge, Capesthorpe and Saddington, whilst on our left rise majestically the heights of Derbyshire. Continuing past the picturesque "black and white" church at Marton, we shortly descend a steep hill into Congleton, where, on reaching the old half-timbered inn, "The Lion and Swan," a sharp turn to the right is taken for Astbury.

Reminders from the Past.

Here the beautiful old church, the main portion of which dates back to 1616, is well worth a few minutes' inspection, and another halt should be made a few miles farther on to admire the picturesque old half-timbered hall of Moreton, which stands in the fields on our left.

This is one of the finest examples of "black-and-white" architecture in the country, the courtyard being particularly beautiful.

Twenty miles farther along is Rugeley, a quaint old market town, formerly named Ridgeley, which has an interesting old church dedicated to St. Augustine. Continuing our journey for eight miles, we enter the old-world city of Lichfield, with its famous three-spired cathedral standing on our left. Although not one of the largest, it is certainly one of the most beautiful of our cathedrals, both the interior and exterior being extremely rich in carvings. Other items of interest in Lichfield are the house where Dr. Samuel Johnson was born in 1709 and a statue raised to his memory by the late Chancellor Law.

To avoid the towns of Birmingham and Coventry, the tourist is advised to take the road through Bassetts Pole, Coleshill, and Stonebridge to Kenilworth, the latter being well known for the picturesque ruins of its once famous and historic castle.

The journey from Lichfield to Kenilworth by this route is 28 miles, and, after a charming run of another five miles we arrive at Leamington. This fashionable town, with its tastefully laid out pleasure grounds and winding river, is certainly an ideal place in which to rest for the night. The distance covered is now about 100 miles, and if the various places of interest mentioned have been visited on the way, the motorist will probably find that enough has been accomplished for one day. "The Angel," an old-fashioned country hotel, with all modern comforts, can be thoroughly recommended.

Should time permit whilst at Leamington, a trip

B34



**MORETON
OLD HALL.**

A grand old building which is one of the finest examples of mediæval black-and-white architecture to be found in England.

may very easily be taken to Warwick and Stratford-on-Avon, as both these historical towns are within very easy distance, Warwick being only two miles away and Stratford ten miles.

Our direct route is, of course, through Banbury to Oxford, along a fine 22-mile stretch of road through beautiful undulating country. A halt should be made at Banbury to inspect the famous old Cross and the interior of the church of St. Mary, which, with its magnificent paintings, impresses the stranger by its revelation of unexpected grandeur.

Oxford is certainly the most interesting town on our tour, and a day or two should, if possible, be spent here to visit the many unique and picturesque old college buildings and churches, such as the Bodleian Library, the Sheldonian Theatre, and the Radcliffe Camera.

After proceeding for six miles, we pass through the delightful village of Nuneham Courtney, the well-known seat of the Harcourt family, and the great park bordering on the river adds a finishing touch to a most charming picture.

On reaching the village of Shillingford—about five miles distant from Nuneham—the motorist has the option of two routes. By turning to the left over Nettlebed Hill we have a direct run of only 12½ miles to Henley, and a further 9½ miles brings us to Maidenhead.

Riverside Beauty Spots.

By turning to the right, however, at Shillingford, we keep nearer to the course of the river, avoid Nettlebed Hill, and pass through the picturesque village of Pangbourne, where the Thames is extremely pretty.

After keeping the river on our left for another 5½ miles, we arrive at the busy town of Reading. Continuing for four miles, we reach the charming little riverside village of Sonning, which well deserves its widespread popularity with artists. The road turns sharply round several awkward corners, and care should be taken in passing through here on our way to Henley, which is reached after a further run of seven miles. Henley is a sleepy little town, prettily situated on the river. Should the visitor wish to stay here for the night, the accommodation at the Catherine Wheel Hotel will be found to be all that is desired.

After following the winding of the river for eight

FROM THE NORTH TO THE THAMES (contd.).

miles and passing through picturesque Medmenham, with its abbey near the riverside, we arrive at Great Marlow, a pretty and fashionable riverside resort, which each year is gaining in popularity with boating enthusiasts. A charming view of the river, with the tall spired church by the waterside, is obtained from the pleasant gardens of the Compleat Angler Hotel.

A run of only five miles brings us to the town of Maidenhead, and a fine view of the broad expanse of the Thames is seen by looking to our left as we cross the bridge on our way to Eton. Continuing towards Slough for a mile or so, and then turning to the right across the common, we have a short run into Eton, and by this route miss Slough, which we keep on our left. Shortly after turning down this by-road we see Windsor Castle standing out majestically on the hill, and in a few moments we find ourselves in the quaint old town of Eton. The College is a grand old building and the interior of the adjoining chapel is indeed magnificent. By crossing the river bridge we enter Windsor, famous, of course, for its historical castle, which to-day is frequently visited by members of our Royal family. On the payment of a small fee the tourist may see a great part of the castle, and at least an hour should be set aside for the inspection of the extremely interesting interior.

To avoid returning by the same route, the road through Slough, Watford and St. Albans may be taken, and here a halt should certainly be made to inspect the beautiful cathedral. From here a run of 83 miles through Luton, Bedford, Kettering, and Market Har-

borough brings us to the busy but pleasant town of Leicester, and, should the tourist wish to remain here for the night, the "Royal," a first-class commercial hotel, will afford every comfort. The old Town Hall will certainly appeal to those interested in ancient buildings, and the magnificent church of St. Mary should also be visited. The next 28 miles of our journey, through Mount Sorrel, Loughborough and Kegworth, is rather flat and uninteresting until we reach Derby, but after leaving this busy railway centre we pass through the most beautiful peak and dale country imaginable. The run along the lovely valley of the Derwent, through Belper, Ambergate and Cromford to Matlock is ideal, and this beautiful hilly scenery continues right along through Rowsley, Haddon, and Bakewell to Buxton. Haddon Hall, the home of the notable Dorothy Vernon, stands picturesquely in the meadows by the winding River Wye, and the tourist will be delighted by a visit to this historical old manor house.

Continuing for a mile or so past the quaint old-fashioned country town of Bakewell, we turn to the left through the pretty little village of Ashford, and soon commence a long pull up Taddington to Buxton. After climbing out of Buxton, we have a winding descent of five miles to Whaley Bridge down a finely made road, but thereafter the surface is rather poor for the remaining 17 miles to Manchester. As, however, we have covered a distance of about 400 miles during our tour, we cannot complain, for the surface of the road over the greater part of the journey has been excellent and no discomfort whatever need be felt—although the tourists' car may be merely a 10 h.p. two-seater.

R.B.

THE EVER-USEFUL EMERY WHEEL.

AN INVALUABLE ADJUNCT TO THE BENCH OF EVERY OWNER-DRIVER'S GARAGE.

APPARENTLY many owners of light cars are unaware of the existence or of the utility of small high-speed hand-operated grinders. They are usually of American manufacture and have proved to be very popular in the country of their production. The price is reasonable, from 10s. upwards, a figure which cannot be called high when the variety of uses to which the article can be put is realized, and they are obtainable from most large general stores or shops which sell machine tools and engineers' requisites.

A grinder is very simply constructed and there is nothing to get out of order. It comprises a small emery or carborundum wheel about 4 ins. in diameter, which is mounted on a spindle geared up through the medium of a gearbox, and the whole is clamped to a table or bench in much the same manner as that in which a small portable vice is attached.

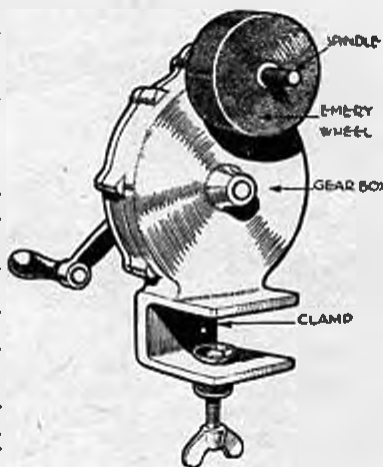
The power is provided by hand, and it requires no great effort to turn the wheel at 2,000 to 3,000 revolutions per minute. Apart from the fact that it is useful as a grinder, thereby obviating much hard work with a file, an emery wheel has a variety of other uses. Such operations as sharpening drills and cutters, rounding off the corners of various fittings made of hard steel, refacing damaged nuts and sparking-plug hexagons, touching up piston rings, and so forth, will immediately suggest themselves, and, furthermore, this wheel will operate on steels so hard that an ordinary file would make no impression whatever.

Needless to say, some of the jobs outlined above require a certain amount of skill on the part of the operator and great care must be taken, otherwise hardened steel may be softened by the heat generated by friction. Such operations as truing drills and lathe tools are usually performed only by experienced mechanics, as considerable skill is necessary to obtain a good result.

For the sum of a few shillings it is possible to purchase a drill chuck which may be screwed on to the spindle of the grinder, thus extending the sphere of usefulness of this "gadget" into the field of handy, high-speed drilling machines. Such an arrangement should prove just as efficient as, if not more so than, the more fashionable Yankee brace or breast drill, and with the addition of a selection of the smaller-sized drills, between $\frac{1}{8}$ in. and $\frac{1}{4}$ in., many little odd jobs could be achieved which ordinarily either would have to be neglected or placed on the "account" at the local garage.

A small circular saw for minor wood jobs could just as easily be attached to the same spindle, and a simple saw-table is very easily rigged up from a piece of heavy-gauge sheet-metal.

Another useful implement in the form of a spiral spring winder could also be easily arranged, and doubtless any mechanically minded enthusiast would have little difficulty in further exploiting this very versatile little machine. Treadle-operated emery wheels are, of course, available, and many prefer them to the type illustrated herewith.



The American type of hand-operated emery wheel which can be adapted to a variety of uses.

AN INTERESTING AMATEUR DESIGN.

NOVEL FEATURES CONTAINED IN A TWO-
SEATER CONSTRUCTED AT HOME.

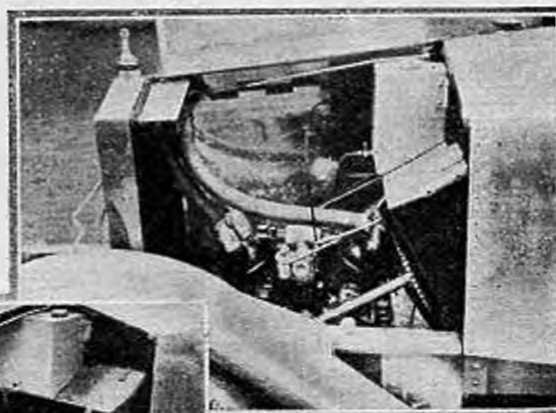
AN interesting light car has been constructed by Mr. C. B. Wilson, M.I.C.E., of Birkenhead, which combines many interesting features of design with remarkably good workmanship. The designing of this car occupied a period of about two years of its constructor's spare time, while carrying out civil engineering work in India, and the vehicle is named after Salem, the place where Mr. Wilson was stationed at this time.

The actual construction occupied a period of nine months during leave in England, and considering the multiplicity of small parts which had to be manufactured and the fact that the only machine tools available were a 3½-in. Drummond lathe and a Drummond bench drill, the work reflects the highest credit on its builder.

The Engine and Frame.

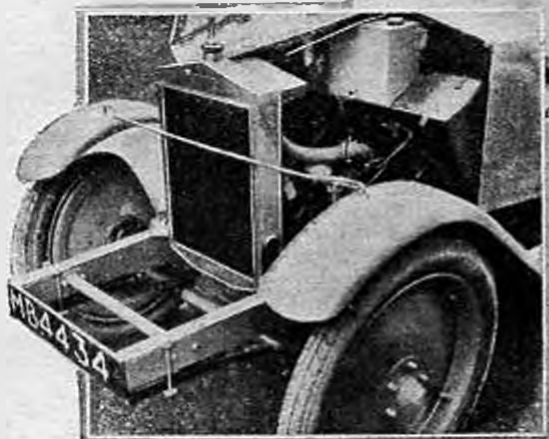
A 1,070 c.c. Anzani water-cooled V-twin is mounted fore and aft, in an ash frame, the side members being 4½-in. by 1½-in. section, a size which has proved amply strong without any metal strengthening pieces. Cross-bracing has been carried out by light rods and turnbuckles following aircraft practice, while the axles are carried on quarter-elliptic springs front and rear, the front suspension being particularly interesting in that the springs are mounted on extensions of the main frames and have a trailing instead of a leading action.

Sankey steel disc wheels, 28 ins. by 3 ins. in size, shod with Dunlop cord tyres, are fitted front and rear, a Wrigley front axle and special solid rear axle being used, while hand and foot brakes operate on



UNCONVENTIONAL POINTS.

The engine is placed low down in the frame, whilst the cooling system and the novel method of front suspension will be observed.

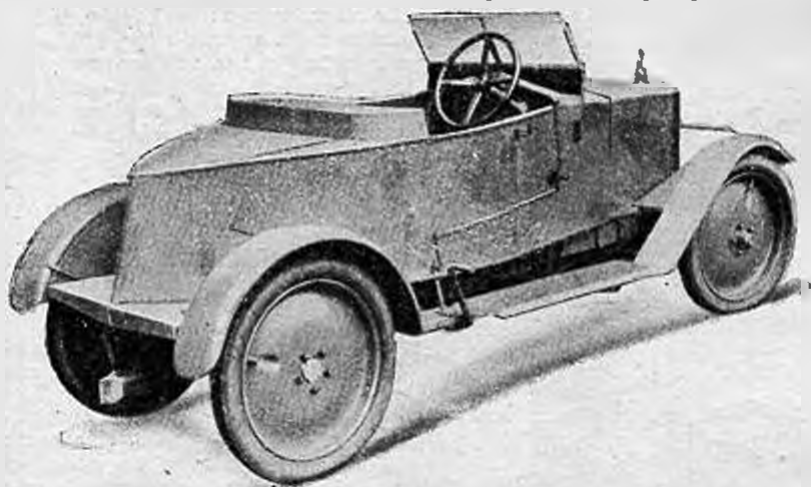


both rear wheels, the brake anchor plates being so designed that they are interchangeable. The chassis dimensions include an 8-ft. 5-in. wheelbase, 3-ft. 10-in. front and 3-ft. 6-in. rear tracks, while grease-gun lubrication is fitted throughout.

The engine is mounted on channel-steel bearers, while twin pipes to an Argus silencer carry the exhaust gases to the rear of the car. The steering is interesting in that a chain reduction is used from the steering column proper on the off side of the car to a short subsidiary column on the near side, from the lower end of which an arm operates the steering mechanism direct.

Transmission is by a long 1½-in. motorcycle belt to a special Sturmev-Archer gearbox, giving three speeds and reverse, the latter operated by a control lever mounted on the right-hand side of the body. An interlocking device prevents the engagement of two gears at once. The final drive to the rear axle is by ½-in. chain.

Lubrication is by means of a Showell mechanical pump with a sight feed on the dash, petrol and oil tanks being located under the front of the mahogany dash, which is fitted with a cupboard for gloves or maps. Two adjustable Auster sporting-pattern windcreens are provided, while all the pedal controls are adjustable, and the gear lever is conveniently situated on the outside of the body. An ingenious arrangement of levers designed by the constructor's brother—Mr. K. Wilson—interconnects the rod-operated accelerator control with the Bowden mechanism used for the hand control on the wheel and the actual throttle control on the carburettor. A Sorck radiator is used, while light domed wings protect the body, which is built up from sheet aluminium secured by copper screws and rivets. A most interesting feature of this little car, and one that is seldom found in the case of home-built machines, is



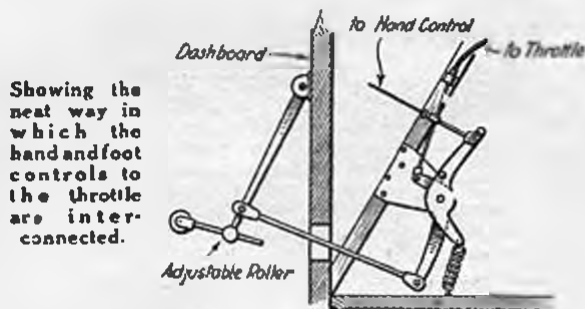
THE
COMPLETE
CAR.

R33

It will be seen that the appearance of this home-built car is quite attractive. Note the kick-starter and the gear lever.

AN INTERESTING AMATEUR DESIGN (con.).

that the bodywork has been very neatly carried out, and the polished copper rivets form a pleasing con-



trust to the aluminium. The seat and squab are sprung with "Float on Air" cushions covered with Pegamoid upholstery. A small dickey provides ac-

commodation for one additional passenger, while tools can be carried in a locker at the back of the front squab.

The Engine Starter.

The engine is started by means of a kick-starter on the off side of the car: this was strengthened after the preliminary road test. The rear axle radius rods which run on self-aligning ball races bolted to the frame were also strengthened to take the braking stresses. All the smaller parts, such as spring shackles and bracing plates, were made by hand, the only work which was beyond the scope of the constructor being a number of castings and an extra heavy flywheel incorporating a belt pulley, which will be fitted as a later modification.

The Salem has now successfully emerged from its preliminary road testing, and is one of the most creditable pieces of amateur work of the many examples which we have had submitted to us at various times for examination and criticism.

YORKSHIRE CENTRE HILL-CLIMB.

RAINY DAY AT RINGINGLOWE ROAD.

TRADITION has it that Sheffield is afflicted with more rainy days than any other town or city in the White Rose county. Motorists who make a practice of attending the Centre hill-climb on Ringinglowe Road will readily subscribe to this view, for last Saturday's event completed a trio of successive annual meetings all attended by deplorable weather conditions.

Shortly before the event opened at 2 p.m. Jupiter Pluvius flung the flood-gates wide open, and during the whole afternoon, except for some all-too-brief intervals, Ringinglowe Road was subjected to a deluge calculated to damp the spirits of the most ardent enthusiast.

The entrance to the spectators' enclosure became a morass, and it spoke volumes for the interest aroused by the event when one noted the large assembly of light cars in this enclosure, despite the depressing conditions.

The classes for cars had attracted nearly 60 entries, of which 23 were confined to the up to 1,600 c.c. class, this class being divided into amateurs and experts.

Among several interesting entries one noticed the stripped and businesslike 11.9 h.p. A.C. driven by J. A. Joyce, nominee of Mr. S. F. Edge.

Miss C. P. R. Turner and Miss D. Heath drove an 11.9 h.p. Bugatti and a 12 h.p. Darracq respectively, while F. W. James and J. R. Sylvester were perhaps the most promising of several Morgan entrants. Each of the foregoing competitors were also entered in the unlimited car class.

The running off of the 1,600 c.c. amateur class was begun at 4.30, and although the sun made a fleeting appearance at this time, the clouds quickly closed up again, and most of the competitors were called upon to go up the half-mile course in the teeth of a driving rainstorm.

The tar macadam surface was naturally treacherous under the prevalent conditions, but the course—which has an average gradient of 1 in 20—is fortunately dead straight. All classes were

from a flying start not long enough to prevent gear changing becoming an important factor.

In the class under review W. Wild (11.4 h.p. Bugatti) and R. Blatherwick (11.9 h.p. Bugatti) were steady if not very fast, and gear-changing in both cases was clean and well timed. Miss D. Heath, in the 12 h.p. Darracq, showed splendid acceleration, and her quick getaway left the starting officials enveloped in a shower of spray.

It was, however, left to R. A. Blake to put up the star performance in his very lively 10 h.p. Morgan, which held the road splendidly.

The 1,600 c.c. class for experts was next under review, and the two women drivers, Miss Turner and Miss Heath, were again consistently good, although the flying-start section was now greasy and treacherous in the extreme. H. Barnes's 10 h.p. Morgan made rather a poor getaway, while V. G. Wallsgrove experienced a nasty skid at the start, and although this was corrected in excellent style it was reported that he had not finished the course.

E. A. Hatfield's 10.4 h.p. Darracq was good, although at this stage rain was falling in torrents, and it was impossible to see down the length of the course.

The outstanding performance in this class was undoubtedly that of J. A. Joyce in the A.C.

A splendid getaway and perfect changing took him up the hill in 26½ secs., a really noteworthy run. The performances of J. R. Sylvester and F. W. James were also deserving of commendation and calculated to uphold the Morgan reputation.

Despite the weather conditions, events were being run off with considerable despatch, and the class for amateurs unlimited was quickly begun.

Although Miss Mitchell's 23 h.p. Straker-Squire put up a winning pace, the light car entrants made a good show, and Miss C. P. R. Turner was particularly impressive with the 11.9 h.p. Bugatti.

The unlimited class for experts saw

J. A. Joyce again in the field with his A.C. pitted against such opponents as the 23 h.p. Straker-Squire and the 15.9 h.p. Bentleys of Douglas Leng and G. Porter. There were 18 entries in this class, and some close times were recorded.

It was announced that J. A. Joyce on the A.C. had achieved a light car triumph, covering the course in 22 secs.

This terminated the classes for cars, and few of the competitors were sorry to leave Ringinglowe Road on this occasion.

One must express admiration for the efficient manner in which the club's officials carried out their duties, despite the unpleasant conditions.

Timing was electrical, and the announcements of results at both ends of the course was promptly and efficiently carried out. One can only add a pious wish that next season's meeting may be attended by better weather, and that the 1,500 c.c. light car limit will be observed. As the following placings show, only light cars figure in the list of results, the "just outsiders" being conspicuously absent.

PROVISIONAL RESULTS.

Cars up to 1,600 c.c. (Amateurs).

	Time.
	secs.
1. R. A. Blake (10 h.p. Morgan)...	30
2. Miss C. P. R. Turner (11.9 h.p. Bugatti)	36½
3. R. Blatherwick (11.9 h.p. Bugatti)	40½

Cars up to 1,600 c.c. (Experts).

1. S. F. Edge (Driver, J. A. Joyce) (11.9 h.p. A.C.)	26½
2. J. R. Sylvester (10 h.p. Morgan)	30½
3. F. W. James (10 h.p. Morgan)	32½

Cars Unlimited (Amateurs).

1. Miss M. Mitchell (23 h.p. Straker-Squire)	29½
+ Miss C. P. R. Turner (11.9 h.p. Bugatti)	30½
+ H. G. Sissons (13.2 h.p. Austro-Daimler)	30½
+ Dead heat.	

Cars Unlimited (Experts).

1. S. F. Edge (Driver, J. A. Joyce) (11.9 h.p. A.C.)	28
2. Miss M. Mitchell (23 h.p. Straker-Squire)	29½
3. H. G. Sissons (13.2 h.p. Austro-Daimler)	30½



The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested to write upon one side of the paper only.

Taxation Rebate on Old Cars.

P.W. (Rugby).—A rebate of 25 per cent. is allowed by the Inland Revenue authorities on the taxation of all motor vehicles of which the engines were made prior to January 1st, 1913. The full amount of the Treasury tax should be paid, the refund of the rebate being claimed on a special form afterwards. Your rebate will therefore be £3 per annum.

Reverse Gears for Morgans.

S.T. (Reading).—There are several auxiliary reverse gears for Morgan cyclecars on the market, and most of them will be found quite easy to fit. We believe we are right in saying that, except when in operation, all the reverse mechanism is entirely disengaged; in other words, "running free," consequently there is no frictional loss of power.

Speedometer Adjustments.

G.R.P. (London, W.11).—We do not advise you to tamper with the adjustment of your speedometer. If you return it to the makers advising them of the size of tyres you are using, the effective diameter of the two belt pulleys and the gear ratio between the crown wheel and bevel pinion in the rear axle, they will check the setting, make any necessary conversions and return it to you in a few days.

Touring Abroad.

S.C. (Coventry).—Apart from the fact that you propose to undertake a motor tour through the South of France, we should strongly advise you to join either the Automobile Association or the Royal Automobile Club. Membership of either of these institutions confers numerous benefits on the motorist, prominent among which is an excellent organization for facilitating touring abroad.

Inland Revenue Tax.

R.N. (Colchester).—The Inland Revenue Tax is based on the R.A.C. horsepower rating, which is arrived at in the following way: $\frac{D^2 \times n}{2.5}$, where D =

the diameter of the cylinders in inches, otherwise known as the bore, and n = the number of cylinders. In answer to your last query, so long as a three-wheeler cyclecar weighs no more than 8 cwt. unladen, the tax is only £4.

B40

Portable Garage.

J.E.F. (Laindon).—In your search for a suitable garage to accommodate your light car, we should advise you to communicate with the manufacturers of some of the excellent examples particulars of which are published in our advertising pages. You will find that in nearly every case the advertisers have other models than those which they illustrate.

Well-known Gradients.

W.H. (Richmond).—The gradient of the final stretch of Kirkstone Pass, known as the Struggle, is just under 1 in 5, which is, of course, steeper than the average gradient of the whole Hill. Beggar's Roost and Countisbury each have an average gradient of 1 in 5, and Porlock is three miles in length, the steepest portion being 1 in 4.

Action of Buzzers.

P.M.J. (Moreton-in-the-Marsh).—An electric horn of the buzzer type does not incorporate an electric motor. The diaphragm is caused to vibrate in the same manner as the striker of an electric bell, in which an electro-magnet operating against the action of a spring sets up very rapid vibrations. You are correct in believing that a buzzer bears a similarity to a trembler coil.

Home-built Transmission.

T.H. (Ely).—We should advise you, in designing your home-constructed cyclecar, to dispense with a differential in the back axle. A solid axle, driving both rear wheels will be equally satisfactory and considerably more simple. This principle has been adopted by many manufacturers of cyclecars, such as the G.N., with success. It is, however, necessary that a particularly stout axleshaft be used, especially if the sprocket is approximately in the middle.

Radiator Repairs.

E.C.W. (Keighley).—We are compelled to agree with you that radiators are very costly, but this is unavoidable because they are difficult to build, and much of the work must be done by highly skilled mechanics. Have you asked the proprietor of your usual garage whether it would be possible to repair your radiator? Numbers of concerns specialize in this work, and they are able to restore an apparently ruined radiator approximately to its new condition and at a reasonable price.

Lubrication Charts.

F.H. (Hartlepool).—You can follow the Vacuum Oil Co.'s chart of recommendations with perfect confidence. The information given in the chart is depended upon by thousands of motorists in all parts of the world.

Cyclecar v. Sidecar.

L.G.F. (Barnes, S.W.).—You would find a Scott-Sociable much more comfortable than your sidecar machine. Four can be carried without undue overloading, and a Scott-Sociable would certainly be no more expensive to run than an 8 h.p. combination. You would get at least 60 m.p.g.

Noisy Electric Starter.

H.C.N. (Whitstable).—You complain of noisy operation of your electric starter, but this is an annoyance caused by nearly every car fitted with the conventional type of starting motor. It is quite impossible to cure the noisiness of the gears, and we can only advise you to accustom yourself to it. The scrapping of your existing starter and the purchase and fitting of one of the silent-operating type would involve you in considerable expense.

Compression Gauges.

L.H. (Manchester).—There is such an accessory as you mention; it is called the Okill compression indicator, and is made by a firm in Birmingham, the London agents being Brown Bros., Ltd., Brown's Buildings, Great Eastern Street, London, E.C.2. You could probably obtain results of a kind by wiring a piece of rubber tubing over a compression tap—if you have one, that is—and connecting it to an ordinary tyre-pressure gauge.

Electrolyte.

D.B.R. (Harrogate).—The liquid contained in the battery of your car is termed the electrolyte, and consists of a solution of sulphuric acid and distilled water. The level should be slightly above the plates, which can be clearly seen through the filler orifices. On no account add sulphuric acid; all that is needed to keep the level correct—assuming, of course, that the battery casing does not leak—is an occasional gill or so of pure water. Distilled water may be obtained from a chemist, but rain water may be used if distilled water is unobtainable.

Tube Bending.

H.D. (Woodford).—Thin-gauge steel or copper tube, such as that used for water-pipes and similar purposes, must always be well annealed and then "loaded" before bending, otherwise it will kink and flatten out. Plug one end of the pipe and fill it with molten lead. When quite cold it may be bent by pulling it round a suitably shaped former a little at a time. Any swelling noticed during the process should be gently hammered out with a ball-peen hammer. When the correct shape has been attained melt out the lead.

Aluminium pipes should be loaded with pitch or resin. The practice of loading pipes with sand for bending is not at all good, as it is almost impossible to pack the sand tight enough to prevent kinks forming. In any case, pipe-bending is not easy, and we suggest that you entrust the work to a skilled coppermith.



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

Home-made Happiness.—A Baffling Magneto Trouble.

The French Cyclecar.

Your description of the new French three-wheeler D'Yrsan, in a recent issue, is very interesting in more ways than one, but what strikes me most forcibly is the price. If a French manufacturer can produce a cyclecar such as you describe, i.e., a four-cylinder o.h.v. engine, three speeds and reverse, detachable and interchangeable wheels, front-wheel brakes, etc., and a 60 m.p.h. performance—to sell in this country at about £120—surely the prices of some English small cars are far too high.

CONBEITH.

Are Repairers Dishonest?

Many of us will agree with Mr. J. A. Spencer that there would be more happy days for all concerned if repairers would build up a reputation for honest dealing. It is not only in selling second-hand cars that this may be done, but also in repair work. The unscrupulous repairer is responsible for sending many a fine car out of production simply by dishonest repair work. No sooner has a car been on the market for a few years than he begins to collect unsatisfactory spares.

The truth is that the average agent has no use for second-hand cars, or for a car after its guarantee has expired. There is more money in selling new cars, and the sooner a car is on the scrap-heap the better seems to be a slogan. The only "happy" motorists are those who can do their own repairs, or see them done under their supervision in their own garage.

A HAPPY MOTORIST.

Unusual Magneto Complaint.

I should be extremely pleased to learn the cause, and cure, of the following elusive trouble. My car is a 1920 model Swift 10 h.p. two-seater, which has done only a little over 6,000 miles since it was purchased new.

Solutions Invited.

The magneto is a Watford model F4. A black patch $\frac{1}{2}$ -in. long quickly develops on the leading end of each of the four brass segments in the distributor block. By the leading end I mean the end that is first touched by the carbon brush of the rotor arm in its circuit.

Some time ago I wrote to the makers of the magneto regarding this, and they were good enough to send me a new magneto. After fitting this I noticed a distinct improvement in the running of the car, but after about 200 miles I found the same trouble had developed again, and also a track of carbon between each segment. I have to clean it about every 30 miles. The black patches on the segments corresponding to Nos. 2 and 3 cylinders are worse than those on the other two.

Messrs. Swift of Coventry inform me that the timing of the magneto should be about 6 degrees in advance of T.D.C., with the cams in the full advanced position. I have checked it, and find it is actually five degrees in advance of T.D.C. I have checked and tried everything that I could think of, but everything seems to be in order.

Any suggestions or advice you can offer will be gratefully accepted. The firing order of the particular engine in question is 1, 3, 4, 2.

A.O.C.

200-Mile Race.

Next month will again witness one of the most interesting races in the automobile world, especially as it is for cars of under the 1,500 c.c. limit. It is interesting, if only because it shows what the small car can do. For this reason I wonder if the council of the Junior Car Club have invited manufacturers from other countries, especially America, France, Italy and Germany, to compete.

I venture to think that it will not be many years before similar races will be run in many countries and by many clubs. It is, therefore, up to the council of the J.C.C. to see that they lead the world in such a universal race. I wish them every success with the event and also wish that I was competing.

VICTOR A. BRUCE.

High Average Speeds.

I read with extreme disgust a letter relating to a fast run from Edinburgh to Malvern made by a Morgan three-wheeler. I have made many attempts at racing these beastly three-wheelers when out on my 40-50 h.p. Mercedes, but have never yet been able to have a really good chance to show what I can do. The roads in England do not seem to be straight enough. When a corner is taken the three-wheeler seems to be able to get too much start after the bend, and before I can get really going another corner is in sight with the necessary slowing up, and the Morgan is away again before I get a fair chance of drawing level with it.

I heard a Morgan driver the other day boasting that he could do 90 m.p.h. on a straight road, but I cannot see how this is possible, considering that the price of the machine is so low; and, if it is so, it seems that the big sporting car which is not as fast, or, certainly no faster, is an unnecessary and expensive luxury.

Sometimes I feel myself almost tempted to buy a Morgan to see what truth there is in the various statements that are made.

FAIR PLAY.

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OUR READERS' OPINIONS (contd.).

Safety First—The Overseas Car—Turbulence.

Revive the A.C. Sociable.

I should like to endorse the plea for the return of the 6 h.p. A.C. sociable. I am convinced that if it were again produced at approximately its pre-war price of £78 it would oust the sidecar outfit, at any rate on the pre-eminent scores of comfort, economy and reliability. "Now then, Mr. Edge!"

An Old
Reader.

I may say I have been a reader of your journal since No. 1, when it was *The Cyclecar*, and have several pre-war issues, including the 1913 Show Number, Vol. 3, No. 53, still in my possession. NK3673.

Thoughtlessness Often Spells Danger.

In a recent issue of *The Light Car and Cyclecar* you have an article under the above heading. I am entirely in agreement with these remarks, and would quote an experience of mine on the subject. On a recent Sunday I was travelling from Bakewell to

Safety First Hints. Buxton, at about 7 p.m., with a car behind me that wanted to pass, but, being on a

bend, I did not signal to him to do so. However, he passed me, and when about two yards in front came face to face with a car travelling in the opposite direction. Both the driver of this car and myself had to pull up dead while the offender cut in between. The offender at once stopped to apologize to both of us. His registration number proved that he was a new driver, and therefore probably ignorant of the road rules. I do not blame this offender, but I do blame the law in this respect.

When one becomes a member of a club of any description one receives a copy of the club rules. When one applies for a licence to drive why should the rules of the road be omitted? My contention is that they should be printed on the back of the licence. Cannot pressure be brought on the Government to have this simple but valuable addition made to the new issue of driving licences? The short rules as given in the A.A. handbook will do a lot of good, but I am afraid very few members of this association ever read this book of valuable information.

Cannot anything be done to compel or persuade the various councils to adopt the white safety line? Its cheapness, simplicity and great value ought to have made it compulsory long since. Then, again, would not the Safety First Triangle, which is usually to be found on the roadside, be much more easily observed if it were made of white concrete let into the road surface; a driver's eyes should be always on the road, not looking to the sides. C.E.M.

The Ideal Overseas Vehicle.

May I venture to join the ranks of those wild visionaries who sketch out the ideal overseas light car? It is surely time that British manufacturers assailed the present supremacy of the cheap American car, as

Some Novel Suggestions. something that will go one better than its rivals is really required. I would suggest a single-track vehicle, which will thus be

better able to traverse narrow tracks and rough country. This is specially necessary in wild country, if only for the reason that one is enabled to "cut off corners," thus saving long distances, which would have to be covered if the roads were followed.

The vehicle should be fitted with some form of caterpillar track such as that of the Citroën-Kegresse. Where one has to traverse sandy and exceedingly rough tracks, the reasons for this form of drive will be obvious, and, combined with the single track of the vehicle, it would surely be a truly "door-to-door" mode of locomotion. The power unit should be an air-cooled two-stroke engine, preferably a flat twin. The principal advantage of this type of engine is that of simplicity.

Air cooling is usually accepted as being more satisfactory in tropical countries than is water cooling. Some method of forced induction should be adopted in order to overcome the differences of altitude in districts such as the north-west frontier of India, where climbs of 6,000 ft. or 7,000 ft. or more are of everyday occurrence. Furthermore, forced induction would help to overcome some of the disadvantages of the two-stroke engine, and would perhaps also assist towards cooling.

Further advantage of the caterpillar drive would be that

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pneumatic tyres would be obviated, together with all their attendant troubles which are particularly prevalent in hot climates. Should our designers not feel equal to tackling the question of a single-track caterpillar-driven vehicle such as I have outlined, the most satisfactory alternative would appear to be a more normal type of car, but with four-wheel drive and double balloon tyres to each wheel.

In conclusion, I take off my hat to the designers who have already experimented in these directions. STOR LOB.
Junior Naval and Military Club.

The Effects of Turbulence.

Your correspondent, Mr. S. F. Edge, appears to have taken my article on "Turbulence: Its Effect on Performance" rather too literally. The subject is not easy to treat in a non-technical manner, and Mr. Edge must

A Reply to Mr. Edge. agree that by taking widely divergent types of cylinder head as examples and

exaggerating them somewhat the average reader would more easily grasp the general principles underlying the subject of turbulence. Heads of all the types shown are in existence and various other kinds are constantly being designed in order that experiments may be conducted in combustion efficiency and allied problems.

I quite agree with Mr. Edge as to the efficiency of the flat-topped piston, but I think that he, in turn, will agree with me that my examples explaining the meaning of turbulence were reasonably accurate. The engines which performed so well in the tanks during the late war had cylinder heads of a type not unlike the venturi-shaped head shown in my article, and were designed by Mr. H. Ricardo, than whom there is no greater authority on the subject.

Mr. Edge condemns the efficiency of the spherical-headed engine with concave piston top, and whilst there are certainly several mechanical and thermal considerations to support his views, it cannot be denied that, in practice, this type, as exemplified by the Knight engine, does show a very high degree of efficiency. THE WRITER OF THE ARTICLE.

Curing Belt-slip.

Most owners of cars with belt-driven dynamos have, at some time or other, wished for a more positive drive. The writer had a 1920 Calthorpe 10 h.p. No fan was fitted in that year, and the dynamo belt was not

An Ingenious Method. adjustable. When new the charging was satisfactory, but after a few months the

writer got tired of belt-slip and continual adjustment and thought that a jockey pulley might meet the case. This was tried, and it did provide a means of taking up the slack in the belt; but it was noisy, inconvenient, and absorbed power. The next step was to fit a 1921 Calthorpe adjustable dynamo bracket. At the same time a fan was fitted and the jockey pulley was scrapped.

If trouble had been experienced before, it was nothing to what was to come with the three-point drive. Adjustment was effected by moving the dynamo and its bracket. Another attempt to keep the belt tight was made by putting a spring under the dynamo in place of the bolt and lock nut. This was a decided improvement, but it had its drawbacks; it increased the wear on the belt and on the bearings concerned. The bracket adjustment had no proper bearing and was unsuited to continual movement.

A simple chain-drive for the dynamo was then devised, leaving the fan only to be driven by the belt. This arrangement proved eminently satisfactory, and the details are as follow:—Two sprockets were bought, corresponding in ratio to the original belt pulleys. The driven sprocket had a 1-in. boss on the centre, which was turned up taper to fit the dynamo shaft, and replaced the dynamo belt pulley. The driving sprocket was drilled out and bolted to the original belt pulley on the crankshaft. Both sprockets were hardened, the whole put in place, and a bicycle chain fitted. Chain adjustment was provided by the adjustable dynamo bracket previously mentioned. There was no adjustment for the fan belt except by half-links, but the effort required to turn the fan was so small that the belt hardly stretched at all. A very small piece had to be cut out of a web on the timing cover to clear the new driving sprocket. The above cost about 14s., and there has been no slip and no trouble since. There is no doubt this improvement could be effected to many cars besides Calthorpes. F. E. G. BAGSHAW.

OUR READERS' OPINIONS (contd.).

Experiences of a Novice!

Correspondence from skilled owner-drivers is so plentiful in your columns that a letter from a genuine novice may perhaps be allowed admission on the score of contrast. What

A Trouble-free Tour.

I am anxious to know is whether I am right in thinking the following a rather striking example of small car reliability, or must it be called just a streak of beginner's luck? On June 1st I burst gloriously into motor-dom with the purchase of a battered three-year-old Rover Eight—knowing at that time as much about the internal-combustion engine as I do of bi-metallism. Six weeks later, being then able to distinguish, almost without hesitation, between a sparking plug and an inlet pipe, and having progressed so far in mechanical geography as to know that my engine was bounded on the north by a jumpot-thing called a carburettor, on the south by a silent and shining mystery termed a magneto, and on east and west by a couple of short, fat lengths of corrugated gas-pipe, I judged the moment ripe to begin the serious business of touring.

My wife was accordingly warned for duty, and, having dumped two bulky suit-cases and a miscellany of other oddments into the home-made dicky, we set off to bump our way out of the pot-holes and tramlines of Swansea. Thereafter, through the incessant rain of the next couple of days,

we pricked off in succession on our way Cardiff, Newport, Monmouth, Gloucester, Stratford, Coventry, Warwick, Leicester, Derby, Sheffield and York. Notwithstanding the addition at York of a 16-year-old schoolgirl to the car's burden, we triumphantly accomplished the journey to Whitby, over the Goathland Moors. For the next ten days we remained in the neighbourhood, making frequent trips up and down Lythe Bank, Ellerby and other fearsome contours. Finally, we set off again over Blubberhouses Moor to Skipton and Manchester, returning thence by Shrewsbury and Ludlow to Brecon, and so home over the fog-bound passes of the Brecon Beacons to Swansea.

The little car, mishandled throughout by a mechanical ignoramus, covered altogether about 900 miles in the very worst of weather and over some peculiarly villainous rural roads. From start to finish not one instant's trouble was experienced; not so much as a single puncture.

Incidentally, wishing to test the m.p.g., I filled the tank (five gallons) before starting, and ran the car over hill and dale until it stopped—at the 204th milestone.

I repeat: is this just novice's luck, or do the majority of cheap three-year-olds to-day prove such a real "tyro's delight" as my little Susan? The usual disclaimer, of course. J.H.U.S.

* Such experiences as that quoted by our correspondent are not unusual, provided that care is taken to choose a second-hand bargain that is in good condition.—Ed.

The Disabled Driver.

It is with great interest and appreciation that we note your attitude towards the question of amending the law so as to debar those suffering physical disability from obtaining a driving licence. In fairness to those

An Emphatic Protest.

who would be affected, the reasons for the amendment should be clearly stated. One would like to know what data there

are to hand to necessitate such a movement. The writer has had considerable experience with disabled drivers, and, although not disabled himself, can definitely state that every disabled driver that he knows is quite as capable with a car in any circumstances as any so-called fit man, and, to verify this, is prepared to furnish a list of disabled drivers from which may be selected a team to compete in any form of competition or test with an equal number of fit men.

Recreation, pleasure, business, in many of these cases the only means of transport depend upon the licence. A test, by all means, if desirable, but debar—no; such action is unsportsmanlike, and does not savour of British freedom.

NORTH ESSEX MOTOR CO.,
C. P. SEABROOK.

I was not aware until I read it in a recent issue of your journal that the atrocious proposal to refuse driving licences to disabled drivers is again being brought forward.

A Demand for a Test.

It would be interesting to know who engineers these campaigns against the disabled driver, and what evidence, if any, is advanced in favour of such a proposal, which, on the face of it, is the essence of injustice and ingratitude to those who sacrificed their limbs and health in their country's service.

If it becomes law, upon what basis would compensation be paid to the thousands who will be, directly or indirectly, deprived of their means of livelihood?

The ability to drive a car is a most valuable asset to a disabled man, since it places him, in most cases, upon an equal footing with the able-bodied in his struggle for a living. Those disabled drivers who use their cars primarily as a substitute for all the other open-air activities for ever denied them, and for the maintenance of their health, would suffer almost equally, since the forcible and unjust deprivation would at once react upon their health.

The able-bodied motorist has little idea of the keen pleas-

ure the disabled driver obtains from the possession of a car. As "B." suggests, let us have the evidence, if any. As for a test; disabled drivers welcome the chance of demonstrating their abilities. To condemn a man before trial is a travesty of justice. Personally, I have been an owner-driver since 1912, and a disabled driver since the war, with a number of competition successes, and now I am to be told I cannot drive.

It is to be hoped that this campaign will be countered by the R.A.C., A.A., J.C.C. and A.C.U.

Walthamstow.

R. J. LOCKYER.

A Practical Wind Wagon.

It has occurred to me that there may be some readers who are interested in wind wagons, and that a short account of some experiments which I carried out in this direction a few years ago might be worth relating.

Propeller-driven Cars.

At that time I had the use of a fairly extensive light railway track, and I fitted up a truck with a 3½ h.p. flat twin A.B.C. engine, having a wooden two-bladed propeller of about 3 ft. diameter, coupled direct to the crankshaft.

The first trials of this vehicle were most satisfactory, and a timed speed of 33 m.p.h. could be attained. Once on the move quite a fair load could be carried, and with nine people aboard the wagon could just get away from a standstill and accelerate slowly.

The accidental smashing of the propeller largely put an end to the experiments, as no spare was available.

I am quite convinced that a propeller-driven car is an entirely practical proposition so far as speed and reasonable hill-climbing powers are concerned, and for cheapness and simplicity there is nothing to compare with it.

It must be admitted that there are several objections to the wind wagon. In the first place, the slip-stream of the propeller in accelerating would annoy other road users caught in it. The propeller, even when cased in, would still be very vulnerable, and there is little hope of patching a broken "prop." Lastly, it is not practicable to fit a reverse.

However, the wind wagon has its attractions, and when I recall to memory the very gratifying results obtained with my crude contraption, I feel a distinct longing to try out some such vehicle on the road. Must I go to France to do it?

Leightonstone, E.11.

R.M.J.

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OUR READERS' OPINIONS (contd.).

A Woman Driver's Gratitude.

I should like to express my appreciation of the kindness of a Rover Eight driver who, seeing that I was hung up in Fenchurch Street, stopped to see if he could help. I had got over my difficulty, but he asked which way I was going, and said if I would lead on he would follow, and this he actually did for four or five miles. Luckily, I had no further trouble, so I stopped and thanked him, and he then forged ahead.

A Knight of the Road.

This was a rather different experience from that which I had a few Sundays ago when I had to "get out and get under," and, while I was on my back for at least half an hour dealing with a refractory nut, at least a dozen cars and motorcycles passed without even asking me if I wanted assistance. However, at last a car did stop, just as I had finished, and one of the occupants got under to see if everything was all right.

A GRATEFUL WOMAN DRIVER.

A Reader's Appreciation.

Will you kindly allow me to thank Messrs. Nicholson and Thompson, together with the Bradford reader, for the very kind suggestions given with a view to overcoming a defect in my Talbot Eight? It may interest

Bank Holiday at Brooklands. them to know that I am already experimenting in the directions stated. It is curious that mention is made of a break in the joint below the screen, for, since writing, this trouble has asserted itself, and is to receive immediate attention, with a view to effecting a cure.

Your article reporting the racing at Brooklands last Bank Holiday serves to renew the pleasant thrills one feels when witnessing this delightful sport. A lady friend is very envious of the snaps showing the cars at speed, and perhaps it is not remarkable that she finds little consolation in being assured that your photographer would not, in all probability, be using a Brownie No. 2. I was rather sorry to see so much activity by gangs of three-card tricksters, especially at the top of the hill, near the banking, and can only assume that even in our enlightened ranks there are a few pigeons who consent to be plucked. A round-up of these pests by the Surrey police would be all to the good. What do the directors of Brooklands say? E.G.B.

Fratton, Portsmouth.

Built in 1914.

It may interest your readers to hear, in these days of "price first—finish and performance next," of the satisfaction being given by a car made in the days when cars were made, by a firm whose first aim—then, as now—was to satisfy their customers. I have a 7.9 h.p. twin-cylindered 1914 Swift cyclecar, which is still putting up a performance equal to that of any small car of similar capacity—and in some cases of higher power—made to-day. Since I purchased it in January it has climbed Porlock and Countisbury hills with no trouble or doubt. Weight seems only to make it pull better, for it has pulled four up an incline of 1 in 7 without a murmur.

Still Going Strong.

I have done some hundreds of miles in it; I believe the figure up to present is just over 4,000, and it has taken me wherever I have wished to go. On a recent Sunday I journeyed from Bristol to Chawleigh, N. Devon—a distance of 87 miles—in 3½ hours' running time, the final seven miles being over typical Devon lanes which, due to their narrowness, automatically limit one's speed.

A week or two ago I had occasion to send to the Swift Co. for some spares, and was delighted with their civility and promptitude, a wire in one case bringing the part required the next day. I may mention that these parts were only required on account of wear, and as the car has had ten years' hard usage, this cannot be grumbled at with any degree of justification.

Why a motorist should consider a £100 car—built to price under present-day conditions, and, therefore, bound to be cut down to absolute essentials—puzzles me when a second-hand car of a reputable make such as mine will give much more satisfaction, with a feeling that you have something really well made and reliable.

I obtain 40 to 45 m.p.g., and as the Treasury rating is 6.9 h.p., the tax is only £7 per annum. Oil consumption is negligible. I have no connection with the Swift Co., and no interest except that of a satisfied user of one of their exceptional good cars. 1914.

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INFORMATION WANTED.

Owing to pressure on our space it is impossible to include readers' replies to queries in "Our Readers' Opinions," and correspondents anxious to help fellow car owners are courteously requested to communicate direct with the address which is given in most cases.

Mathis.

Will any reader please sell me an instruction book for a 7 h.p. 1922 Mathis two-seater? G. L. PARSONS.
The Bungalow,
Chilcompton, Bath.

Standard.

I should be glad of any reader's experiences with a 1923 11.4 h.p. Standard two-seater, especially with regard to maximum speed, petrol and oil consumption. E. HOLDEN.
Pen-y-Bryn, Hill Top,
Wilmslow, Cheshire.

G.N.

I should be grateful for any opinions of, and experiences with, a 1922 model G.N. cyclecar, particularly with reference to reliability, easy starting and springing. R. H. N. LORRAINE.
40, Vereker Road,
Kensington, W.14.

Austin Seven.

Will any reader please oblige me with details of the running costs and general reliability of the Austin Seven? Is it likely to stand up to 400-500 miles per week? E. F. C. ROBERTS.
Woodfield Lodge,
Mount Ephraim Lane Streatham, S.W.16.

Little Midland.

Can any reader oblige with information as to an address at which spare parts for the Little Midland cyclecar are either stocked or can be made up to order? MORGANS AND HANNEY.
Robert Street,
Manselton, Swansea.

Dickey-seat Hood.

Will any reader please let me have an address at which hoods for dickey seats are obtainable, or information as to how one could be made? The car is a Jowett. F. BRADDON.
29, Fort Street, Barnstaple.

Gwynne Eight.

Information sought regarding a cure for excessive oil consumption with a Gwynne Eight. Present figure equals 250 m.p.g. Would the fitment of an oil baffle in the top of the crankcase be any use? H.V.
7, St. Mark's Mansions, London, N.4.

Jowett.

I should be grateful for the experience of any Jowett car owner, who has fitted a Whalley air valve, with reference to the effects on petrol consumption and hill-climbing, also the setting of the Zenith carburettor. Does the Whalley air valve require a larger jet? A. H. BING.
5, Berkeley Street, Douglas, Isle of Man.

CONDENSED CORRESPONDENCE.

J.R.K. (Sedgley) is enthusiastic concerning the Rover Eight. In over 12,000 miles he has experienced splendid reliability and all-round performance. He also speaks well of the service afforded him by the manufacturers.

F.F. (Harlow) strongly agrees with our recent review of the Bayliss-Thomas light car, and, further, considers it to be an excellent example of its class. He obtains the utmost reliability and—apart from rather heavy oil consumption—economy, averaging practically 40 m.p.g. of petrol.

J.M. (Hamilton) writes in appreciation of the very courteous treatment which he recently received at the hands of the manager of Unwin and Barker's Garage, Malton. J.M. was unfortunately stranded whilst touring in this district, and Unwin and Barker's representative put himself to some trouble in order to get the party fixed up with hotel accommodation and the car on the road again so soon as possible.

LEMON SQUASH

AND

PALMER

CORDS

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