

The Light Car Ambulance

The
Light Car
and
Cyclecar

1^d

Vol. IV. No. 95
14th Sept 1914
*Registered at the G.P.O.
as a Newspaper*



Special Car

SINCE 1839

We have been employed in the manufacture of high-class watches, and during the whole of that time we have held a reputation for the production of the most accurate work.



are the direct outcome of this unique experience, and can safely be reckoned "second to none" as regards accuracy—and of better "value for money" than any other instruments on the market.

Models from £3 3 0 to £25.

Manufactured by
NICOLE, NIELSEN & CO., LTD.,
 Inventors and Patentees of the Chronograph 1862, Split Seconds 1871, and Speedometer 1904.
THE WATFORD SPEEDOMETER WORKS,
 Factory—Whippendell Rd., Watford. London Showrooms—14, Soho Sq., W.
 Telephone—124 Watford. Telephone—2833 Central.
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Type 716
£3 : 3 : 0

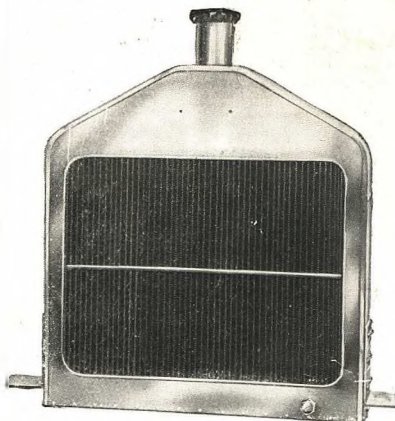
Indicates speeds up to 60 m.p.h., with total mileage counter to 10,000 miles and repeats. This model, although the price is extremely low, can be thoroughly recommended.

The Finest Cyclecars are Water-cooled. The Finest Water-cooled Cyclecars are fitted with—

C.M.F. Radiators

— RELIABLE —

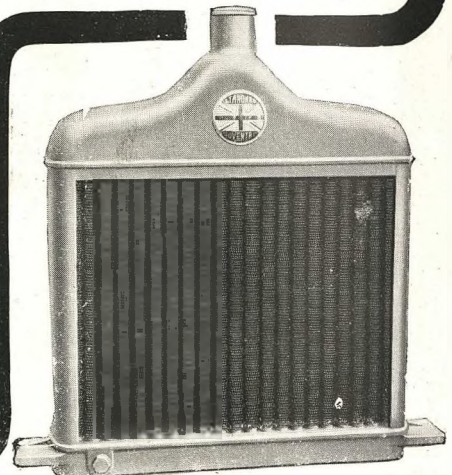
May we offer you the benefit of our experience and unexampled facilities? We are entirely at your service.



Radiators,
 Bonnets,
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As fitted to—
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Does the work of a car on the upkeep of a motorcycle.

An excellent and inexpensive replacement of the large car which you have placed at

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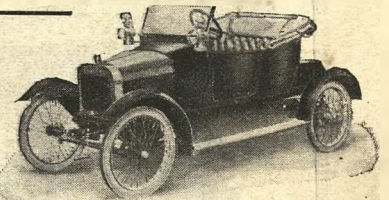
PATRIOTISM in supporting your country's industry at this critical time is amply repaid in the case of the ALL BRITISH RANGER, which gives Maximum Service with Minimum Upkeep Expense.

Full particulars, specification, etc., from

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£115 Complete



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The Ideal Vehicle for Light Deliveries.

6/7 h.p.

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Chain Drive.



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Bodies, From

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The London & North Western Railway find OMNIUM Carriers satisfactory, and place repeat orders.

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Telephone: Mayfair 3480.

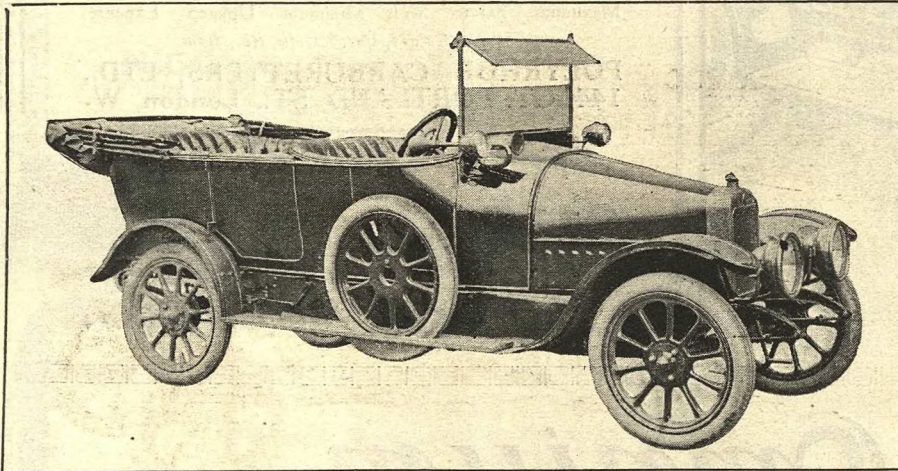
Telegrams: "Omnimotoco, Wesdo, London."

TO THE READER

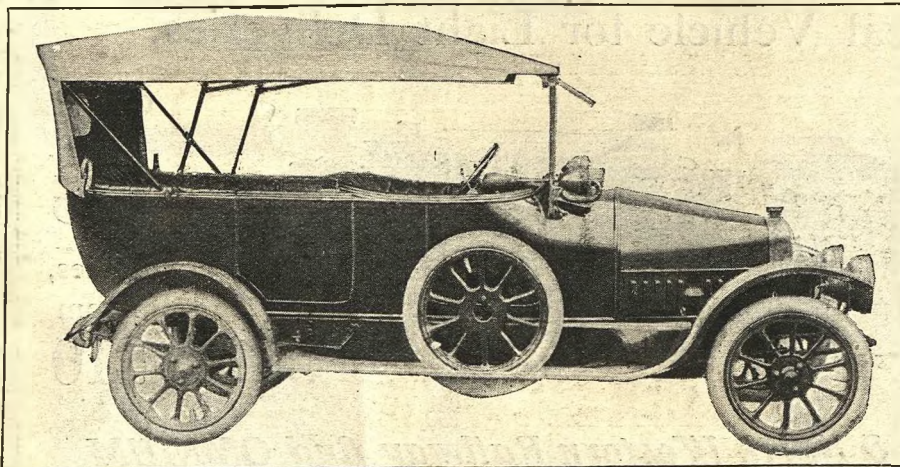
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Why not buy your Cal
You have nothing to gain
models have been sold,
going through our works
with all the improve
has suggested to us. By
help us to keep our men
help the traders who,
man's custom for a liy
There is every reason
your Calthorpe Minor
We are open to appoint
not already

CALTHORPE

are made in the

Calthorpe Minor Delivery Van
with 5 Palmer Cord Tyres, 700x85,
oil side and tail lamps and all tools.
Screen head lamps,
and wiring, extra ... 160 Gns.

Calthorpe Minor 2-seater
Torpedo, complete with Cape
hood, single folding screen, in-
cluding 5 detachable Sankey
wheels, 5 Palmer Cord Tyres,
2 acetylene head lamps, 2 electric
side and tail lamps, horn and all
tools, complete, ready
for the road ... 170 Gns,

1915 Catalogue ready 1st October.

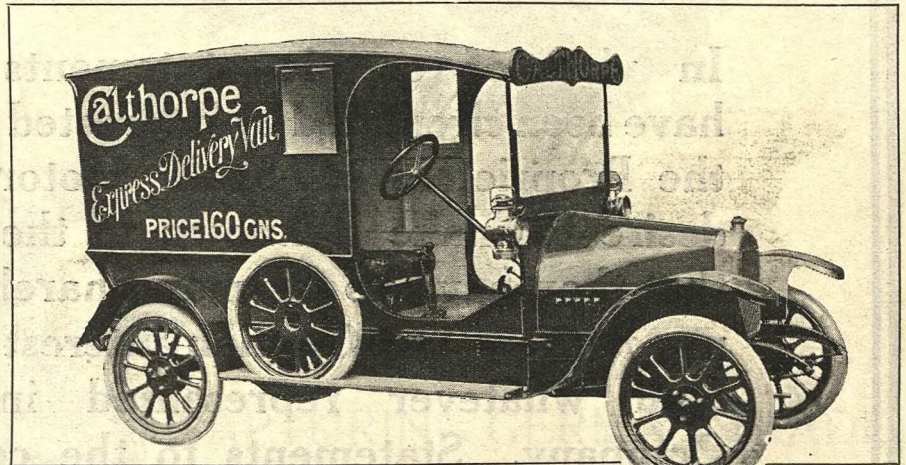
Calthorpe Motor Co. (1912) Ltd.,

TORPPE

Models
AS USUAL."

thorpe Minor NOW?
by waiting; all the 1914
and the machines now
are all of the 1915 type,
ments that experience
buying NOW you will
employed, and you will
depend on the working
ing to survive the crisis.
Why you should buy
NOW.

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PRICE 160 Gns.

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following models:

Grand Duke Michael type (two-seater Torpedo with dicky seat), same specification as above **180 Gns.**

Calthorpe Minor 4-seater Torpedo, fitted with one-man hood, double folding screen, two acetylene head lamps, two electric side lamps and tail lamp, five Sankey wheels, five 700 x 85 Palmer Cord Tyres, complete with horn and all tools ... **190 Gns.**

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Early delivery of all 1915 Models.

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TO THE
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,
you will be working for the cause of the new motoring.

'SHELL' MOTOR SPIRIT

In view of certain statements which have been circulated by interested parties, the Proprietors of 'Shell' Motor Spirit desire to make it known to the public that they have no German Shareholders, nor is there any German interest of any kind whatever represented in their Company. Statements to the contrary are untrue and libellous; a reward will be paid for information leading to the conviction of persons repeating the libel after publication of this notice.

Dated 8th Sept., 1914.

THE ASIATIC PETROLEUM CO., Ltd.,
ST. HELEN'S COURT, GREAT ST. HELEN'S,
LONDON, E.C.



The Light Car and Cyclecar

CAPTURING GERMAN TRADE.

THE motor trade can benefit tremendously by the campaign now being fought to capture German commerce. The Germans have built up a huge export business with many of our own colonies and other lands overseas. As we have pointed out before, they have a stronghold in the Argentine market, both with large and small cars. Now, however, the war and the British Fleet have combined to stop the exporting of German cars to these far-off lands, and there is a chance for British manufacturers to supply their place.

A number of German-made cars have, of course, reached England in the past, and here again is another chance for British trade to fill the breach. In addition to the magneto, which has been a world-famed speciality from Stuttgart, in Germany, the country of our enemies has supplied the following materials or articles used in the motor trade.—

Cheap lamps, horns, tools such as pliers and screw-drivers, ball bearings, carburettors, spelter for solder, aluminium bronze, cold brass stampings, rubber goods such as tyres, belts, tubes, footrests, celluloid for handle-bar grips, windscreens, goggles, etc. The substitution of all these parts or materials by similar ones manufactured in England should help the expansion of our trade. Another method of capturing German commerce suggested in some quarters is the actual stoppage of dealings with concerns the majority of whose capital rests in German hands. It is surprising to how many concerns in the motor trade this applies.

STILL MAKING MOTORCARS.

GRAPHIC REPORT FROM OUR SPECIAL COMMISSIONER.

Somewhere in ———shire in Motorland,
from Pratt Petrolius.

DELAYED BY BREAKDOWN—12TH SEPTEMBER.

LAST week my mission was to discover the state of the motor trade and how it has been affected by the war. I accordingly left ——— on my 10 h.p. ———, and drove rapidly through ——— and ———, reaching ———, the centre of the motor trade after a three-hour run.

On the journey up I passed quite a number of cars, but was not able to interview their drivers, as they did not seem at all inclined to stop. Probably if they had I could have found out quite a lot about the motor trade and the war.

However, not at all disheartened, and despite the fact that it was well after lighting-up time when I arrived at ———, and though I had driven the last ——— miles without a lamp, narrowly missing being challenged by sentries and special constables at two cross roads at ——— and only managing to get through without stopping or showing my licence by the most daring driving, I decided immediately to start inquiries about the state of the trade.

Dusty, tired, and unshaven as I was—my last shave had been overnight at ——— I went out into the dark. ——— is the centre of the motor trade, and the roar of open exhausts was heard all around me. The piercing beams of a score of headlights caused me to shrink into a doorway in the street until they had passed.

It was exciting work indeed. Presently I came upon a little group of people, evidently out of work. They looked wretched enough, and had evidently trudged several hundred yards from their cottages in order to buy an evening paper.

As I was disguised to look like a motorist and not like a journalist, I felt certain that they would be able to give me some information.

"Good evening," I said, speaking in English.

"Good evening," they said.

"Out of work? Times' are bad here, I suppose?" was my next venture.

"Nothing Doin'."

One of the group refilled his pipe. He was a fine-looking man, and had probably, I thought, bored hundreds of cylinders or tuned up innumerable carburettors in old days before the war.

"Nothing doin'," said he.

"Really," said I. "Can you tell me how the trade is here? Has the war affected you much?"

"Not much," was his doleful reply.

"Why, how's that?"

"Well, I'm a tramp, you see."

Resolved not to let him go, for I felt certain that he was trying to deceive me and had possibly penetrated my disguise, I asked him right out if the ——— Co. were making any cars nowadays.

"Well, my son's wife told her brother, and he passed it on to my uncle's sister's son, and he told my wife on the quiet like only o' course, she told me that the office boy at the ——— works had told his girl that he had heard from one of the clerk's sisters, and she had told him that her young man had a friend in the same works, and that she thought he was still

working. But she was not sure, and she did not know what at."

Here was news at last. It was something to report to the "——— Snail."

I followed up the information so readily given me by this friendly beggar (who I still thought might have deceived me), and next morning decided to visit the ——— works in person, as they were only a few miles outside the town. I felt sure that if once anyone connected with the place saw my car they would recognize that it was the famous 10 h.p. ——— and would thereby deduce who the driver was, despite my disguise as a motorist.

A Car Disguised.

Accordingly, I decided to disguise the car, too. So I purchased a pot of quick-drying paint, and, as I went along, completely disguised the car by painting a number of large green spots on its all-grey body. The effect was magical, but it still was not good enough for Pratt Petrolius, correspondent to the "——— Snail." I decided to remove the headlamps and affix them to the top corners of the windscreen. Then I removed my suitcase from the luggage carrier at the rear and strapped it on to the bonnet at the front.

My 10 h.p. ——— was now completely disguised, and I approached the great ——— works with a feeling of security.

A man in a gorgeous uniform stood at the gate. "Halt, who goes there?" he called out as he eyed my car, attempting, I felt sure, to penetrate its disguise.

"Friend," I shouted, nervously fingering my King Dick in my hip pocket. This little instrument I always find of great use to me on expeditions of this kind.

Deceived by my excellent pronunciation of the word ——— for I still spoke in English—he admitted me to the waiting-room.

It was a magnificent apartment. On the table, which was made of wood, were catalogues of the various productions of this famous ——— firm. Four chairs were arranged round the table, and each chair had wooden legs. The chairs were standing upright on the floor. A low hum came from the rear of the building. This seemed to indicate that the concern had not yet closed down, I thought.

"What is your business?" the commissioner asked. He was one of the famous band of commissionaires we have read so much of in this country—tall and upright, with a long, yellow moustache; he was the personification of officialdom.

Not to be trapped into giving the real motive of my visit, I exclaimed quickly, "I have come to see Mr. ———" naming the managing director of the company. Then a brilliant thought struck me. "Tell him that an old school friend has called to see him."

Deceived by my plausible manner, the commissioner departed to deliver my message.

My plan seemed to be working well. Once alone with the managing director, I would compel him, at the point of my King Dick, to give me a story which would set the motor world a-ringing and would send up the circulation of the "——— Snail" at least a million copies. Great as was the risk I ran, it was worth it.

Presently, the commissioner returned. "Mr. ——— will see you," he said. I nearly leapt out of my chair. At last I should find out really the state of the motor trade from the fountain head.

I entered the board room, and the door stood behind me. "Good morning ———," I ejaculated airily.

(Continued on next page.)

"You don't remember me, I suppose, when you were in the sixth form at Eton. I was a new boy."

[Eton is near Windsor and is about 20 miles from London; it is a famous place of learning and was founded by Henry VII or some other king several hundred years ago. The boys wear black clothes, white collars and silk hats.]

I said this because I knew that there were at least 1000 boys at this school, and it was a moral certainty that anyone in the sixth would not know a new boy.

The plan worked well. The managing director was too polite to ignore me, so I continued. "I suppose you've closed down owing to the war?" I ventured.

"Quite the contrary," he said; "we are still making cars. Our orders for our _____ and _____ models from _____ and _____ show a marked _____. The magneto situation is, however, not reassuring.



Our correspondent's 10 h.p. _____ photographed at _____. We are not permitted to name the exact locality nor to describe the operation in which our correspondent is engaged.

Our particular specialities, such as the _____ and _____ have met with a _____ response. Only the other day Messrs. _____ representative arrived, and, after staying for _____ minutes _____ Then, again, regarding deliveries of _____ from _____, I can say _____."

"PRATT PETROLIUS."

[The Press Bureau have passed the above important and highly-informative despatch, but will neither confirm nor contradict it. The rest of the message has been very heavily censored, and, much as we should have liked to have given our readers the full benefit of Mr. Pratt Petrolius's remarkable discoveries, we fear that the report so censored would be quite unintelligible to the majority of them. They will be glad to know, however, that our correspondent managed to extricate himself successfully from the terribly dangerous position into which he had placed himself by his daring.]

MOTOR TRADE BOOMING.

Attempt of the _____ Co. to Deceive its Competitors.

Our Correspondent's Desperate Position.

(By a Motoring Expert.)

"Still making cars." In these words, readers of the "_____ Snail" may take comfort. By means of the intrepid bravery of our special commissioner, Mr. Pratt Petrolius, we are able to-day to provide our readers with an accurate summary of the present position of the motor trade. In spite of enormous difficulties, Mr. Petrolius has succeeded in interviewing the managing director of the _____ Co. in person. It is true that his famous 10 h.p. car was blown up outside the _____ works; a tyre, at least, exploded, luckily doing little damage to our correspondent. Undeterred by this adventure, he penned his report at the roadside, and, sending it by hand to the nearest Boy Scout headquarters, it eventually reached our offices via the railway train, telegraph, and post office, finally being telephoned through to the editorial office. Such a feat, we need hardly add, is unprecedented in modern journalism.

* * *

"Still making cars." The trade is not dead, then, after all, as so many people imagine. We hear, too, that the particular specialities of the _____ concern have met with some kind of response. What kind we do not know at present. But this we do know—that the particular specialities of the company have, up to the present, been motor perambulators and wheelbarrows. The response is almost certain to have been good. Motor wheelbarrows and perambulators are such novelties that it could not well have been otherwise. The whole tone of the interview is, we may say, optimistic. "We are still making cars," says the managing director. "Still." Let us ponder that word. It indicates, the leading authorities state, that the manufacture of cars is continuing. Probably they are struggling to keep their huge works going. Yet the hum at the rear of the offices seems to prove that things are fairly brisk. There could be no hum if only a few cars were being made. Evidently, then, the concern is busy. It is probably attempting to throw dust in the eyes of its less fortunate competitors by depreciating the extent of its business.

With what object we cannot as yet tell, and had it not been for the highly-trained ears of our correspondent we might never have had an inkling of the truth.

* * *

The very fact that Messrs. _____ representative called is full of significance. The object of his visit might either have been to order new cars or else to cancel those previously contracted for. But surely if this last surmise had been the case, the managing director would not thus airily have referred to the visit. He would certainly have said nothing about it.

Consequently we are driven to accepting the other alternative that the representative in question called to order more cars.

* * *

The magneto situation is not reassuring. This is perhaps the most sinister sentence in the report. At the same time there is no need for panic, the situation is only not reassuring, in other words the production of the magneto is causing anxiety.

We know that motorcars cannot be run without magnetos, and probably at this very moment the great brains of the trade are engaged in inventing

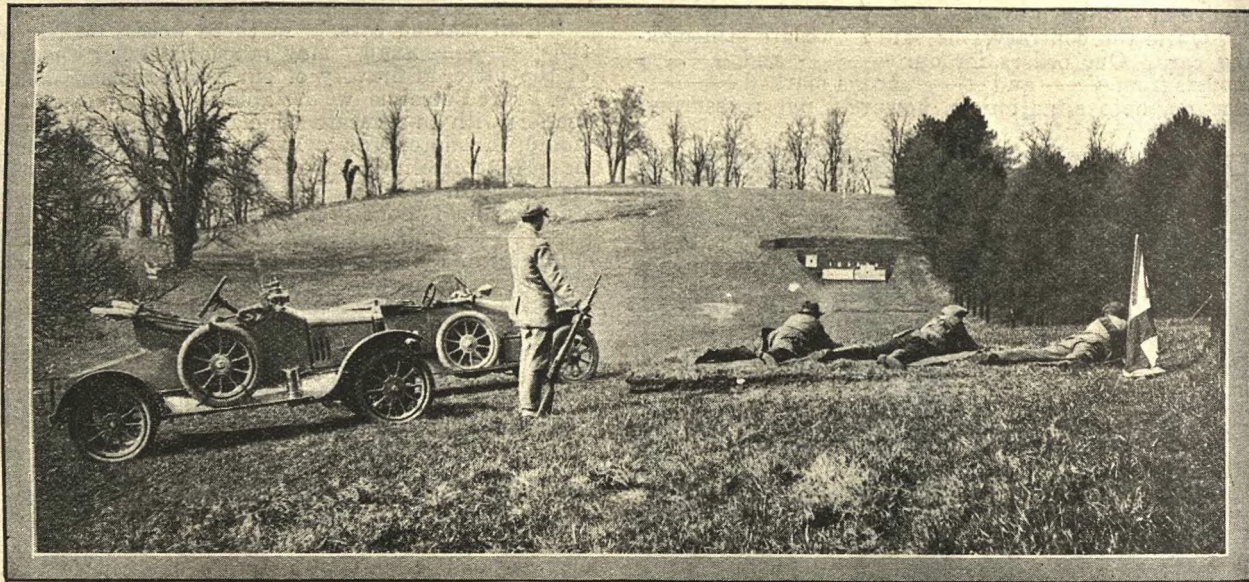
MOTOR TRADE BOOMING (contd.).

other kinds of ignition in case the magneto situation does not improve. Very likely the _____ Co. are in this position, and they may even now have produced something to take the place of the magneto. Perhaps the hum in the works was caused by 1000 new magnetos being run in, their statement that the situation was not reassuring being simply another piece of bluff to put their competitors off the scent.

There is another important point which bears out

this theory. Both the commissionaire and the managing director were at their places. Now, had they been away, we might have been inclined towards the theory that trade was bad, for no big motor business ever succeeded without the assistance of the commissionaire and managing director.

Weighing up all these considerations, our readers may be assured that the motor trade is not in such a precarious position as others would make out. There is still hope. There is, in fact, more than hope in those glorious words—"Still making cars."



The light car at the butts. The machines are a Singer and a Standard.

The British Petroleum Co. and German Capital—An Explanation.

Considerable perturbation has arisen through the statements in the lay Press concerning the German share-holding in the British Petroleum Co., who are the distributors in this country of Shell spirit. The production and distribution of petroleum oil and spirit are matters of international concern, and capital from all countries is concerned in them. The position as set out by the British Petroleum Co., Ltd., in an explanatory document issued by them is this:—The proprietors of Shell spirit, the Asiatic Petroleum Co., are an entirely British concern. The distributors, the British Petroleum Co., is a British company, and the two German directors ceased to be members of the board immediately after the outbreak of hostilities, the board now consisting of Consul-General H. Olsen of Christiania, Isidore Braun of Paris, and T. R. Kean, of London. The officials of the company, including its general manager, are, and always have been, British, and the whole of the company's employees, numbering about 3000, are also entirely

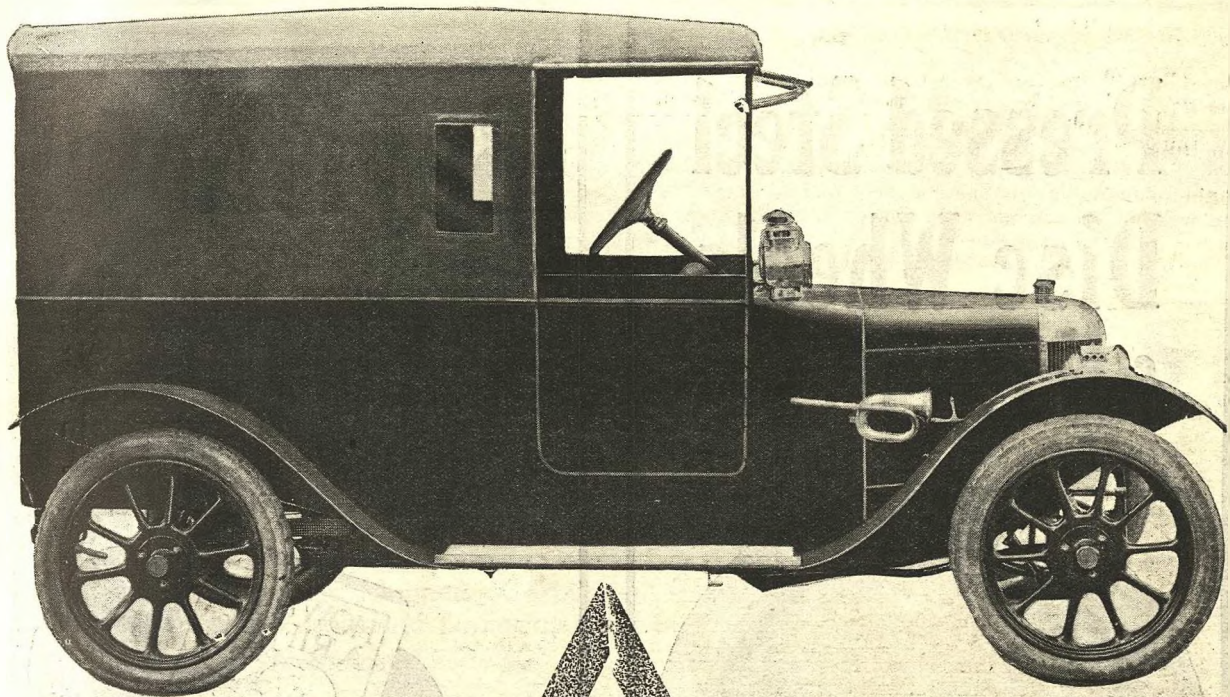
British, with the one exception of a Russian. About 150 of these are now serving with the British forces. The British Petroleum Co. forms part of an international share-holding concern known as the Europäische Petroleum Union Gesellschaft (otherwise, the European Petroleum Union), registered in Bremen. One half of its capital is held by Belgian and Russian companies. There is also united capital from other nationalities. The amount of German capital is small; it has never been under German control, arrangements having been made to prevent that occurring. No payments of any kind have been made by the British Petroleum Co. since the outbreak of the war, or will be made during its continuance, to the European Petroleum Union, either directly or indirectly. Further, since the outbreak of the war no communication of any kind has taken place with the officials of the European Petroleum Union. The full facts relating to the company have been placed before the Government Departments concerned.



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the
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**ALL
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The 11 h.p.

4 Cylinder

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LIGHT DELIVERY VAN

Price
£150
complete.

The Most Economical
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for your Commandeered Horses.

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Will enable you to "carry on"
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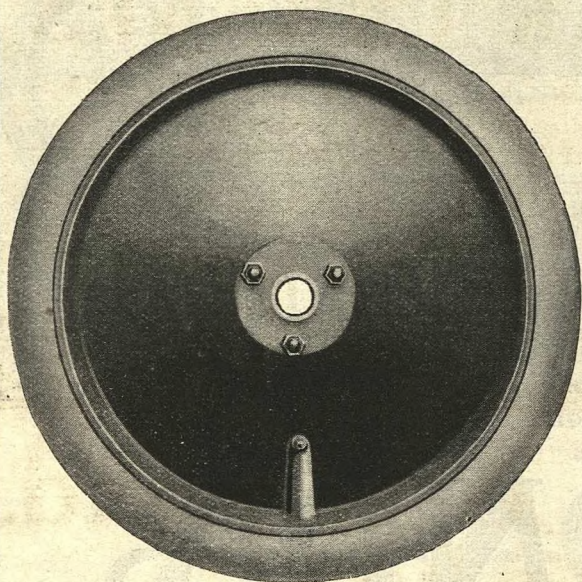
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Spare Wheels Abolished.

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SPECIAL WAR CHARGES

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LIGHT CAR SPECIALISTS,

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Immediate Delivery of

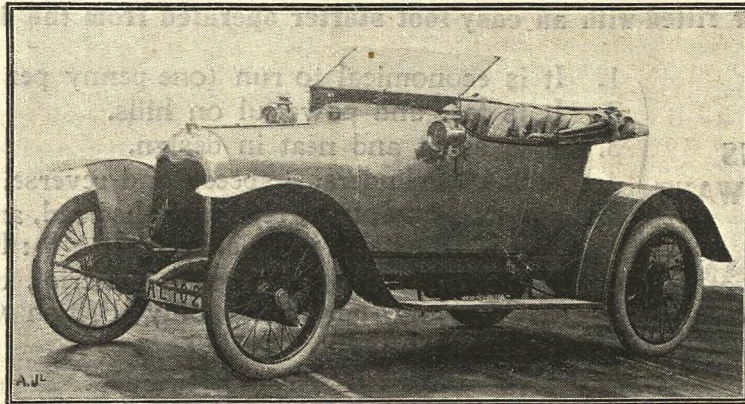
SINGER

STANDARD

CALTHORPE

10-12 h.p.
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Guineas
 as illustrated, 60 x
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 Stroke, Captain
 Divisible rims,
 700 x 85 tyres.



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 Complete, Ready
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TO THE
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All

IN CONSEQUENCE OF THE WAR

a number of orders for the

Morgan Runabout

have been cancelled and, as we have decided to keep all our workmen employed, we are now in a position to offer

Very Early Deliveries

of all our Models.

Prices from 85 Guineas.

MORGAN MOTOR CO., LTD., Malvern Link.



The **HORSTMANN** ← → **LIGHT CAR.**

A British car fitted with an easy foot starter operated from the driver's seat.

**SIX
REASONS
WHY YOU WANT
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1. It is economical to run (one penny per mile).
2. It is fast and powerful on hills.
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5. Its price **complete**, ready for the road, and including five detachable wheels, is **£145 : 0 : 0.**
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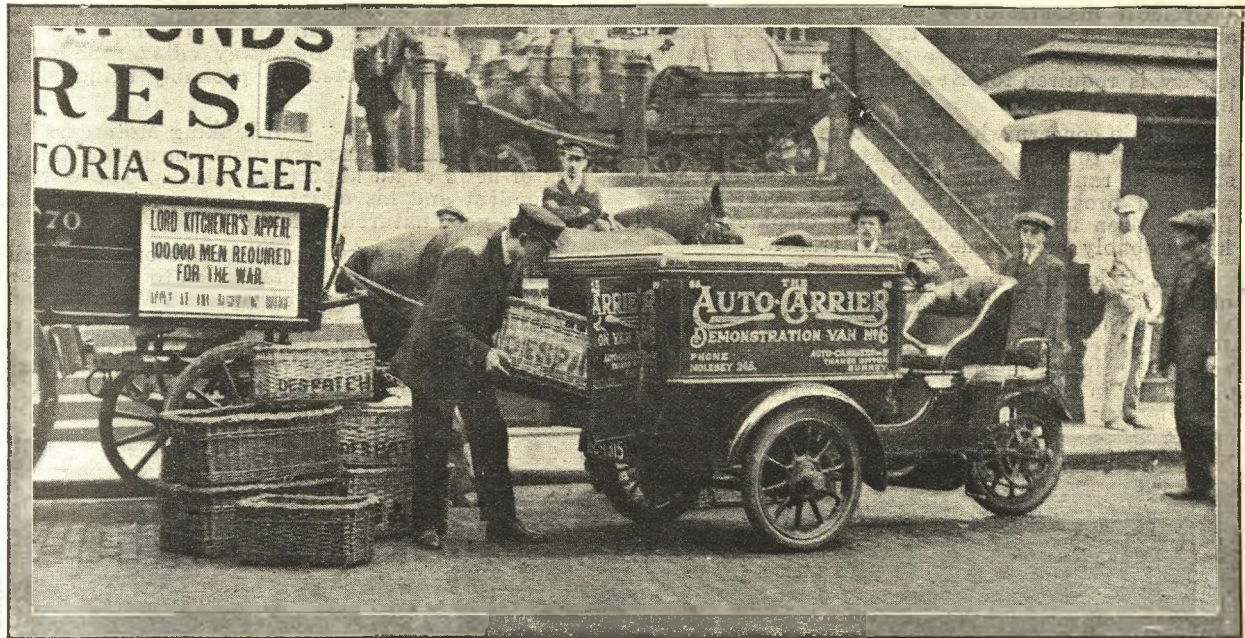
Call and see this wonderful car and have a demonstration run.

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Telephone No.: KENSINGTON 6256.

NEWS FROM FAR AND NEAR.

Fighting on the Grand Prix Course—A Cyclecar at the Front.



Loading up for the day's delivery. An Auto-Carrier which has recently been doing good work for Messrs. Spiers and Pond, Ltd.

In some places the bursting of a tyre appears to have a panicky effect.

A Singer light car, owned by Mr. P. Orme, of Worthing, has been doing excellent work bringing in recruits from outlying districts.

A rather curious consequence of the war is the prevalence of punctures in the neighbourhood of the training camps due to the number of hobnails which have come out of the soldiers' boots.

The fighting last week was over the 1913 Grand Prix course. In fact, all round Amiens and Boves, where the CYCLECAR encampment was held, was the scene of the most bloodthirsty combats.

Mr. Douglas Rothschild, who a year or so ago was a prominent figure in the light car and cyclecar world, being connected with the sale of the Globe cars, has been gazetted a lieutenant in the 8th (Service) Battn. of the King's Royal Rifles.

PARAFFIN CARBURETTERS IN DEMAND.—STOP AT ONCE IF CHALLENGED.—A headline in THE LIGHT CAR AND CYCLECAR last week.

To-day's thought: What's the good of a paraffin carburetter—even if in demand—that stops when challenged?

When approaching a sentry, motorists must always slow up and stop immediately when challenged, otherwise they stand an excellent chance of being shot. In cases where unofficial challenges are made by loafers by way of a joke, they should be reported at once to the nearest policeman.

The frequent stopping of motorists is unavoidable but inconvenient, and the A.A. suggests that the minimum of trouble will be experienced if motorists apply to them for an International Pass, which contains a description of the car to which it applies, and identifies the driver by means of a photograph attached to it.

A Singer has been ordered by the Crown Prince of Greece, and is to be sent to Athens.

Light delivery vans are to be expected from the Calthorpe works and the Calcott works in the immediate future.

We hear that Mr. J. V. Carden, of the Carden Engineering Co., Ltd., is serving with the Expeditionary Force.

Another well-known Midland motorist to take up flying is Mr. Jack Woodhouse, who is busy obtaining his pilot's certificate at Shoreham.

A Swift cyclecar is at present doing good work at the front. It is being driven by Lieut. A. H. Selwyn, who is well known to many cyclecarists.

Light cars are making themselves useful at Brighton in recruiting, and also in running some of the wounded about who are already convalescent.

The famous Claudel-Hobson carburetter is made throughout in this country, and H. M. Hobson, Ltd., are at the present time concentrating on special carburetters for military transport.

The Leather Fair, the great annual show of the boot-making industry, is to take place as usual at the Agricultural Hall, Islington, London, so that it would appear possible for the motor show also to be held.

Brighton is fast becoming accustomed to the sight of wounded soldiers being whisked along the sea front in motors. They wear blue mechanic-looking overall-uniforms which are certainly appropriate whilst driving in cars.

The King's Head Hotel, Horsham, is at present undergoing extensive alterations, which will be much appreciated when completed. A halt at this hostelry is generally well repaid, as the charges are moderate and the food excellent. By the way, motorists proceeding to Brighton from London should go via Horsham. The road is good.

NEWS FROM FAR AND NEAR (contd.).

A representative of the Palmer Tyre Co. who was testing tyres has recently covered 16,000 miles in four months on a Morris-Oxford without trouble.

Cyclecar manufacturers should refer to a small advertisement appearing in the miscellaneous section of this week's issue, where it will be noted that an agency is required for New Zealand for one or two light cars.

A certain concern who fit radiators which are made in Belgium to their cars were astonished to receive a supply of radiators some two or three weeks after war had broken out. They showed every sign of having been hurriedly packed and dispatched, and had probably been some days in transit.

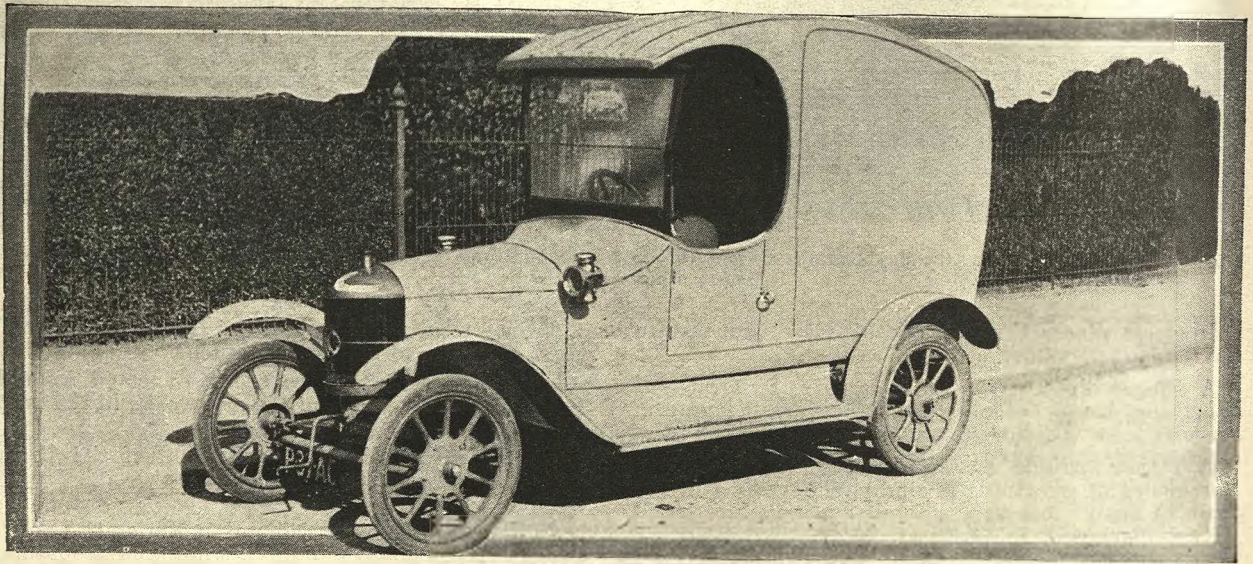
Lieut.-Colonel A. B. Williams (retired), the owner of St. Patrick's, Broadway, a new motoring resort which has been referred to recently, is the owner of a 10 h.p. Singer, which he is using constantly on public service. He is the local recruiting officer for the Army, and in addition is chief of the special police for

Licences are examined on the road between Beaconsfield and Uxbridge. A week ago, when this procedure was instituted, a large crowd of local motorists assembled on Sunday evening to see the fun.

It is possible to freewheel in neutral gear from the Fish Inn at the top of Broadway Hill down the long descent right through Broadway village and out at the other side, the distance probably being almost two miles.

The article entitled "Still Making Motorcars" is, of course, a skit on modern daily journalism and the lack of news of an important nature. The war correspondent and his methods also come in for their share of good-natured ridicule.

Many owners are taking advantage of the enticing offers of garages and manufacturers to undertake repairs at 5 per cent. over cost price. We have come across several who were very pleased indeed with the results obtained after the overhaul, which goes to show that the work is not being detrimentally scamped on account of the low price.



A new A.-C. light van. The light car chassis has been slightly altered to accommodate the commercial body.

Broadway and district, which includes five towns and villages. All these he has to visit from time to time to see that everything is going on well, for which purpose he finds his light car is invaluable, and enables him to accomplish the work he otherwise could not have undertaken.

Week by week, everyday life is becoming more normal. In the motoring world, the roads are gradually assuming their usual look. Talking with a hotel proprietor the other day, he confirmed this view, but added that motorists were now economizing by picnicking. They no longer came in for hot luncheon. He was not at all despondent, as he felt assured that these people would find out later that these economies were really not necessary.

We are informed by Messrs. Horstmann Cars, Ltd., that their concern is not in any way a German one. Not one member of their firm is a German; in fact, two have volunteered for active service. All parts of the car, except the magneto, radiator, and bulbs, are manufactured in this country of British material and by British workmen. The two latter parts are made in Belgium. About 25 per cent. of their employees are at present serving in Territorial regiments; places will be made for each of these men on their return.

A14

A famous English firm who manufacture a large luxurious car, a well-known American firm who manufacture a cheap car, and a firm equally high in the light car world all employed the same ore for their cylinder castings. Questioned on the subject, the large car firm use it "because it is the best," the American firm "because it is the cheapest," and the light car firm "because it is best and cheapest." The answer of the American firm is explained by the fact that with the best ore there is a smaller percentage of faulty castings which have to be scrapped.

The Surrey police appear to find it difficult to cease operations against motorists. One would think that their hands were fairly full tracking spies, guarding bridges, railway lines, etc., and one's assumption is backed by the fact that thousands of special constables have been enrolled to assist the police in their arduous work. On three different occasions recently, however, incidents of their interference with motorists have been brought to our notice. One motorist was stopped, as the constable said he was going too fast, and twice a driver was stopped for having an open exhaust, although the constable satisfied himself, after examining the machine, that it was reasonably silenced.

The Light Car and Cyclecar

Mondays—1d.

Conducted by EDMUND DANGERFIELD.

TEMPLE PRESS LIMITED

(Proprietors of "THE MOTOR,"
"MOTOR CYCLING," &c.)

7, 9, 11, 13, 15, Rosbery Avenue,
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LIGHT UP

Next Saturday, 7.7 p.m.

NOTICES.

Letters.

EDITORIAL Communications should be addressed to The Editor, "The Light Car and Cyclecar," 7, 9, 11, 13 and 15, Rosbery Avenue, London, E.C.

Letters relating to ADVERTISEMENT and PUBLISHING Departments should be addressed to The Manager. SUBSCRIPTIONS should be forwarded to the Manager (rate, 6s. 6d. per annum, or pro rata).

ADVERTISEMENT COPY, Blocks, &c., should come to hand by Wednesday morning to ensure careful attention and allow time to submit proofs, except when an earlier time is specified.

Press Times.

IMPORTANT LATE NEWS and Photographs can be accepted for insertion in the following Monday's issue by special arrangement previously.

Return of MSS., &c.

Drawings, Photographs and MSS. not suitable for publication will be returned if sufficient stamps are enclosed for this purpose, but the Publishers cannot hold themselves responsible for the safe keeping or return of contributions.

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"The Light and Cyclecar" will be mailed regularly at the following rates:—

	12 ms.	6 ms.	3 ms.
United Kingdom	6s. 6d.	3s. 3d.	1s. 8d.
Canada	8s. 8d.	4s. 4d.	2s. 2d.
Elsewhere... ..	10s. 0d.	5s. 0d.	2s. 6d.

REMITTANCES.—Postal Orders, Cheques, etc., should be crossed and made payable to "Temple Press Ltd." All letters regarding subscriptions must be addressed to "The Manager."

Advertisements of Light Cars and Cyclecars for Sale, new or second-hand, Sundry Announcements, and Rates for Advertisements will be found amongst the end pages.

Topics of the Day

Publicity for the Parcelcar.

WE emphasized last week the pressing need for obtaining the greatest amount of publicity for the parcelcar movement at the present juncture. Horses have been taken from small tradesmen by the War Office and Government, and if these people could be convinced immediately of the great advantages and economies to be effected by the use of a parcelcar in place of their horse-drawn vehicles, the foundations of a new development of the motor trade would have been laid on excellent grounds.

The idea of the publicity campaign is to lay these foundations and sow the seed in favour of the parcelcar in the minds of the small tradesmen all over the country. Obviously, to carry out such a campaign successfully is beyond the powers of any one manufacturer, and it is with this thought that we have suggested that the trade, through their own union or society, should band together and, with some part of the funds they have amassed from past Olympia Shows, start a publicity campaign in favour of the parcelcar. The objects of this campaign would be to prove the economies to be effected by the employment of the parcelcar in preference to the horse-drawn van or boy-propelled tricycle, and to organize demonstrations to follow up the arguments appearing in print. Other suggestions for developing the publicity scheme will be found in another part of this issue.

Moving an Army by Motorcar.

EVERYONE has been astonished at the rapidity of the German advance, but the secret has now been discovered. Apparently, a large number of armoured motor chars-a-bancs are being employed. These are laden up with troops, and then driven 10 or 12 miles along the road. Having done this, they unload and return to meet the on-coming troops making their advance by foot; a second load is taken on board, and, in its turn, is transported 10 or 12 miles. This process is repeated continually, and by this method it is stated that a whole army corps can be moved about 25 miles in a day.

It is curious that the idea which inspired our recent article on moving an army by motorcar, which was received with scepticism in some quarters, should so soon be vindicated. The experiences on the Continent show that the practice is quite possible.

If we were ever to be invaded at some unexpected spot, mobilization by motorcar might prove to be the only possible means of concentrating a large body of men at the particular place in question. For this reason it seems a pity that the authorities have not taken more steps to make use of motor volunteers, with their cars or motor-bicycles, as a separate unit. After all, 50,000 or 100,000 armed motorecyclists drilled and fully equipped would be a very useful force, and one that could be moved across country with greater ease and more speed than any other body of fighting men. Perhaps, however, the time may still come when we shall see these ideas put into practical form.

A Call to Arms.

IN London great use has been made of taxicabs for displaying Lord Kitchener's proclamation calling upon men to enlist in the new army. At first it was stated that some of the drivers refused to have these placards placed on their windscreens, and they were accordingly boycotted. Now every taxicab has the call to arms boldly displayed.

There is no reason, so far as we can see, why the idea of using taxicabs for encouraging recruiting and displaying patriotic announcements should not be also applied to private cars. Light car owners can obtain proclamations at any recruiting office, and will be doing useful work in advertising the need of recruits by affixing them to their cars. Of course, if they are able to go into the country and bring any recruits to the recruiting stations, they will be doing still better work, and we feel sure that their services will be only too readily accepted.

LIGHT CAR AMBULANCES.

A Scheme Whereby Private Owners of Light Cars Can Render Assistance to Humanity.

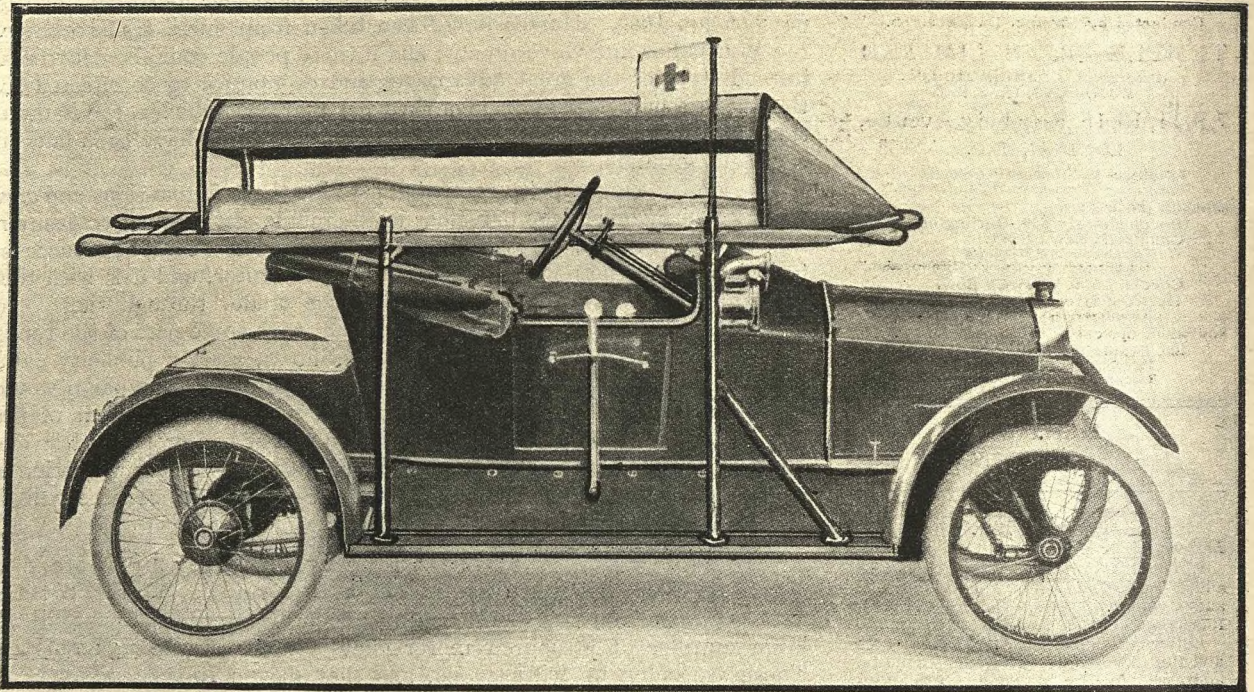


Fig. 1.—A Humberette fitted with special supports for carrying a regulation Army stretcher.

THE clash of vast armies—unprecedented in the world's history—has shocked the whole civilized world by the awful loss of life and the number of maimed and wounded men. Most of us turn with something akin to awe to see in what measure, however small, we can individually be of help to mitigate the sufferings of the afflicted.

Motorists as a class, in common with the whole British Empire, have rallied round the flag, and are doing what they can to help, but light car owners, so far, have been unable to serve as they would like. There are numerous duties, however, that they can undertake, such as fetching and carrying medical supplies, conveying doctors and nurses to and from the various hospitals, and the conveyance of the wounded from the railway termini.

It is not always possible, however, much as one might desire, to detach the ordinary light car body and fit a special ambulance van body in its place, and the number of wounded who can be carried in a sitting position will not be great. The crying need will be for the conveyance of those who must lie prone on stretcher or bed, and to accomplish this the method shown in the illustration is suggested. Whether or not it would be practicable, or acceptable, by the authorities, I leave to others to decide, but the features to recommend the suggestion appear to be as follow :

The light car can with ease and comfort convey a wounded man in a recumbent position.

The value of the car for use in the way of transporting doctors, nurses or medical supplies is unimpaired.

The cost of conversion is low, and can be effected promptly.

Let us examine these points in detail. The method for conveying the wounded consists essentially in providing uprights and crossbars with suitable buffer pads and straps to carry a standard Army stretcher. This is accomplished in one of two ways, either by the use of metal or wooden uprights from the running board, if it is strongly enough attached to the frame to carry the weight. These uprights are shown in Fig. 1, and more clearly in the front view (Fig. 2). This shows the main frame at A, running boards at B, body C, uprights UU, of light steel tube, with foot brackets at FF, at the level of the top of the seats the joining pieces DD are brazed on, and a crossbar (J) brazed in, with a stop piece (H). A similar erection is fitted near the dashboard, and the stretcher rests upon rubber pads (EG), or possibly springs might be used. These metal frames need not be at all heavy, and the lugs and T pieces are readily obtainable from such firms as Chater Lea, Ltd. The supports at the back of the car near the seats would require a diagonal stay tube perhaps, but the front supports can probably be steadied by a little bracket attached to the dashboard.

Of course, the hood and screen could not be used when the stretcher was in place, but when removed the screen could be used, and the hood could also be used if the crossbar (J) was made to lift off the uprights, or could be placed just behind the hood itself. In the case of the windscreens, this could probably be folded right forwards or readily detached, but the

AMBULANCES (contd.).

use of goggles would not be difficult, and entirely overcomes the screen difficulty. Of course, straps must be provided to secure the stretcher in place.

To cover the patient, all that would be necessary should be a light waterproof hood, with curved front, entirely enclosed. The hood sticks for this could be made to slip on or attach to the two crossbars, and would always be carried on the car.

The object of this suggestion has been to provide an idea whereby the wounded could be comfortably and swiftly removed to hospital, and the car afterwards used for any other purpose during the periods it was not required for such transport duties.

The weight being higher than usual, some care would have to be exercised in driving, especially on greasy surfaces, but the Red Cross flag flying on the car would ensure a free road, as every other private road user would draw aside and make way.

Finally, the cost is very little, probably £1 or 30s. would cover the entire cost of fitting up the machine, while the waterproof hood to cover the ambulance should not add more than 15s. to £1 to the total.

Perhaps some light car owners with the necessary qualification—doctors, medical and hospital students—will give their opinion if the idea is any good, so that something could be done quickly to alleviate the suffering caused by the war.

Should this suggestion be in any way practical, it could no doubt be arranged for local motorists to place themselves at the absolute disposal of the nearest hospital. The idea would be for two or three motors to be always on duty at the hospital, and, of course, this duty would be taken in turns.

Then, supposing it to be necessary to fetch the wounded, those on duty would telephone up as many fellow enthusiasts as were available, and, failing this, run around to their houses, and then set off at once to the desired position. Thus, by properly organizing the light car owners in each neighbour-

hood, a fleet of fast little vehicles could be despatched in a few minutes, all ready equipped to carry a stretcher.

Of course, all orders would be issued by the proper authorities, but the local motorists should elect their own captain, etc., arrange their times of duties, and so forth, so that those unable to be on duty during the day would be on evening duty.

There are no doubt some objections to such a

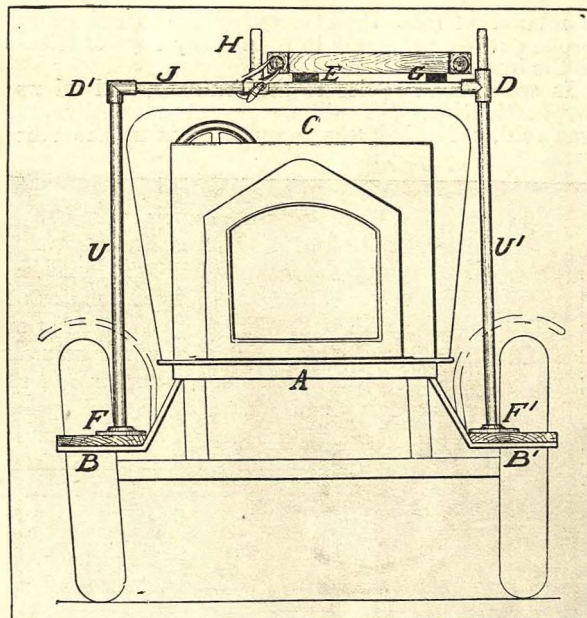


Fig. 2.—Diagram showing method of attaching the tubular supports to the body.

scheme, but possibly it could be worked up into shape by those with the necessary ability. Anyway the suggestion is made in the hopeful anticipation that it will help to assist in alleviating in some measure the sufferings of our wounded heroes. E.W.H.

INEXPENSIVE PUBLICATIONS OF TOPICAL INTEREST.

How to Use a Rifle or Pistol.

That useful little handbook "How to Use a Rifle or Pistol," written and illustrated by the staff of "The Regiment," has met with immediate success, and the first edition is almost sold out. There is no doubt that the simply-written instructions contained in it have been found of the greatest assistance to those unfamiliar with the rifle. The book also contains a chapter on map reading which is particularly useful to beginners, since it deals only with maps which are easily procurable. To understand a map thoroughly is more difficult than most people imagine. "How to Use a Rifle or Pistol" is published at 6d. net, and will be sent post free for 7d. from this office.

A story is going round town with reference to the British Motor Volunteer Corps being organized by the R.A.C. The corps arranged to have three or four cars always at the disposal of the authorities. On one occasion the owner of a Rolls was hurriedly summoned by an officer and was rather amazed when he was directed to go to — Theatre and told to come back after the play was over.

A New Use for War Maps

It is possible that many people who are following the fortunes of the opposing forces from day to day may wish to retain a permanent record of the movements of the armies. An admirable way of doing this is to buy a number of sheets of "The Regiment" penny war map and mark the armies of the Allies and the enemy in coloured chalks. The low price at which this map is published renders this possible, yet in spite of its cheapness it can compete with any map on the market for accuracy and clearness. "The Regiment" war map is 20 ins. long by 15 ins. deep, has a map of central Europe on the front printed in two colours and a large scale map of Belgium on the back. It will be sent post free from this office for 1½d.

The large number of motor vehicles used by the Government has resulted in a large demand for accessories, and the Rotax Motor Accessories Co. have supplied large quantities of accessories and spares. There is also a large demand for cast aluminium lamps suitable for commercial motors due to the number of commercial motors used to replace commandeered horses.

MOTORING ON A TENNIS LAWN.

Driving Lessons Extraordinary—Circling at Speed.

I SUPPOSE I must consider myself one of the lucky ones, having almost concluded my holidays before events came to a head, for those who had not had a relaxation from their everyday duties before war broke out are not likely to have many days of leisure in the immediate future.

In spite of all advice to the contrary, Ireland was my destination. "You'll never get back alive," I was told. "for half the population is at the other



"I felt somewhat anxious walking down the South Quay, Dublin, where a few days previous an infuriated mob had thrown some 'Tommies' into the river."

half's throats." However, the Green Isle was reached, and I must say I felt somewhat anxious walking down the South Quay, Dublin, where a few days previous an infuriated mob had thrown some "Tommies" into the river.

It was certainly not from choice that I ventured into the district, but rather to rescue my de P. cyclecar from the shipping company that had carried it by sea from London.

The machine had been painted white and black just previous to its sea voyage, and I was somewhat relieved to find that it had not even been scratched in transit over the briny ocean.

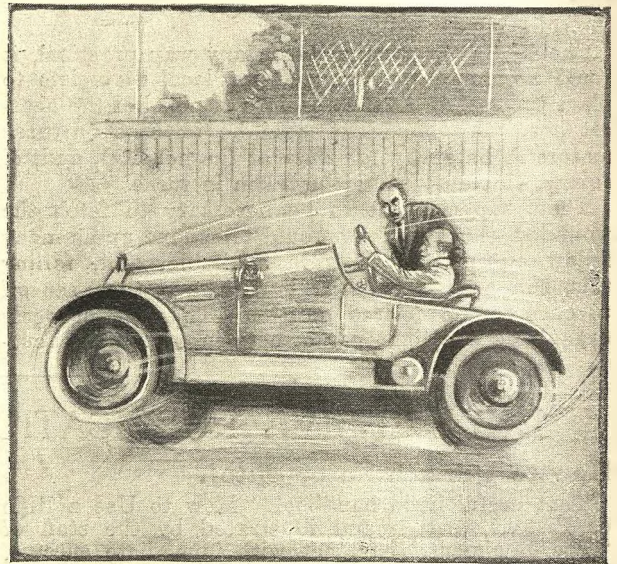
My mileage during the week I was over there was not great, probably not more than 300, but the jolting the machine received on the appalling roads must have given the chassis a gruelling which, under ordinary circumstances, it would not have had under 2000 miles. However, it withstood the test splendidly; in fact, it did not require the slightest attention.

Owing to the sudden crisis a quick return to London was necessary, and I found it was impossible to make arrangements to ship the machine back again, so it still remains on the other side of the Irish Channel. Before leaving my host asked to be taught to drive, as it seemed a pity to leave the de P. in the garage unused when it might be employed to advantage

Even with the most skilled driver at the helm, I never feel at ease in the passenger's seat, so that the suggestion that I should sit in the machine with a beginner at the wheel sent a shiver down my back. From the point of view of safety I selected the tennis ground for the scene of action. A few lessons in starting up came as a preliminary, then my venerable host was planted in the driving seat and the controls explained. In order to stem off the dreaded moment of real action I explained the controls for as long a time as possible.

At last courage had to be taken. The engine was started up, but the seriousness of the situation compelled me, from the point of view of self-preservation, to take up my position on the offside running board, with one hand on the brake lever. "Press the clutch pedal out!" was my instruction, which was duly carried out. "Place the gear lever in the first notch!" a command which was also obeyed. "Now, let the clutch in gently and press the accelerator pedal slightly. A few convulsive movements of the machine resulted and the engine stopped.

Inwardly I blessed my pupil and prayed ardently



"As the speed increased the inside wheels left the ground, and it seemed that we must turn turtle."

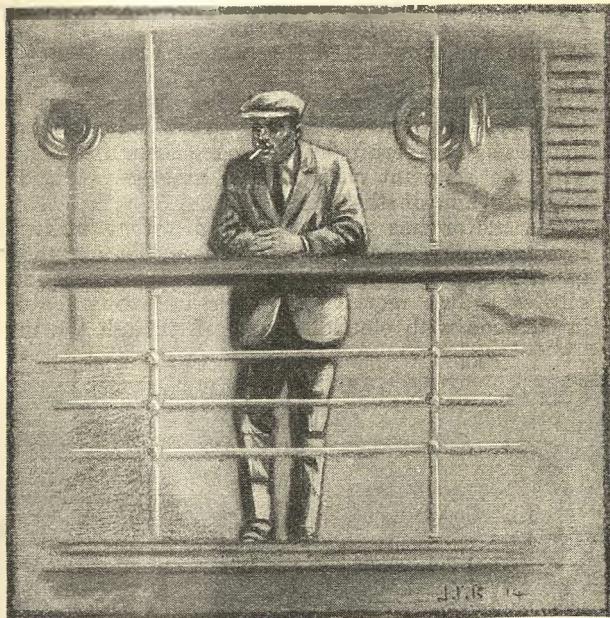
that he would repeat the process ad infinitum, for I felt safe so long as the machine remained stationary.

Another attempt proved abortive, but as the would-be driver showed signs of impatience I secretly released the brake, which had been fully on all the time unknown to him.

Now, I am in for it, I thought, and sure enough I was. The driver was now warmed up to his work (and evidently intended that the engine should be likewise). He put the clutch pedal out with a vigour that almost pushed the flywheel through the radiator; he then stamped on the accelerator until the "revs." crept up to over the "3000" mark, making the machine and its occupants shake like aspen leaves. His left foot slipped off the clutch pedal, and we went forward like a shot from a gun.

MOTORING (contd.).

I was nearly thrown off, but I managed to grasp the brake lever. All my Herculean strength had left me for the moment, and the speed of the seemingly lamented machine remained unchecked. The dimensions of a tennis ground are none too generous to enable motoring at speed over its green surface a safe pastime, but when the lawn is bounded by flower-beds



"Reflecting over the incidents on the Irish Channel."

and high banks, and a beginner is at the wheel, one's predicament is unenviable. "Stop, stop!" I vainly shouted. "Take the clutch out!" But in the excitement of the moment the clutch and accelerator pedals had evidently changed places, for we began to go faster and faster

The wheels were locked over, so that the machine went round in the smallest possible circle in a left-hand direction. As the speed increased, the inside wheels left the ground, and it seemed that we must turn turtle. This was only to be expected, as the driver was at least 14 stone, my weight being over 12 stone, and as all this avoirdupois was placed on the off side, the machine got up on two wheels.

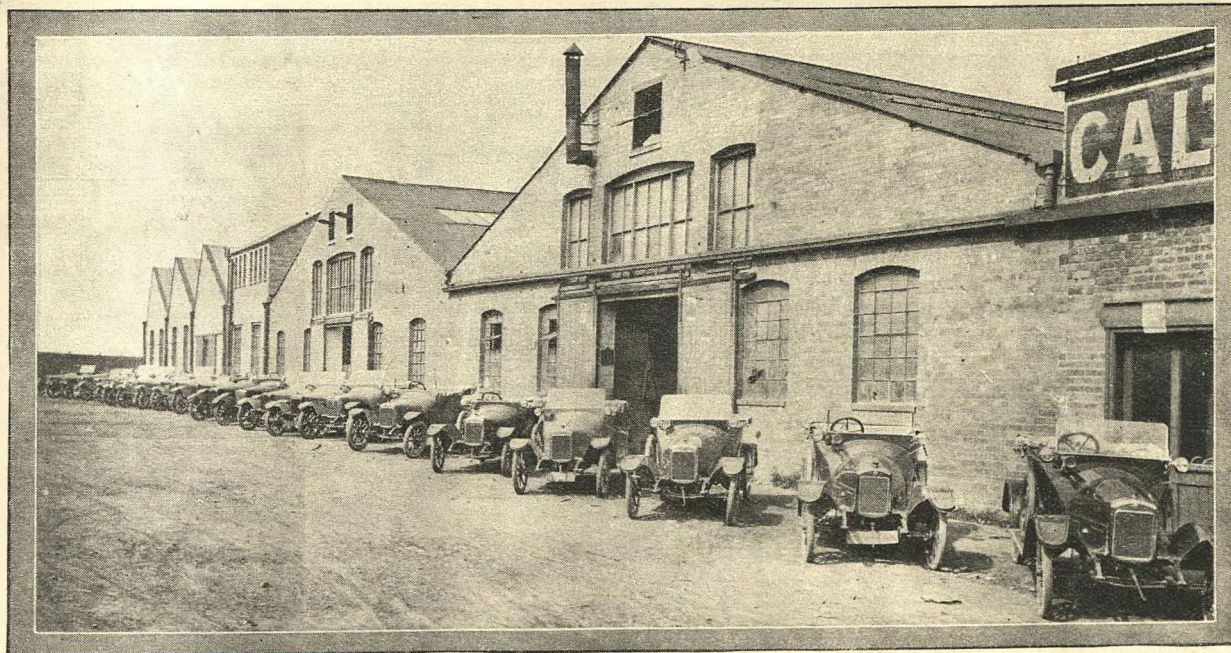
The situation was now critical in the extreme, but just when the inevitable seemed about to happen the driver found his "sea legs" and declutched. Eventually we came to a standstill, both very much the worse for our experience. Beads of perspiration stood out on our foreheads, but we had not endured for nought. Lining the entire wall which separated the lawn from the road was the population of the village. No doubt they had thoroughly enjoyed the sport, which had seriously rivalled the performances of Buff Bill's circus in the vicinity the night before. And then it was a free show, which somehow or other has always a special attraction of its own.

"No," I thought to myself, "looping the loop in this fashion is not my calling in life," so I suggested that the next lesson should be on the King's broad highway—and uphill.

The Campaign Abandoned.

Having been unable to obtain any clutch oil, or, rather, forgetting to inquire for it, the clutch was almost bone dry and showed signs of giving up the ghost. No lubricant was available, and as gear changing became a matter of luck, a council of war decided to abandon the campaign, much to my relief.

On reflecting over the incidents of the day while crossing over the Irish Channel in the R.M.S. "Ulster," I marvelled that the radiator showed no signs of overheating. The engine had been raced unmercifully; there was little or no cooling draught; the day was a "scorcher," and there was no fan: Of the many good points of the de P., this immunity from overheating was certainly one. It was difficult to decide whether this afternoon's test was a greater one for the cooling than the long, tedious climb up Ballinaslaught hill undertaken on a hot, roasting day with 26 stone on board, for on neither occasion was there the slightest trace of boiling. B.



Carry on! A week's consignment of 22 Calthorpe Minors recently despatched abroad

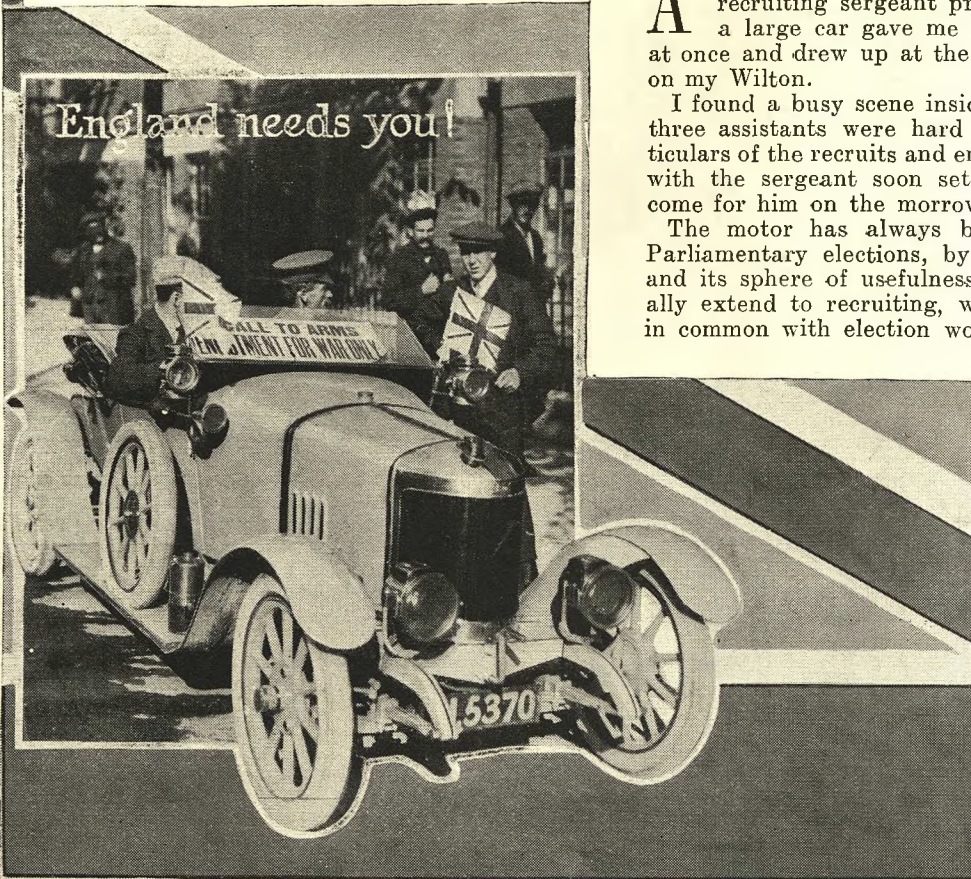


THE LIGHT CAR FOR RECRUITING PURPOSES

A DESIRE to be of some use and the sight of a recruiting sergeant proceeding to his office in a large car gave me the idea. I acted on it at once and drew up at the nearest recruiting office on my Wilton.

I found a busy scene inside, for the sergeant and three assistants were hard at work collecting particulars of the recruits and entering them up. A word with the sergeant soon settled matters. I was to come for him on the morrow.

The motor has always been of great utility in Parliamentary elections, by bringing in out-voters, and its sphere of usefulness would therefore naturally extend to recruiting, which has many features in common with election work. Although the num-



SES

HOW OWNERS CAN BE OF SERVICE TO THE COUNTRY — AN INTERESTING EXPERIMENT.



ber of recruiting stations has been greatly increased there are many places miles away from the nearest depot. It is only natural, therefore, that a would-be recruit hesitates before he sets out to walk to the recruiting station. The light car or large car can be of immense use here. Although the light car's load is not very great, it can in a given time perform much useful work. Owing to its general handiness in manœuvring and in traffic its journeys can be frequent, thus making up for its small load.

Five minutes before time I pulled up at the office, a Union Jack fluttering on either side of Lord Kitchener's appeal on the windscreen. The sergeant came out to the tick, saluted as only a sergeant of regulars can, and took his seat.



RECRUITING BY LIGHT CAR (contd.).

Off we set, the ribbons on my passenger's cap fluttering bravely, and within half-a-mile we espied a little knot of men round one of the many "calls" to the flag.

Obedying the sergeant's signal, I pulled up and my passenger jumped briskly out and entered into conversation with them. So well did he plead his cause that, as I could not take three more on board he dismounted and accompanied them to the recruiting office, while I drove on ahead.

As the particulars were taken I ran the new recruits over to the barracks, where the doctor was putting them through the medical examination, and with two

of them on the seat with me and one on the back the Wilton made light of the heavy load.

Then back for the sergeant and off again with a very similar result. Then off with a message to the head office, perhaps picking up a recruit on the way back. So this went on for the whole afternoon.

The Wilton proved ideal for the task; despite the frequent stopping and starting the consumption was over 40 m.p.g., and although the car was frequently kept standing with the engine running there was never any tendency to overheat.

When a rapid stop was necessary, the strong brakes pulled us up quickly and quietly and the traffic always was threaded on top gear with ease.

SECOND-HAND CARS STILL SELLING.

FROM quite a number of directions we hear of the ready sale for second-hand light cars. This is rather extraordinary, for the market is probably well stocked, owing to officers called to the front endeavouring to effect speedy sales of their cars at sacrificial prices. One small advertisement in our columns last week resulted, we are informed, in two second-hand cars offered by an agent being sold within 36 hours, and the number of inquiries was prodigious. Evidently many prospective purchasers

are aware that some good bargains can be picked up, and then, of course, a large number of owners of big cars are giving them up and getting a cheap second-hand light car, the upkeep costs of which are, of course, low, for running about. In offering a light car for sale now, we suggest that the seller must take care not to fix the price too high. A glance through the small advertisement columns of THE LIGHT CAR AND CYCLECAR will give a very good idea of the average prices that various machines will fetch now.

MIDLAND TOPICS.

The Prospects of the Parcelcar—New Models to Make their Appearance Soon.

A tremendous number of cars seen in Coventry are driven by ladies.

The Swift Co. have a particularly attractive light car model for next season. More details anon.

Motorists proceeding into Birmingham should drive with caution and pull up immediately when challenged.

A new three-wheel Williamson sociable has been seen on the road near Coventry. It has been produced by the makers of the Williamson sidecar.

The War Office has commandeered part of the passenger motorbus service in Coventry. The buses will have their bodies altered for transport purposes.

Generally speaking, employers are doing their utmost to provide employment, and in cases where single men have not been able to enlist owing to their failing to pass the doctor they have been given work.

With reference to our recent article on the withdrawal of the speed limit, a reader states that he recently covered the journey from London to Coventry in two hours and five minutes. He should enlist as a despatch rider.

Enlisting in Coventry has been very brisk. Some wit observed the other day that if you enlisted with the Regulars you stood an excellent chance of being shot by the enemy, but you were still more likely to be killed in the Territorials by being shot by your own men or run over by trains when guarding the line!

Mr. Buckingham's four-cylinder motor should be ready in a few weeks time. Although a very compact affair, its power output should be enormous. The dimensions are 89 mm. by 89 mm., which gives a cubic capacity of about 2000 c.c. Overhead valves, with a bevel driven overhead camshaft are features to which special attention has been paid.

Coventry has realized its duty, and there are now very few single men who have not enlisted.

A large order from the Russian Government for Ardens has been postponed owing to the war.

A new model Arden should be ready in a few weeks time. It will have a gate change, three-speed gear, and pressed-steel frame in place of the armoured one.

Our scheme for the popularization of the parcelcar by means of a publicity campaign on the part of the manufacturers' union has been well received in Coventry.

Perhaps we may see all motor war vehicles fitted with pedrails before long. Even now those in the know are taking on the Parsons chains as an indispensable accessory.

The completion of the Premier light car, which has been awaited with interest in the Midlands, has been delayed by the war, as a good deal of the steel which was to have been used in its production is hung up in Belgium.

Coventry tradesmen who are in doubt as to the advantages of employing a parcelcar should take note of the exquisite little Humberette van belonging to Messrs. Cooke, the tobacconists. It has now been on the road for several months, covering a daily journey of 40 miles, and has replaced half a dozen boys with push tricycle vans.

Berkswell, a charming little village some six miles from Coventry, is the home of the Arden light car. This concern is profiting by the lull in trade provided by the war to complete its arrangements for enlarging its works, and already a new two-storey shop has been erected. Consequently, when the war is over, it will be in a position to cope with the boom in British trade that everyone is expecting.

THE ADVENT OF THE PARCEL CAR AND LIGHT VAN.

More New Models—Prices to Suit Every Purchaser.

EXPERTS tell us that the terrible campaign being fought on the Continent is before anything else a motor war. There is every prospect, therefore, that when it is over it will be followed by a motor peace. There are signs even now of the beginning of a vast expansion of the motor movement, and the replacing of the horse almost entirely both for business and pleasure purposes. This has been brought about in the following manner.

At the beginning of the war a very large number of horses were commandeered by the authorities. Many of them belonged to tradesmen, and were used for the purpose of delivering goods to their little circuits of customers. This is at an end. Coventry

and Birmingham have been quick to realize their chance, and the cleverest brains in the motor trade are now engaged in the perfection of light cars and sidecar machines to take the place of the town and country shopkeepers' distributing vans.

Our sister journal "Motor Cycling" has for a long time past advocated the use of the shopkeeper's sidecar with detachable body, so that the machine could either be used for business or pleasure purposes, and in its current issue describes a number of most interesting machines constructed on these lines. The light car parcel van is of more recent date. Last week we gave details of several models, and below we publish a further list.

The de P. ... £135

Two business models are being produced by the Depford Co., Ltd., of 2, Evelyn Street, Deptford, London, S.E.; both the cyclecar and light car chassis are employed.

The cyclecar van has the V-twin water-cooled Blunfield engine, and is priced at £135. The light car van can be fitted with either the two or four-cylinder Dorman engine at the option of the purchaser and costs £195.

The van body is roomy, and allows easy access to the contents while affording the driver good protection. As the bodies are easily detachable and interchangeable with the pleasure body, the owner has a double purpose vehicle at his command.

The Alldays ... £130

The Alldays Midget light van has now been on the market for two or three years, and is therefore well known. The chassis is much the same as the touring light car chassis, but the arrangement of the rear springs is different, the cantilever semi-elliptics of the pleasure vehicle being replaced by ordinary semi-elliptics.

Two models are made, the twin-cylinder engine model and the four-cylinder, and they are designed to carry a load of about 5 cwt., the van body being particularly roomy on account of the 4 ft. track.

The two-cylinder model has 650 mm. by 65 mm. wheels and tyres, and, complete with lamps, tools, jack, pump, etc., is priced at £130, the four-cylinder model, with 700 mm. by 80 mm. wheels and tyres, being priced at £165.

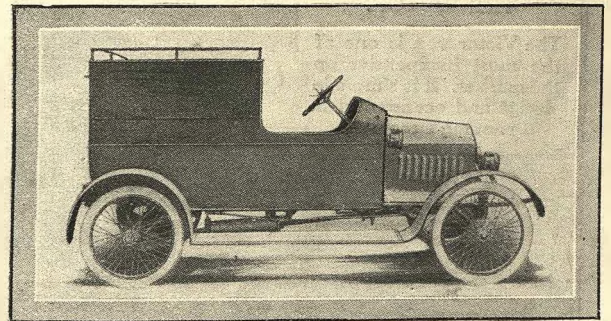
The four-cylinder model is particularly smart in appearance, with its pointed radiator and taper dash, and makes an ideal pleasure vehicle by substituting the ordinary two-seater body for the van body.

The Swift ... £140

The success of the Swift in trials and competitions should make the success of the Swift light van sure, and van bodies have been fitted for some little time now, the tests being quite successful.

The body is very roomy by reason of the overhang of the sides, and a large door at the rear gives access to the goods inside. The wheels are shod with 700 mm. by 80 mm. tyres, and this should make tyre wear small, as they should be well up to the load imposed upon them.

The price, complete with screen, lamps, tools, jack, pump, etc., is £140, and as the Swift is famous for its low petrol consumption and economical running it should find a ready market at the present time.



The Gordon parcelcar which sells for £140.

The Perry ... £147

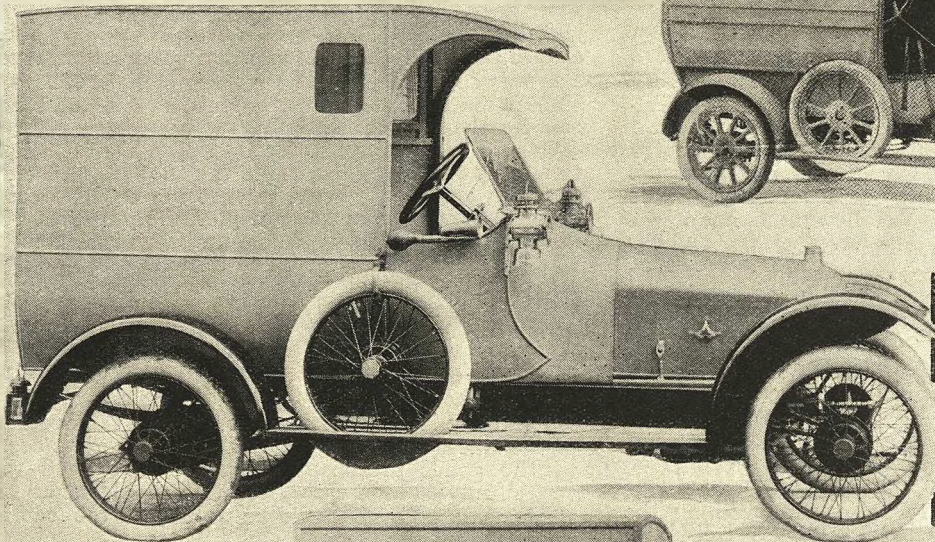
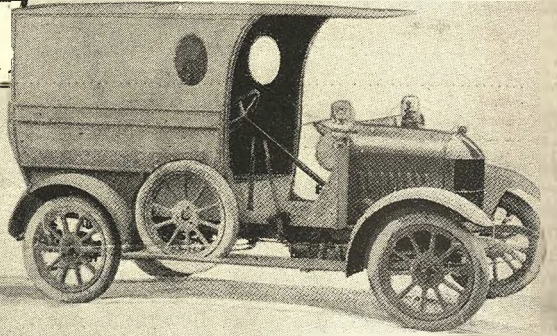
The chassis is the well-known Perry light car design with two-cylinder engine, three-speed-and-reverse gearbox and shaft drive. Sankey detachable wheels are fitted, shod with 700 mm. by 80 mm. tyres, and the van should therefore be well up to a good load.

The body can accommodate another person besides the driver and is quite open behind the driver's seat, thus giving extreme accessibility to the contents of the van. The driver can also leave his seat by either side with ease, a point not to be lost sight of when time means money.

The inside dimensions of the body are: width, 3 ft. 8 ins.; height, 4 ft. 6 ins.; length, 4 ft.; and the price, complete with spare wheel and tyre, side and tail lamps, tool kit, jack, horn, repair outfit, pump and filler is £147. The makers are the Perry Motor Co., Ltd., Tyseley, Birmingham.

NEW MODEL LIGHT VANS AND PARCELCARS.

THE MORRIS-OXFORD.—The Morris-Oxford van gives very easy access to the driver's seat. Its smooth running and unit construction are its chief features.



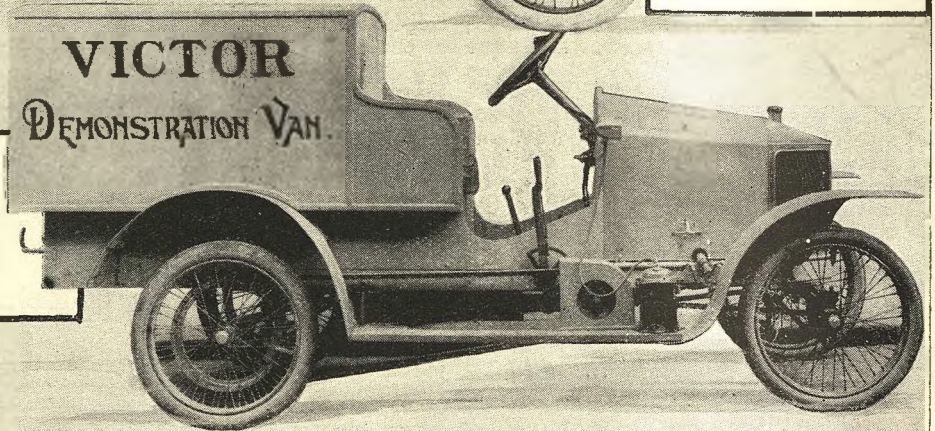
THE ALLDAYS.

The Alldays Midget van has the orthodox semi-elliptic rear springing, and with interchangeable bodies it makes a splendid two-purpose vehicle.

**VICTOR
DEMONSTRATION VAN.**

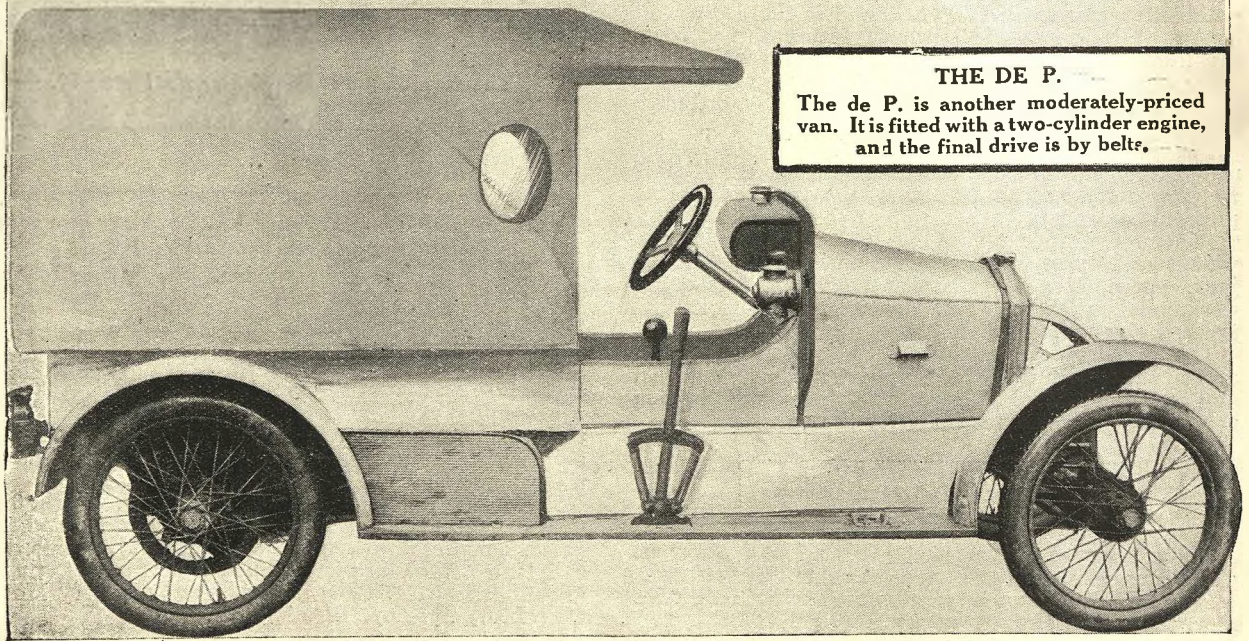
THE VICTOR.

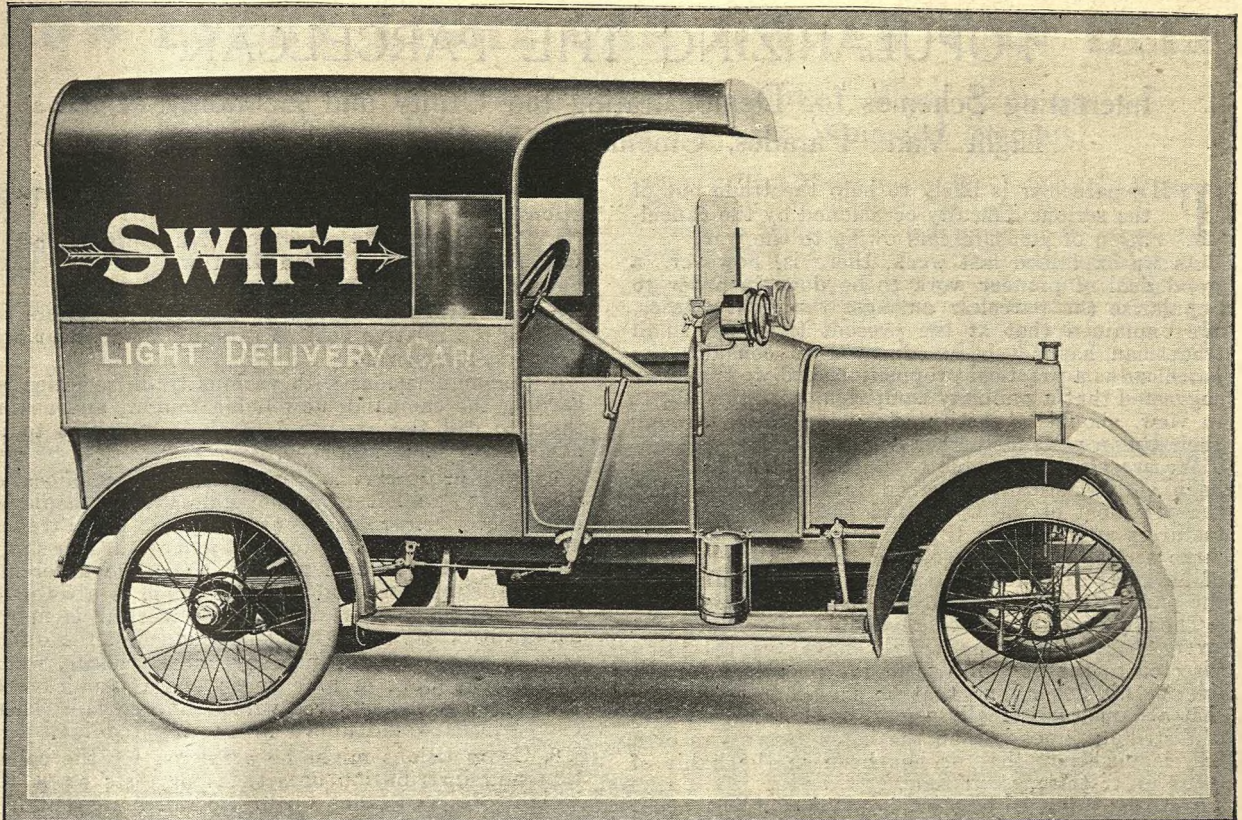
The Victor van is one of the most inexpensive on the market. It is simple in design and economical in running expenses.



THE DE P.

The de P. is another moderately-priced van. It is fitted with a two-cylinder engine, and the final drive is by belts.





The Swift parcelcar. Its clean outlines and sturdy construction are noteworthy features.

The Victor ... £120

Realizing that the time is now ripe for it, Messrs. Victor Motors, of Eynsford, Kent, have produced a parcelcar, the cyclecar chassis being only slightly altered in order to take the commercial type of body. The maximum load is fixed at 5 cwt., and in order to make certain that should the van be overloaded no bad effect will result to the springs these have been duplicated. The engine is a two-cylinder V-type Precision water-cooled model, and the drive is by means of a chain to a countershaft on which is mounted a clutch and a two-speed gearbox, the final drive being by belts over fixed pulleys. The gear ratios are $6\frac{1}{2}$ to 1 and 13 to 1. The price is £120.

The Auto-Carrier, £96 10s.

The three-wheeled Auto-Carrier has been a familiar object in the streets of our cities for many years, and its popularity still increases by leaps and bounds. Its carrying capacity is 6 cwt., and the body is fitted in front with the driver seated at the back. The single-

cylinder engine is air-cooled, and although it is only rated at 5-6 h.p., there is more than an ample reserve of power. The price complete, painted as desired, is £96 10s. Realizing that the demand for a slightly more commodious vehicle is also great, Messrs. Auto-Carriers (1911), Ltd., of Thames Ditton, Surrey, have introduced a four-wheeled light van, the chassis being that of their successful 10 h.p. light car. The rear springs are now semi-elliptical, the single transverse one being retained in front. The price of this model is £175 complete and painted to order, and the maximum load to be carried is 6 cwt. A cheaper model with a skeleton-type of body covered with canvas is also listed, and sells at £165 complete.

The Gordon ... £140

The East Riding Engineering Works, Beverley, utilize their standard chassis for the light delivery van, and a very roomy body is fitted. The dimensions are 4 ft. or 6 ft. long, 3 ft. wide and 3 ft. deep, and the load it will take is between 5 cwt. and 10 cwt.

No cover for the driver is provided, but this should be very easy to alter, and, in fact, any special body can be built to suit the customer. The price is £140.

LIGHT CARS ON THE CONTINENT.

A correspondent who has been recently on tour in Germany, France, Holland and Switzerland states that light cars are very little in evidence in those countries. France, of course, possesses a good number, but one does not see very many on the road, while in Switzerland only one or two Adlers were seen. This make, however, is extremely popular in Germany, where cheap light cars seem to have held

their own very successfully with the cheap American car. The Adler—with both side-by-side and tandem-seated bodies—is to be met everywhere in Germany, where the light car is, of course, the more used, in that the sidecar outfit is unknown. There is, or rather was, a big light car market in Germany, but British productions would not have stood much chance, the German policy being to support the home industry.

POPULARIZING THE PARCELCAR.

Interesting Schemes for Demonstrating the Utility and Economy of the Light Van—Parades, Cinematograph Shows and Posters.

THE parcelcar is likely to help the trade out of the serious difficulty occasioned by the cancellation of pleasure cars owing to the war.

As we explained last week, there is, however, a good deal of pioneer work to be done in order to popularize the parcelcar amongst the right classes. We explained that at the present time the small tradesman has not been educated to consider the parcelcar as a practical proposition, and we therefore suggested that a publicity campaign, with this object in view, should be instituted by the trade through their Union without further delay.

We are glad to be able to state that our idea has been enthusiastically received in the Midlands by the president of the Cycle and Motor Cycle Manufacturers and Traders Union, Ltd., as well as by a large section of the trade, and there is every hope of an energetic publicity campaign for popularizing the parcelcar being started without further delay.

The object of this campaign would be to ensure that every small tradesman should have his attention directed to the possibilities of the parcelcar for delivering his goods, and that he should be convinced that a parcelcar is really a more economical method of distributing goods than the horse-drawn van or a bicycle push-cart that he has been in the habit of using up to the present time.

The next question is, then, how this publicity campaign is to be run. Let us assume that the Cycle and Motor Cycle Manufacturers and Traders Union, Ltd., set aside a certain sum for the publicity campaign. There are hundreds of different ways in which the cause of the parcelcar can be fought. We will suggest a few.

1. Articles would be written in the technical and daily Press on the general advantages of the parcelcar over the horse-drawn van.

2. Cinematograph films showing how the modern tradesman delivers his goods would be shown all over the country. Lading up, deliveries of various kinds of vegetable produce, for instance, by the old and the new style would provide useful comparisons.

3. Circularizing tradesmen of different classes on the general advantages of the parcelcar versus the horse-drawn van would also help. Their names and

addresses could be obtained from the various associations which look after their interests.

4. Parades and Processions. Numbers of parcelcars should be sent round the town, with the price and weight of each car painted on each vehicle.

5. Advertisements could be inserted in papers regarding the relative cost of running a parcelcar and the horse-drawn van.

6. Communications with various trade societies regarding the campaign now being fought, and asking them to call the attention of their members to it, might have some influence.

7. Graphic posters showing the difference of cost of running the parcelcar and horse-drawn van displayed in all motor showrooms would be good. Local tradesmen would be requested to put them up in their shops if possible. The posters would show the difference in cost of running, and how the horse is always requiring food, whereas when the parcelcar is in the garage it is not a source of expenditure; the difference in the space occupied by one parcelcar, which will do the work of four vans; and the mileage of the parcelcar as compared with the horse van. These comparisons would afford interesting reading.

8. Competitions might be arranged for the collection and distribution of articles or tests as to the weight of a van laden up to the full limit that it is constructed to carry could be held.

When this publicity campaign has been running for a month or so there should not be a single tradesman in England who would not be discussing the possibilities of the parcelcar with his particular set of friends; then, of course, the time would be ripe for the manufacturer's representative to call in person and explain to him in greater detail the various points of his particular kind of parcelcar. Half the battle would then have been won, and there would not be any need to cultivate the customer from the very beginning, as the Press campaign fought by the trade as a combined whole would have done all that, and in a far more effective and convincing manner than any single manufacturer could have done. Unity is always strength.

Next week we shall deal with a further phase of this most interesting development of the light car.

THE COMMERCIAL CYCLECAR IN THE NORTH.

THE light car has been adapted to quite a large extent in Scotland for business purposes. The handiness and low running costs of this vehicle render it very popular among commercial travellers, especially with those who have to cover outlying districts where railways are few or train services poor.

Of course, a light car costs more per mile when everything is reckoned up than third-class travelling on commercial terms, but the car allows of more calls being made and of a more flexible programme, while there is a saving in hotel bills on most journeys, as a fortnight's work can be done in perhaps eight days with the car. These facts are now being generally appreciated in Scotland, and the light car, having proved its reliability, is finding an ever-growing market in this field.

For light delivery work also the light car is becoming very evident in the streets of the bigger towns. One of the smallest little utility vehicles in Glasgow

is a dainty Ascot van used for delivery work by a firm of children's outfitters, while in Edinburgh one finds G.W.K.s and Phanobiles on paper delivery work. In Glasgow a fleet of Forest vans maintained under contract for 3d. per mile are giving every satisfaction to one of the evening papers, but strangely enough three-wheeled utility vehicles are not popular, slippery setts and the many hills no doubt accounting for their absence from the streets.

The famous Singer "10" is used for the Singer light van and a light and extremely roomy body is fitted with roll-up sides after the Army pattern. A point where the Singer gains is in the driver's roomy seat, which has a high comfortable back and allows plenty of leg room.

Owing to the overhang of the body, both at the rear and the sides, it must be quite the roomiest body yet fitted to a light car chassis, and the makers should experience a large demand for it.

HOW EVERY LIGHT CAR OWNER CAN HELP.

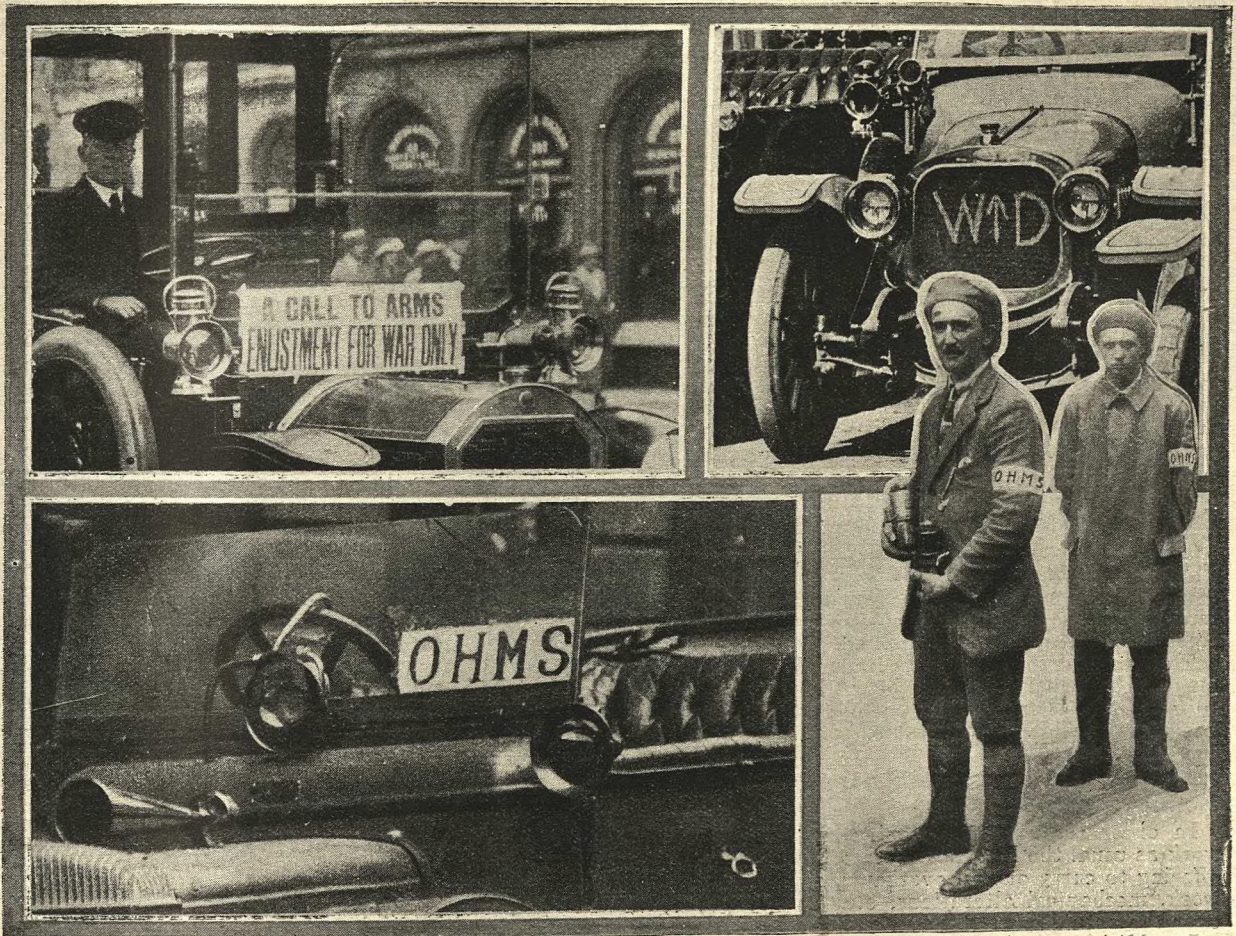
No Alteration to Your Machine Required—Work Can be Done at Week End—Fresh Air for Our Wounded Soldiers.

OWING to the magnificent way in which all classes of motorists responded to their country's call, many owners, particularly owners of light cars, found much to their regret that there was not sufficient work to go round. Disappointment at their inability to help was naturally rife.

There is one way, however, in which light car owners can perform useful services. At the present moment there are hundreds of our wounded soldiers back from the front; some of them are, of course,

these gallant heroes appreciate being driven through the country in quietness and comfort.

True a light car is not particularly commodious, but by taking short runs, quite an appreciable number of soldiers can be given an outing in an afternoon. There is no need to alter one's machine in any way, and although, we know, no owner wants any recompense for his services, he will probably hear from the fighter's own lips tales and incidents that would easily eclipse those published in the daily papers.



SIGNS OF THE TIMES—The various government signs now seen on motors are becoming familiar. Some of these appear to be placed on the machines in a great hurry. W.D. stands for war department, and the letters O.H.M.S. indicate that the driver is "On His Majesty's Service."

seriously incapacitated, but others have only slight wounds. The latter, and also the former, when in a convalescent state, are being quartered at our seaside resorts and inland watering places to recuperate their health. What could be more enjoyable to these brave fighters than a drive in a motor.

The health-giving qualities of motoring are well-known, not only to the public but to the medical profession, and it is not surprising therefore that the R.A.M.C. officers allow their patients to breathe the fresh air seated in the comfortable body of a motor. After all their heavy marching and incessant fighting

First inquire where there are any wounded quartered, and then get into touch with the local Army medical officers in charge. We feel sure that our readers will be welcomed, and their offers gladly accepted, if any of the wounded in the hospital are in a fit enough condition to take a motor drive.

There is no necessity to drive at terrific speeds; in fact, it is inadvisable to do so. Drive with caution, and the recuperative effect of the outing will be all the greater.

If your machine is not available every day, its use will no doubt be acceptable during the week-end.

BUSINESS AS USUAL.

How Patriotic Members of the Motor Trade are Facing the Situation.

WHY YOU SHOULD SUPPORT THEM.

Enticing Offers of Cheap Repairs and Overhauls—Special War Sales Discounts.

"CARRY ON" is the order for all commercial enterprises at the present time. The Motor Trade like other industries, has been severely affected by the war, but many of its members are making splendid endeavours to keep business going. Motorists should support these concerns in any way they can and so assist in providing employment and indirectly the sinews of war that the continuation of business represents. Incidentally many concerns are now making the most tempting offers to motorists to encourage them to spend money. Overhauls and repairs are being undertaken at discount prices. Bodywork painting and overhauling coachwork is another branch of the industry where some very tempting offers are being made, whilst in the sale of cars and accessories equally attractive propositions are to be found.

The following light car and cyclecar concerns are amongst those that are still keeping the British Flag of Commerce flying and therefore deserve the support of motorists. Below we detail the particular schemes that these concerns have evolved in order to "Carry on" during the crisis:—

Oakley Ltd.—Light Van Bodies at Five per cent. Above Cost.

With work for the Admiralty, which had to be carried on night and day, now completed, Oakley, Ltd., have returned to normal hours and are making a speciality of bodies for light delivery vans.

In order to keep the works going, they are content to rely on a profit of five per cent., and all work done during the war will be carried out on that basis. The light delivery van is looked to at the present moment as there is undoubtedly a large demand for this class of vehicle.

Caxton Engineering, Ltd.—Hire-purchase.

The Crescent cyclecar is now handled by the Caxton Engineering, Ltd., and, while work is proceeding as usual, the concern is very busy with its well-known hire-purchase system, by which means any make of commercial vehicle can be supplied.

The demand for light vans by small tradesmen is making this department very busy. It is not intended to market the Crescent with a light van body as the chassis is considered unsuitable.

Hackney Automobile Exchange—Reduced Prices.

In order to keep trade going and their men at work as usual the Hackney Automobile Exchange are offering to carry out all overhauls, repainting, bodywork, mechanical alterations, etc., at five per cent. over the actual cost.

In addition to this they are prepared to reduce the prices of their products very considerably, including the "Hurlincar" and "Aviette," and their light car and cyclecar components.

Thus, by supporting this firm and taking advantage of their offer, motorists will be assisting in keeping a large number of men employed, and, of course, lessening the distress which is bound to be felt amongst the working classes.

Wilton Cars, Ltd.—Inexpensive Overhauls.

The Wilton is not a car to call for repair, but the manufacturers are prepared to carry out repairs and overhauls at a charge of merely five per cent. above actual cost.

In addition they are now undertaking all departments of body building for their car, and the body

will accommodate three abreast with comfort. This new department will, of course, provide further employment, and every Wilton light car ordered now will indirectly provide for many families.

Victor Motors—Experimental Work.

As the home trade is necessarily dull Messrs. Victor Motors are making a bid for foreign trade, and as some orders have already come in they have every hope from that direction.

The light van market is also looked to as a source of business, and the Victor parcelcar should provide its manufacturers with as much work as they desire.

An interesting point is that the opportunity of slack business has been seized to carry out experimental work on next year's models, as it is realized that trade will quickly return to almost a normal state when the Allies have achieved a striking success on land.

Stewart and Ardern, Ltd.—Morris-Oxford Overhauls.

With a view to keeping their own particular wheels of industry revolving, Messrs. Stewart and Ardern, Ltd., are making a feature of Morris-Oxford overhauls at a special war rate of £9.

This figure includes the complete dismantling of the car, the body being taken off and engine, gearbox, back axle and the whole frame completely taken apart, cleaned, wear taken up and re-assembled.

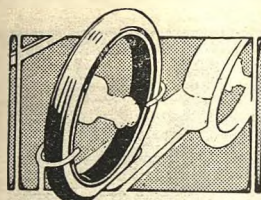
If new parts are necessary, such as piston rings or gudgeon pins, they must be paid for, as, obviously, they cannot be included in the £9.

A point of interest is that the customer is invited to call and see his car in the dismantled condition, and he can then decide what parts shall be renewed, if necessary; also, of course, he will gain a useful insight of the inner workings of his mount.

R. Barton Adamson and Co.—Repairs at Reduced Rates.

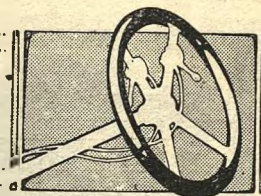
Repairs to their own machines at reduced rates are being undertaken by Barton Adamson and Co., but the prices of their cars remain unaltered.

Some orders have been cancelled by young men who have been called up or have enlisted, and in consequence delivery of the Adamson can be had immediately.



THOUGHTS AND OPINIONS.

"The suggestions of to-day may be the realities of to-morrow."

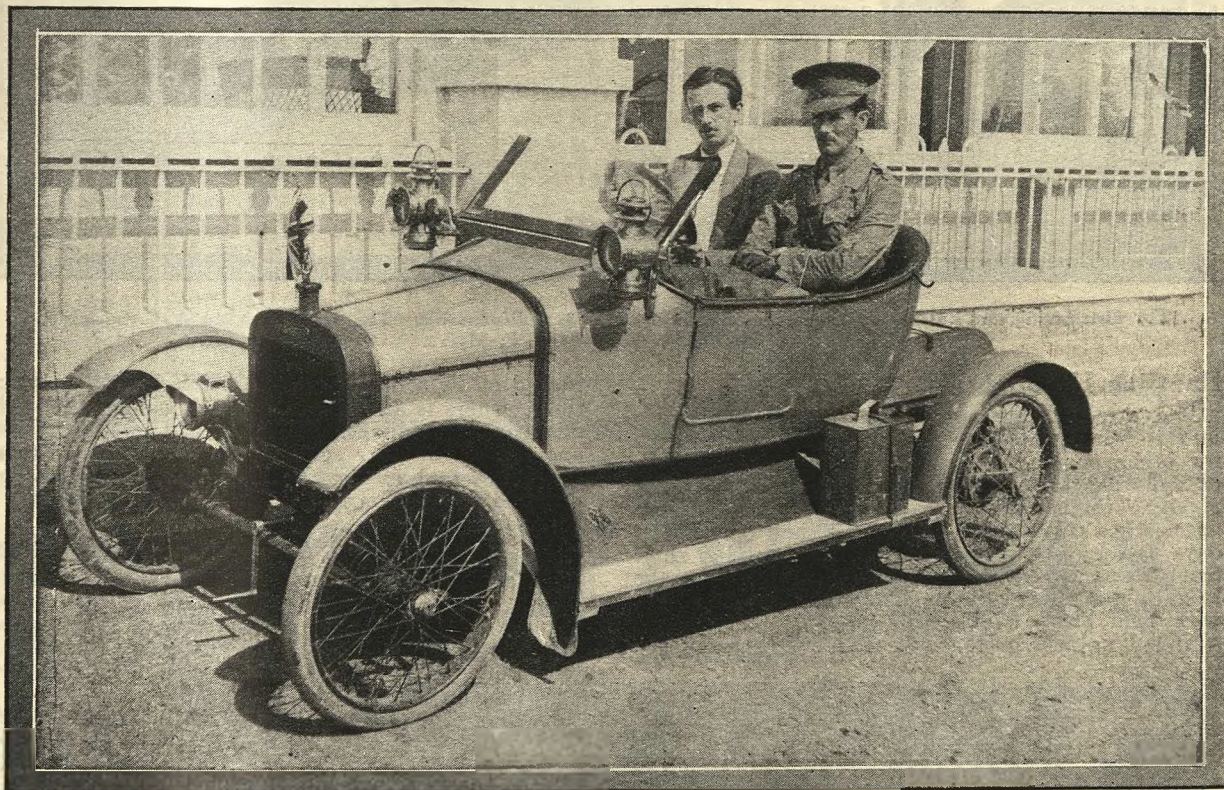


CONFESSIONS OF A NEW MOTORIST—A Firm Believer in Friction Drive.

Thanks to reading your excellent journal I became, three months ago, the proud owner of a G.W.K. I live in a very hilly district of Derbyshire, and my friends thought me very brave to invest in a friction-driven car on that account, but, in theory, this particular drive always appealed to me, and in practice

little tips which may prove useful, and I am glad of this opportunity to say what excellent people they are to do business with.

The G.W.K. is simplicity itself to drive, and the magneto, engine, disc, carburetter, etc., easily accessible, and I could not imagine a nicer car for



A Ranger cyclecar being used for taking officers on inspection tours. It has had to perform very arduous work, and is driven about 300 miles a week, mostly at night time, at an average speed of about 25 m.p.h.

it leaves nothing to be desired, as, so far, I have not encountered a hill that I cannot negotiate with ease. I have just completed an 800-mile tour in the west and south of England without using a tool.

Whilst touring I called at the G.W.K. works at Datchet and received the greatest courtesy and many

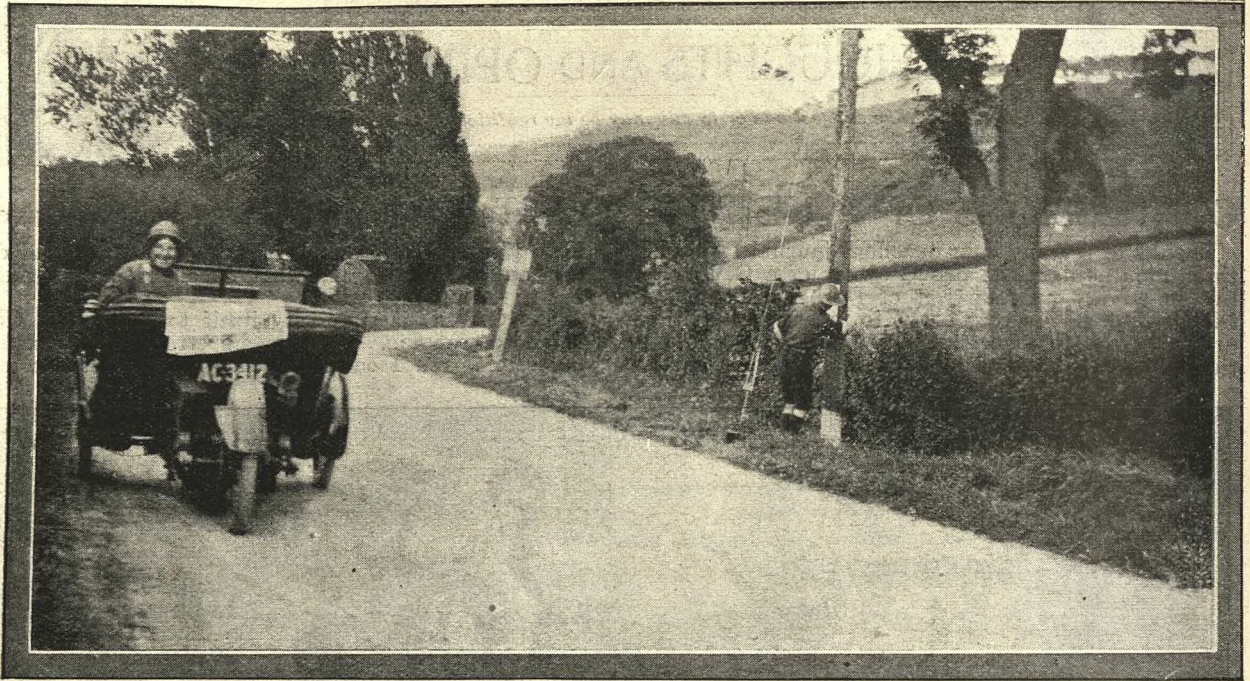
a lady. It is also very inexpensive, as I get an average of 40 m.p.g. on tour and 36 on stopping journeys. I feel sure that did the many undecided prospective motorists know the advantages and pleasures of a light car they would not hesitate, but order at once. Leeds. "VERITAS."

THE BRIGHTON ROAD.—The Possibilities of Serious Accidents Occurring.

A week or two ago I noticed in your valuable columns a reference to the deplorable state of the London-Brighton road. I can thoroughly endorse your allegations, as I happened to traverse the section referred to the other week-end. The road is in an appalling condition, and unless something is done to repair it I fear that there will be a serious accident, as it is quite within the bounds of possibility that an axle might snap owing to the terrific shocks sustained by the wheels dropping into the large cavities. Brighton must certainly suffer considerably, as no

motorist who has any respect for his machine would traverse this section a second time unless business compelled him to. True, he ought to go by some other route, but many do not stop to consider whether there is any alternative road. Surely the ratepayers in the district can bring pressure to bear upon the district council or whoever is in charge of the highway. At this juncture the authorities should be only too glad to have profitable work to offer the unemployed.

H. B. JONES.
Croydon.



For distributing and pasting up proclamations the cyclecar is indispensable. The machine is an A.-C. Sociable. See letter from Mr. J. E. Myers.

Dazzling Headlights.

It is a remarkable fact that there are many people in this world who have absolutely no consideration for other people. They have permeated the ranks of motorists to an alarming extent, and have been rightly designated as road-hogs. Several of the species are roving about our roads, and only a few days ago I came across four of them driving their machines in London. They were careering down the brightly-illuminated thoroughfares of the Metropolis, with their electric headlights full on.

Now I noticed particularly that every one of the

turned off by a mere press of a switch, the action of their owners is all the more reprehensible. They do not require a brilliant beam of light in a well-lit street, and it must be pure selfishness which prompts them to do this sort of thing. Cannot the police be empowered to summon them? P. A. MARSH.

London, N.

Working While Waiting.

The accompanying photographs were taken in North Wales, where I am assisting the good cause of recruiting by distributing handbills and pasting up posters in the out-of-the-way districts. The A.-C. does good service in carrying three people almost anywhere.

I thought perhaps the photographs might give other cyclecarists a hint as to how they can be useful whilst they, like myself, are waiting for further developments from the A.A. and M.U. appeal.

Deganwy.

J. E. MYERS.

Not on His Majesty's Service.

At one of our most popular seaside resorts the other week-end I noticed several light cars and large cars bearing the Government sign O.H.M.S. It would appear that on the occasions on which I noticed these machines they were not being driven on his Majesty's service. To put it in mild and printable language, the occupants were plainly joy-riding. Now I do not for a moment wish to say anything against this joy-riding; probably the drivers had been working hard during the week helping to keep the businesses to which they are attached working in the usual manner. What I do object to is that they should display the O.H.M.S. sign when they are not on Government business.

London, W.

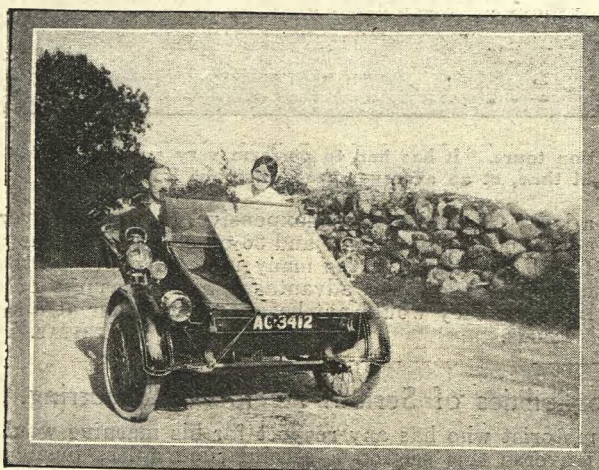
DISGUSTED.

Held Up.

During the last week I have been held up three or four times by special constables (not in uniform) who have requested me to show my licence, apparently purely for their own edification. Should not this kind of annoyance be stopped in these troublous times?

Wolverhampton.

J.F.C.



Bedecked with a "Call to Arms" poster. See letter from Mr. J. E. Myers.

machines was also equipped with electric side lamps, which were not being utilized at all—they could scarcely have all been out of order. There would be some faint excuse had the headlights been acetylene lamps, but when these could have been

By Appointment

to His Majesty
the King for
Motor Car Tyres

Palmer War News

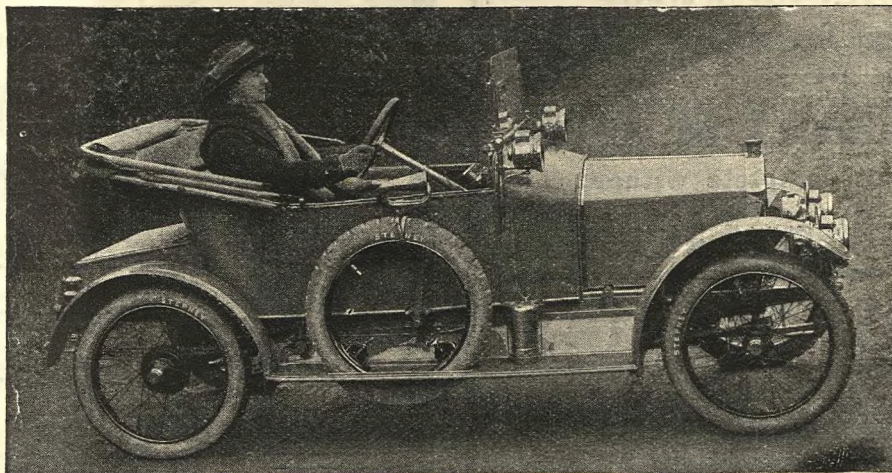
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**TO THE
READER**

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you will be working for the cause of the new motoring.

A23

LIGHT VANS—for Quick and Economical Delivery!

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“PERRY”—140 Gns. “STANDARD”—complete £185

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STANDARD, 9.5 h.p., complete, £195	PERRY, 8 h.p., 2-cyl., complete 140 gns. £138	SINGER, 10 h.p., 4-cyl., complete 195 gns. (with Electric Lighting) £140
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PERRY, 8 h.p., 2-cyl. coupe .. 170 gns.	ALLDAYS, 10 h.p., 4-cyl. £150	HUMBERETTE, 8 h.p., 2-cyl. .. £120
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Calthorpe Coupe	175 Gns.	Humberette, Air-cooled, 8 h.p., complete	£75
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NUMBER PLATES.

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Sundry Advertisements

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DISPLAY ADVERTISEMENTS. ordinary issues, £14-0-0 per page. Scale of charges with reduction for series, sent on application.

Copy for, and all matter relating to, advertisements must reach the offices first post Wednesday, and should be addressed to THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C., to whom all communications concerning advertisements should be sent. If proof of displayed advertisements is required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

Head Offices:—7-15, Rosebery Avenue, London, E.C. Telephone No. 5292 Holborn (four lines). Telegrams: "Pressimus, Holb., London."

Midland Offices:—9 & 10, Burlington Chambers, New St., Birmingham. Telephone No. 2498 Midland. Telegrams: "Presswork, Birmingham." 6, Warwick Row, Coventry. Telephone No. 983, Coventry. Telegrams: "Presswork, Coventry."

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

LIGHT CARS AND CYCLECARS FOR SALE.

A.-C. Sociable, 1914, brand new, special body to suit three, hood, screen, lamps, non-skid tyres, front wheel brakes, tools, etc., £65, take first-class furniture as part payment. 94 Palewell Park, East Sheen, London, S.W. 95-d935

A.-C. Sociable, 1912, good order, screen, two headlights, tail lamps, non-skid on back, fans, tools, etc., £40, special discount for cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 95-98

A.-C. Sociables at bargain prices, complete with hood, screen, lamps, etc., prices from £45 to £65. Colmore Depot, 49 John Bright Street, Birmingham. Trade 95-104

A.-C. Sociable, 1913½ model, little used, splendid condition, hood, screen, electric side and tail lamps, powerful acetylene headlamp and generator, speedometer, mirror, Liversidge studded back tyre, jack, many tools, spares, owner gone abroad, bargain, £55. Thomas, 85 East Hill, Colchester. 95-e48

A.-C. Sociable, 1912½, special bargain, £36 10s., headlight and separate generator, two P. and H. side lamps, back lamp, good horn, hood, screen, luggage carrier and tools, cost £113. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 96-e58

A.-C. Sociable, advertised 31st August, £45, money wanted. Lowe, 340 Soho Road, Birmingham. 95-d940

A.-C. light car, latest model, 10 and 12 h.p., for immediate delivery from stock, demonstration cars always available. Apply, Mitchell's Garage (authorized London agents), 114 Wardour Street, W. Trade zzz-177

A.-C.s from stock, on deferred terms: write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-616

A.-C. light cars and Sociables, best for Devon, from £95 16s. 6d., complete; on view. Moon Bros., Sole Devon Agents, Duke Street, Plymouth. Trade 100-b352

A.-C. 10 h.p. car, 1914 model, condition as new, completely equipped every accessory, clock, speedometer, five lamps, two electric, tyres, excellent, any examination, accept £155. Ayton, 21 Christchurch Road, Winchester. 95-e62

LIGHT CARS AND CYCLECARS FOR SALE
(continued).

ALLDAYS MIDGET, 1913 model, run 1800 miles, splendid condition, hood, screen, lamps, horn, speedometer, spares, tools, 90 guineas, any trial. Glover's Exchange, East Hill, Colchester. Trade 95-e49

AUTOCRAT, the prettiest little car on the road; don't fail to see it; early delivery. T. G. Hall, Barton Street, Gloucester. Trade zzz-845

AUTOCRAT. Have you seen it? If not, give us a call. We are agents for the Northumberland and Durham; latest models on view; 160 guineas. E.G.S. Co., Pudding Chase, Newcastle-on-Tyne. Trade zzz-844

AUTOCRATS! Autocrats!! Autocrats!!! Lancashire, Yorkshire and Cheshire agents. Sub-agents required. The Deansgate Motor Co., Ltd., 265 Deansgate, Manchester. Trade 95-416

AVIETTES. 1915 models now being supplied in regular deliveries. Note the price of these little cars and take advantage of our offer during September of 10 per cent. off invoice.

AVIETTES. £60. 4 h.p. model fitted with J.A.P. engine, two-speed gearbox, leather cone clutch, solo mount.

AVIETTES. £68. 6 h.p. model, fitted with two-cylinder Blumfield engine, three-speed gearbox, cone clutch, solo mount.

AVIETTES. £75. 6 h.p. model, as above, with two-seater body, £75.

AVIETTES. £95. 8-10 h.p., two-seater, three and reverse gearbox model, complete with lamps, etc., 95 guineas. Hurlin and Co., Ltd., 295 Mare Street, Hackney. Tel., Dalston 2989. Trade 95-63

BEDELIA, 5-6, model de luxe, perfect condition, complete hood, screen, lamps, generator, etc., cost £120, July, 1913, offers or exchange Morgan. Thornhill, Tilehurst, Reading. 95-e65

BUCKINGHAMS, the last word in cyclecars, 60 miles per hour guaranteed and quick delivery. Sole agents for Liverpool district, Southport, Birkenhead, Wirral and Chester, Trueman Motors, Ltd., Trueman Street (off Dale Street), Liverpool. Cen. 7500. Trade zzz 113

BUCKINGHAM, 12 h.p. twin, with reverse and full equipment, £129 9s., immediate delivery. Demonstrating agents, Fenton's Garage, Pangbourne, Berks. Trade 95-a63

BUCKINGHAM cyclecar, water-cooled engine, just overhauled by makers, Charlesworth body, perfect condition, finished light buff, recently re-varnished, upholstered green leather, with hood, side curtains, windscreen, two acetylene headlights and generator, tail lamp, horn, speedometer, jack, tools, spares, etc., could send photograph, £80. Box No. 3971, care of "The Light Car and Cyclecar," Coventry. 96-833

BUCKINGHAM, 10-12, twin, standard, taken in part exchange for sporting model, cost new two months ago over £130, fitted with 700 by 80 Rom combinations, hood, screen, lamps, etc., six months guarantee, £105, discount for cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 95-95

BUCKINGHAM, 8 h.p., single-cylinder, w.-c., only shop soiled, never been on the road, one year guarantee, £80 cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 95-96

BUCKINGHAM, 10-12 twin, with reverse, our client called to the front cannot take delivery, and in consequence has asked us to sell at a sacrifice; full particulars on application. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 95-97

CALCOTTS, from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-617

CALCOTT light car, 10.5 h.p., quite new but slightly showroom soiled, also one fitted with dickey seat, both to be cleared at special prices. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 96-e59

CALTHORPE. "The three essentials of the successful cyclecar are appearance, value for money and proved reliability and hill-climbing," vide "The Cyclecar," 24th September. The Calthorpe has all three, and costs 160 guineas complete; in stock. County Motor and Cycle Co., Ltd., 15 Friar Street, Reading. Trade 97-47

LIGHT CARS AND CYCLECARS FOR SALE (continued).

CALTHORPE Minor and the A.-C.U. Six Days Trial. See what the Editor of "The Light Car and Cyclecar" says in the issue of the 13th July, 1914. Call and see one of these cars or send for catalogue. Can deliver the following models from stock—standard model, 160 guineas; two-seater with dickey, 175 guineas; special wide body, 42 ins., 175 guineas; sporting model, 175 guineas; doctor's coupé, 180 guineas; trial runs at any time from the sole selling agent for London, Kent, Surrey, and Sussex. Having doubled my contract for 1915 should be glad to hear from any agent in the above districts who would like an agency for these cars. R. D. Storey, 118 Great Portland Street, W. Trade 111-480

CALTHORPE cars, bargains, one French grey, complete, used a few times only for trials, £144; one ditto, pale blue, £145; one coupe, complete, like new, £170; any trial allowed, must clear. Freeman, Oakes and Co., Ltd., Sheffield.

Trade zzz-976

CALTHORPE Minor, 10 h.p., 1914, hood, screen, five lamps, horn, speedometer, £120. Parke's Garage, Kew Gardens.

95 d928

CROUCH carette, 3 h.p., 1913, with 1914 engine, three-speed and reverse, three-seater, hood and screen fitted, four lamps, generator, speedometer, clock and mirror, £97 10s. Cass's, 5 Warren Street, Euston Road, W. Phone 623 Museum.

Trade 95-87

CROUCH, 1913, three-wheeler, 8 h.p., three-speed, reverse, hood, screen, three lamps, and full equipment, tyres good, £65, tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, N.W. Phone, Museum 623.

Trade 95-98

DUO, 1913, hood, screen, five tyres, J.A.P. engine, in splendid order, fast, 45 miles per gallon, 49 guineas. 51 Petherton Road, Highbury, N. Telephone, Holborn 550.

96-d949

DUO, 1913, 8 h.p. J.A.P., variable belt drive, hood, screen, three lamps, Palmer tyres on back, very smart, £60. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, N.W. Phone Museum 623.

Trade 95-93

ENFIELD Autoclette, 1913, twin-cylinder, three speeds and reverse, used for demonstration purposes only, suit commercial or medical man, accept £90. Colmore Depot, 49 John Bright Street, Birmingham.

Trade 95-68

GIRLING, 6 h.p., new, not registered, three-seater, spare wheel, lamps, tools, list price £130, bargain £70 or nearest offer. 564 Langsett Road, Sheffield.

95-e40

G.N., late 1913, h.p. twin, sporting two-seater, grey torpedo body, two-speed countershaft gear, electric side and rear lights, acetylene headlamp, car generator, spare wheel complete, full kit of tools, etc., splendid order, trial by appointment, £65 or close offer for quick sale. Marsh, Littlewick, Knaphill, Surrey.

95 e30

GORDON, 1914, shop-soiled, fully guaranteed, £95; Gordon, second-hand, fully guaranteed, cost £135, £87 10s.; the cars that do 53.98 m.p.g. Gordon Armstrong, Beverley.

Trade zzz-716

G.W.K., immediate delivery, trade supplied, largest contractors. Sole Lancashire agents, Manchester Motor Supply Co., Oxford Street, Manchester.

Trade 96-515

G.W.K.s from stock, on deferred terms; write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W.

Trade zzz-614

G.W.K. de luxe, with dickey seat, coach-finished body, metal screen, 150 guineas, complete. Motor Supply Co., Oxford Street, Manchester.

Trade 96-516

G.W.K., 1914, latest model in stock for immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W.

Trade 98-a121

G.W.K., 1913, September, painted grey, two P. and H. headlights, oil, side, and tail lamps, new grooved Dunlop, John Bull grooved, Dunlop steel-studded and Continental combination tyres, spare tube, latest type, back axle, etc., complete, as new, 100 guineas, best bargain in England. Julian, 84 Broad Street, Reading, biggest dealer in the South. 43 years reputation.

Trade zzz-838

G.W.K., 1914, standard model, slightly shop-soiled, list price £150, will accept £140. Ward and McIntyre, G.W.K. Agents, 19 High Street, Kingston-on-Thames. Trade zzz-774

LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.W.K., 1913, done 3300 miles, hood, screen, head, side and tail lamp, speedometer, tools, spares, £110; grand condition. Houle, Bell Hotel, King's Cross. 95-d707

G.W.K., 1914, perfect condition, run 3000 miles, engine recently completely overhauled by makers, new discs, tyres almost unpunctured, has done 48 m.p.g., and won gold medal in reliability trial, whole in perfect condition, two spare tubes, tools, spare cam, chain, etc., owner ordered abroad, must sell, £125. Box No. 4114, care of "The Light Car and Cyclecar."

zzz-21

G.W.K., G.W.K., G.W.K. Stewart and Ardern are specially appointed agents for this excellent cyclecar, and can always give immediate delivery from stock. Complete with hood, windscreen, lamps, and free tuition, £150. We specialize in colours to choice without extra charge. 18 Woodstock Street, Bond Street (off Oxford Street), London. Trade 95-179

G.W.K., bought September, 1913, just overhauled by makers, with following equipment:—Hood, screen, Lucas side and tail lamps, Cowey speedometer, Lucas seven-guinea headlights and generator, Brooks toolbox and petrol can carrier on footboard, luggage straps at rear, special shelf under bonnet, also large quantity spares, £100 or near offer for quick sale. Owner going on service. Lane, 55 Glebe Road, Barnes, London. 95-d942

G.W.K., 1913, 8000 miles, tyres good, spare tubes, cam chain, valve, magneto spares, extra air, F.R.S. headlamps, speedometer, splendid running order, £90. Inspection at Edwards's Garage, Salisbury. 95-d945

G.W.K., 1914, standard model, run 1000 miles, hood, screen, lamps, cost £150, accept £115. Lister, Pampisford House, Pampisford Road, South Croydon. Phone, Croydon 702.

95-e75

G.W.K., 1914, done 1500 miles, two large headlamps, two side and tail, hood and screen, Stepney with cover and tube, in splendid condition, bargain, £110.

G.W.K., 1912, Brown, hood and screen, Stepney, speedometer, guaranteed order, accept £85. Addresses, The Exeter Motor Cycle and Light Car Co., Ltd., 7 Bath Road, Exeter; and 28 Tavistock Road, Plymouth. Trade 95-81

G.W.K., 1913, hood, screen, five lamps, speedometer, Stepney, tools and spares, £87 10s. Plastow, Grimsby. Trade 95-84

G.W.K., 1912, 8 h.p., two-cylinder, water-cooled, four-speed, reverse, hood, screen, two electric side lamps and one electric tail lamp, accumulator, horn, tyres, good condition, etc., tuition free, £82 10s. Cass's, Motor Mart, The Specialists, 5 Warren Street, W. Phone, Museum 623. Trade 95-88

G.W.K., de luxe, in stock for immediate delivery, exchanges, tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, London, W. Phone, Museum 623.

Trade 95-89

G.W.K., G.W.K., late 1913, 8 h.p., two-cylinder, water-cooled, four-speed, reverse, hood, Triplex glass, screen, Stepney, speedometer, clock, mirror, three lamps, Clair silencer, etc., tyres good, £90. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Phone, Museum 623. Trade 95-90

G.W.K., September, 1913, 4000 miles, mechanically perfect, hood, screen, three lamps, acetylene headlight, Stepney, clock, mat, tools, four Dunlops (700 by 80), three Michelin (650 by 65) tubes, expert examination allowed, trial given Yorkshire to bona-fide purchaser, price 100 guineas. 2 Beechwood Grove, Shipley. 95-e46

G.W.K., 1914, latest de luxe model, fitted with dickey seat, quite new but slightly soiled, £138, usual price £163. Wilkins, Simpson and Co., 11 Hammersmith Road, London.

Trade 96-e56

HILLMAN, the solid light car, the car of the future, £200. Sole agents, Manchester Motor Supply Co., Oxford Street, Manchester. Trade 96-518

HILLMAN 9 h.p. light cars, actually in stock. Apply, Ward and McIntyre, Sole West Surrey Agents, 19 High Street, Kingston-on-Thames. Trade zzz-773

HILLMAN light car, 9 h.p., completely equipped, £200, immediate delivery, exceptional allowances. Smith and Francis, 22 Pantons Street, Haymarket, S.W. Trade 95-70

LIGHT CARS AND CYCLECARS FOR SALE
(continued).

HILLMAN light car, hood, screen, five lamps, spare wheel, complete, speedometer, etc., just overhauled, £165, discount for cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 95-100

HORSTMANN, four-cylinder, £145, foot-starter from seat, many improvements; get catalogue. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-511

HUMBERETTES, from stock, on deferred terms; write for 'Buyers' Guide. Harrods Ltd., Brompton Road, S.W. Trade zzz-611

HUMBERETTE, little used, excellent condition, latest model, many spares, complete. £85. Motor Supply Co., 29 31 Oxford Street, Manchester. Trade 96-513

HUMBERETTES. William Betts, Ltd., 126-8 High Street, Wandsworth, and Wimbledon Hill Garage, S.W.

HUMBERETTE specialists. Wm. Betts, Ltd.

HUMBERETTES for immediate delivery. Wm. Betts, Ltd.

HUMBERETTES for £36 down, balance by instalments. Wm. Betts, Ltd.

HUMBERETTES. The largest contractors in the south are Wm. Betts, Ltd.

HUMBERETTES. Motorcycles taken in part exchange. Wm. Betts, Ltd.

HUMBERETTES. Trade supplied. Large or small quantities. William Betts, Ltd.

HUMBERETTES. Water-cooled, £175; air-cooled, £120 complete, from Wm. Betts, Ltd.

HUMBERETTES. William Betts, Ltd., 126-8 High Street, Wandsworth ('Phone, Putney 1698), and Wimbledon Hill Garage, S.W. ('Phone, Wimbledon 1167). Trade zzz-605

HUMBERETTE, water-cooled, 1914, complete, £135. The Great Depot of the North, the Motor Supply Co., Oxford Street, Manchester. Trade 96-514

HUMBERETTE, 1914, water-cooled, electric lighting, two extra headlights, Stepney, speedometer, Klaxon, whistle, many spares, small mileage, excellent condition, cheap, what offers? Lane, Honeystreet, Pewsey, Wilts. 95-d933

HUMBERETTE, 1914, air-cooled, unscratched, hood, screen, Stepney, lamps, speedometer, mirror, clock, mats, all tools, excellent condition, very little used, cost (with extras) £130, what offers? A. Whaley, Bourne Avenue, Salisbury. 95-d948

HUMBERETTE, 8 h.p., 1913, air-cooled, light primrose, black lines, newly painted, only done 3000 miles, splendid condition, detachable undershield, hood, screen, acetylene side lamps, horn, and tools, all tyres good, trial if desired, £75. Richardson, Holmwood, Darlington. 96-d951

HUMBERETTE, 8 h.p., painted light grey, an extremely well-equipped car, recently overhauled, P. and R. electric head, tail and dash lamps, with large battery in case, three oil lamps, Stepney with new tyre, hood, screen, horn, mirror, speedometer, all tyres in perfect condition, mats, tools, spares, etc., £80, discount for cash. G. N. Higgs, 31 Vauxhall Bridge Road, Victoria, S.W. Trade 95-99

HUMBERETTE, 1914, water-cooled, hood, screen, Stepney, only been 500 miles, property doctor at front, best offer over £100. Write Sturton, Carlton, Blenheim Gardens, Cricklewood. 95-e43

HUMBERETTE, 1913½, absolutely as new, painted grey, hood, screen, Stepney wheel and tyre with well in footboard, two side and tail lamps, two extra P. and H. headlamps with separate generator, horn, mirror, foot-bell, jack, many spares, tools, cost £150, bargain, £97 10s. Glover's Garage, Colchester. Trade 95-e50

HUMBERETTE, late 1913, demonstration car, perfect condition, lamps, horn, splendid hill-climber, £80. Glover's Motor Exchange, Colchester. Trade 95-e51

HUMBERETTE, latest 1914 water-cooled model, ridden only from works, £125. Glover's, Humberette Specialists, East Hill, Colchester. Trade 95-e52

LIGHT CARS AND CYCLECARS FOR SALE
(continued).

HURLINCARS. 10 h.p., 60 by 100, Ballot engine, multiple-disc clutch, splendid chassis, finished equal to best cars, £190, complete.

HURLINCARS. Two-seater, leather upholstery, hood, screen, five lamps, spare Sankey wheel and tyre, £190.

HURLINCARS also fitted with dynamo lighting equipment and including tools, jack, pump, hood, screen, spare wheel and cover, ready for anywhere, 200 guineas, with dickey seat.

HURLINCARS. Immediate deliveries. Hurlin and Co., Ltd., 295 Mare Street, Hackney. Tel., Dalston 2989. Trade 95-64

KENDALL, 1913. 8 h.p. J.A.P., hood, screen, lamps, good tyres, bargain, £70, take motorcycle in exchange. South Eastern Garage, Herne Hill. Trade 95-e42

MORGAN, 1913, exceptionally smart, side flaps, painted yellow, black mudguards, fast, wonderful climber, excellent condition, every accessory, four electric and acetylene lamps, Klaxon, two new tyres, absurd bargain, highest offer over 65 guineas, owner going to front. Wright, Radcliffe Road, Croydon. 96-e37

LAGONDA, 11 h.p., coupé, detachable wheels, fully equipped, £150; also one demonstration model, many extras, £127 10s. Taylor, Ltd., 21a Store Street, W.C. Trade zzz-919

METEORITE, four-cylinder, £175, 10 h.p., also new patent three-seater body all under hood, five Sankey detachable wheels. Sole agents, Manchester Motor Supply Co., Oxford Street, Manchester. Trade 96-19

MORGAN, Grand Prix model, just delivered, also Standard model. Sole Manchester agents, Motor Supply Co., Oxford Street, Manchester. Trade 96-512

MORGANS, all models in stock for immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W. Trade 98-a119

MORGAN runabouts, 1913, standard and sporting models, in perfect condition. Have your choice for £70. Colmore Depot, 49 John Bright Street, Birmingham. Trade 95-e7

MORGAN cyclecar, 8 h.p., 1914, sporting model, with special hood and windscreen and automatic lubricator, spares include two valves, 1000 ft. F.R.S. and two gas headlights with large generator, rear lamp, jack, and all tools, condition throughout as new, mileage under 2000, owner now unable to use, cost £110, accept 85 guineas. Kittle, Carfax, Horsham. 95-d933

MORGAN, 1913, two-seater, sporting type, upholstered real pigskin, been thoroughly overhauled, repainted, two new tyres, new chains, new lamps and generator, all tools, spares, etc., exceptional bargain, £80 or offer. 5 Fife Road, Darlington. 95-e61

MORGANS. For despatch work, conveying doctors, and for general business purposes, their speed, low upkeep, and reliability should appeal to you. Immediate delivery most models by Potter, Leicester Grove, Leeds. Trade 95-e65

MORGAN, late 1912, J.A.P. engine, side doors, upholstered, hood, screen, speedometer, Lucas headlamps, splendid condition, cost £130, sell £68, trial. 72 Windermere Road, Handsworth, Birmingham. 96-e67

MORGAN runabouts. We have a few 1913 models, fitted with hood, screen, lamps, etc., overhauled and ready for the road, prices £57 10s. to £70. Colmore Depot, 49 John Bright Street, Birmingham. Trade 95-105

MORRIS-OXFORD de luxe, 190 guineas, just taken delivery, secure immediately. The Great Depot, Motor Supply Co., Oxford Street, Manchester. Trade 96-509

MORRIS-OXFORD, sole agents for Surrey and parts of Sussex and Hampshire, the quality light car, best delivery dates, free tuition, etc. The Haslemere Motor Co., Ltd., Haslemere. 'Phone, 43. Trade zzz-261

MORRIS-OXFORD. For quick deliveries write to H. W. Cranham, Wholesale and Retail Agent, 221 Deansgate, Manchester. Trade 112-533

MORRIS-OXFORD light car, standard model, Sankey spare wheel and tyre, clock, speedometer, five lamps, in absolutely perfect and new condition, owner recalled abroad, for quick sale will accept £136, any trial. Box No. 4103, care of "The Light Car and Cyclecar." 95 d680

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORRIS-OXFORD. Official agents for Liverpool, Birkenhead, Wirral, Chester districts, Trueman Motors, Trueman Street (off Dale Street), Liverpool. Trade zzz-59

MORRIS-OXFORD, 1914, de luxe model, three months old, used for demonstration purposes, in perfect order, trial given anywhere, all accessories, price £180. Trueman Motor Co., Ltd. See above. Trade zzz-998

MORRIS-OXFORD, 1914, model de luxe, as new, dickey seat fitment, carrier, five lamps, hood, screen, spare Sankey wheel, speedometer, Jericho whistle, fitted mat, and spares, any examination and trial, cost £208, accept £175, financial trouble sole reason for disposing of same. Box No. 4078, care of "The Light Car and Cyclecar." 95-82

MORRIS-OXFORD de luxe, grey, new end July, under 300 miles, complete lamps, horn, variable ignition, extra air, side valances, five gallons oil, cost £206, accept £180, no offers. Write Box No. 4145, care of "The Light Car and Cyclecar." 95-e31

PERRY light cars, trial runs arranged; also Humberette, Morgan, and Marlborough. Turpins, 22 and 29 Preston Road, Brighton. Trade 99-1999

PERRY, French grey, £147 complete; also coupe model, £178 10s., cash or easy terms. Campion Depot, Moor, Sheffield. 139-689

PERRY, the perfect miniature car. five Sankey detachable wheels, superior finished body, 140 guineas. Sole agents, Manchester Motor Supply, Oxford Street, Manchester. Trade 96-20

PERRY coupé, complete with lamps, horn, spare wheel and tyre, shop soiled, reduced to 145 guineas. Julian, 84 Broad Street, Reading. Biggest dealer in the South. Forty-three years reputation. Trade zzz-375

PERRY touring model, complete with lamps, horn, spare wheel and tyre, shop soiled, 120 guineas, very great bargain. Julian, 84 Broad Street, Reading. Biggest dealer in the South. Forty-three years reputation. Trade zzz-376

PHANOMOBILE, 8 h.p., two-cylinder, air-cooled, two-speed, Amac carburetter, fitted with four-seater body, hood, and tools, lamps, etc., £50, tuition free. Cass's, The Light Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Phone, Museum 623. Trade 95-36

PREMIER, 1913 model, hood, screen, lamps, etc., offer. Fuller, 1 Alethea Villas, Faversham. 95-d952

PREMIER 7-9 h.p. cyclecar, painted grey, with hood, screen, Stepney, speedometer, two head, side, and tail lamps, in thoroughly good running order, any trial, £70. Apply, Lloyd and Son, Lewes. Trade 95-80

PREMIER 7-9 cyclecar, with hood, screen, speedometer, headlamp, two side lamps, one tail lamp, complete, as new, with tools, ready for the road, owner gone to the front, £70 or near offer. Smith, 60 Pentonville Road, London, N. 95-e53

SABELLA, latest cyclecar, 8-10 J.A.P., water-cooled, magneto, hood, screen, new condition, £55, easy payments, exchanges. 1 Ebner Street, Wandsworth. Trade 95-e780

SAXON! SAXON!! SAXON!!! The super-excellent light car, 10 h.p., four-cylinder, two-seater, complete, 100 guineas. Communicate with the pioneer agents, Western Motor Works, Chislehurst, Kent. 103-354

SAXON, £105, complete, 10 h.p., four cylinders, two-seater, fast, cheap running costs. Communicate for trials and full particulars from the agent, Rhoderic MacGregor, 5 Grover's Garage, Shorncliffe Road, Folkestone. Trade 98-a143

SINGERS, from stock, on deferred terms: write for Buyers' Guide. Harrods, Ltd., Brompton Road, S.W. Trade zzz-612

SINGER, with dynamo lighting set; also coupe, latest model; secure immediately. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-517

SINGERS, Singers, immediate delivery, tuition, etc., free, through the Sole Kentish Agents, Wm. Rootes, 110 Week Street, Maidstone, and Hawkhurst. Trade 100-1422

SINGER de luxe, with electric lighting set, shop soiled, 170 guineas. Julian, 84 Broad Street, Reading. Biggest dealer in the South. Forty-three years reputation. Trade zzz-878

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SINGER, Singer, Singer. Immediate delivery from stock, with or without lighting set. Welch and Co., Ltd., The Redcliffe Garage, Bristol. Trade 10E-q408

SINGER light car, 10 h.p., 1914, immediate delivery, trade supplied. Rey, 378 Euston Road, and 173 Great Portland Street, W. Trade 98-a120

SINGER, 1914, painted white with black wings, wheels, hood, etc., complete with dynamo lighting, all fittings, including radiator, silver plated, smartest little Singer in England, similar to car that won Beauty Prize at Brighton; call or write for full particulars of this magnificent little car. Julian, 84 Broad Street, Reading. Biggest dealer in the South. 43 years reputation. Trade zzz-837

SINGER light car, 10 h.p., late 1913, painted grey, spare wheel and tyre, five lamps, all in good condition, any reasonable trial given, £125. Ledley, 44 Duke Street, Hamilton. Trade 95-d931

SINGER, owner going to the front, bought 30th May, 1914, painted buff, dynamo lighting, £168 cash. Stone, 18-20 Leinster Gardens, W. 95-d934

SINGER. The light car de luxe, immediate delivery of 10 h.p. model, with dynamo outfit, £204 15s., standard model, 10 days tuition free. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, London, W. Phone, Museum 623. Trade 95-85

SINGER light car, hood, screen, C.A.V. dynamo lighting set, cost £220, splendid order, guaranteed, £135, bargain, modern motorcycle part. 77 Tower Ramparts, Ipswich. Trade 95-e33

SINGER, electric dynamo model, used once for demonstration, £180; one second-hand acetylene lighting model, used only 500 miles, £150. Meggitt, Engineer, Mansfield. Trade 98-e47

SINGER, 1914, dynamo lighting, delivered end July, only done few miles, owner buying four-seater, condition as new, £164. Light Car Agency, Daybrook, Nottingham. Trade 96-e55

STANDARD, with dickey seat, perfect miniature light car, £198. Sole Manchester agents, Motor Supply Co., Oxford Street, Manchester. Trade 96-520

STANDARD, 1914 model, famous Standard light car, actually in stock, exchanges, easy terms, free trial runs and delivery. Julian, 84 Broad Street, Reading. Biggest dealer in the South. Forty-three years reputation. Trade zzz-877

STANDARD, 9.5 h.p., two-seaters, £195, complete, delivery from stock. Alfred Wastnag, Portland Court Garage, Great Portland Street, London. Trade 95-e210

STANDARD, dickey seat, speedometer, spare wheel and tyre, excellent condition, recently overhauled at works, £155. Wilkinson, 202 Beeches Road, West Bromwich. 95-d947

STELLITE car, cost £164 15s., run less than 100 miles, immediate sale, £154. Box No. 4138, care of "The Light Car and Cyclecar." Trade 95-77

SWIFT, £140, delivery from stock; also Perry, £147; Humberette, £135. The Great Depot Motor Supply Co., Oxford Street, Manchester. Trade 96-510

SWIFT light car, completely overhauled and renovated, suit commercial or tradesman, accept £40 to clear. Colmore Depot, 49 John Bright Street, Birmingham. Trade 95-66

SWIFT, 1914, run 200 miles only, £120 or near offer, part exchange good motorcycle. Bethwaite, 56 Rawlinson Street, Barrow-in-Furness. 95-d937

SWIFT light car, 1914 model, new last month, accessories, £100. A. E. Smith, "Stonebridge," London Road, Norbury, S.W. 95-78

SWIFT, 1913, new December, little used, perfect condition, any trial, illness cause, £110. 23 Broadgate, Preston. 95-e60

SWIFT, 1913, 8 h.p., hood, screen, etc., £65; Swift, 1913, 8 h.p., hood, screen, etc., Stepney, £95; Swift, 1914, 8 h.p., hood, screen, etc., £115. Cass's, Car and Cyclecar Specialists, 5 Warren Street, Euston Road, W. Phone, Museum 623. Trade 95-94

SWIFT light car, 1914, quite new, but slightly soiled, price £120, usual price £140. Wilkins, Simpson and Co., 11 Hammersmith Road, London. Trade 96-e57

LIGHT CARS AND CYCLECARS FOR SALE
(continued).

SWIFT cyclecar, 1914, cost £158 a few weeks ago, in absolutely perfect condition, very thoroughly equipped, with special stormproof side curtains to totally enclose, latest speedometer with trip recorder, clock, detachable grey valances, carpet rug to match upholstery, beaded rubber mat, and straps at back for luggage, specially made passenger footstool, new spare tube, valve, and numerous other accessories, the car has never given a second's trouble, all tyres unpunctured, and will take three people anywhere, insurance (July, 1915) and guarantee could be transferred, £127 for strictly cash transaction, a thoroughly genuine bargain, war sole reason for selling. Seen Putney. Further details from J., 157 Wimbledon Park Road, S.W. 95-83

SWIFT light car, 1914, new June, complete with spare tyre and carrier, shock absorbers, speedometer, dynamo electric lighting set with five lamps, mat, and full kit of tools, £120 or nearest. H. A. W., 26 Rosebery Avenue, E.C. 95-e54

VIOLET Bogey cyclecar, new, 1913, fine condition, £40, immediate sale. 30 Bispham Road, Southport. 95-e69

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BARGAINS in Morgans, G.W.K.s and other cyclecars and light cars at Spencer's Garage, Uxbridge. Trade 132-36

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BRIGHTON. Perry, Humberette, Morgan, Marlborough. Trial runs given. Easy terms arranged. Turpin, 22 and 29 Preston Road. Trade 114-842

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STELLITE, Calcott, and Singer light cars, delivery from stock; also Swift cyclecar. Main, 36 The Parade, Leamington Spa. Trade 95-d704

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FOR sale, 6 h.p., twin, water-cooled, two-speed, two-seater Rex sidette, new tyres, a bargain. Barker, Corporation Works, Prittlewell, Essex. 95-e36

HALIFAX. Lagonda, £145; G.W.K., £150; Victor, £115; Calthorpe Minor, £168; Morgan, sporting, £91; Grand Prix Morgan, £105; trade supplied. Colliers Motories, Westgate, Halifax. Trade 97-e34

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STEERING units, front and back axles, from 30s. each; compression springs for pivot steering, 3s. each; cable for same, 6d. ft.; steering wheels, 6s. each upwards. Hurlin. Below.

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TRADE inquiries are invited for components of all kinds. We specialize in complete chassis bodies or any single component part.

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PALMER'S Garage, Tooting. The fortnightly auction sale always includes cyclecars. Catalogues mailed regularly free with pleasure. Write for illustrated catalogue. 100 auto-mobiles from £5 upwards. Trade 95-74

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NEW 9 h.p., 90 degree J.A.P. engine, complete Eisemann magneto, B. and B. carburetter, £20. Write, 51 Berlin Road, Catford. 95-e44

ENGINE, w.c., 5 h.p., ash frame, springs, two pair dumb irons, two-speed gear, chains, round tank, etc., particulars, must clear. W., 20 Merivale Road, Putney. 95-e39

MORGAN type, 8 h.p., J.A.P. engine, Bosch magneto, just overhauled, any trial. 69 Lea Road, Wolverhampton. 95-e73

GEARBOX, three-speed and reverse, ball bearings, chain drive, £3; M.A.B. steering and wheel, 20s.; set wire wheels, 650 by 65, with axles, back small differential, 35s.; new single-cylinder Bosch magneto, £3 10s. Newton, 76 Bootle Street, Preston. 95-e63

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AGENCY wanted for one or two good cyclecars, motor lorries and cars for New Zealand. Advertiser can sell good cars with high clearance if prices and terms are right. Communicate with E. Haydock, Landscape Road, Mount Eden, Auckland, New Zealand. 97-d941

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EXCHANGE large oil painting of Highland cattle, valued £7, for friction gear wheels, 15 ins. Sanford, Gilmour Street, Thornaby-on-Tees. 95-e41

CYCLECAR, 8 h.p., 1913, J.A.P., four-wheeler, variable gear, twin, belt drive, Bosch, lamps, spares, very racy, trial, for fast T.T. motorcycle, Triumph preferred, or sell cyclecar £35. Ibbetson, 81 Addiscombe Road, Croydon. 95-e38

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WANTED, G.W.K., Morgan, or other light car, in exchange mahogany pianola, beautifully made, with records, the lot worth 50 guineas; Auto-Wheel, excellent condition, with 30s. worth of accessories, can also be included, cash adjustment. Fischer, 52 St. Peter's Avenue, Cleethorpes, Lincs. 95-d943

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WE will purchase your Singer, Hillman, Morris-Oxford, G.W.K., Calcott, or Swift, for cash. Smith and Francis, 22 Panton Street, Haymarket, S.W. Trade 95-71

WANTED, cyclecar, 1914 model, water-cooled, screen, hood, dickey seat, no dealers. H., 14 Plymouth Road, Penarth. 95-76

WANTED (continued).

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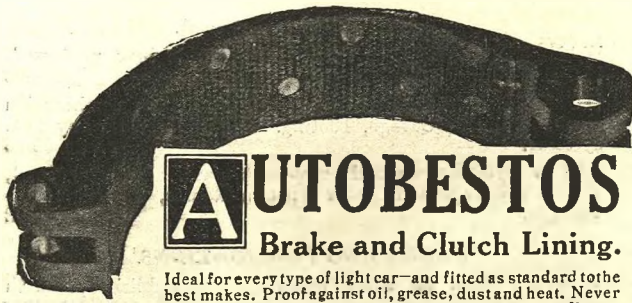
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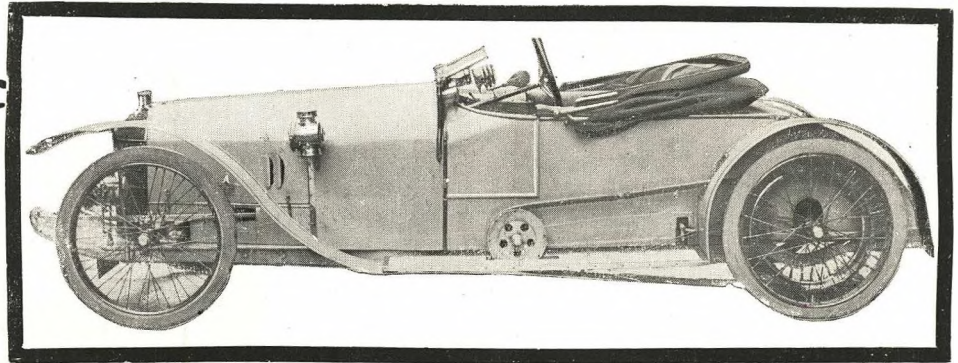
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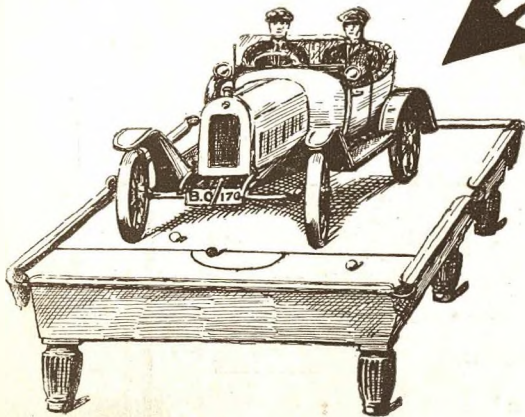
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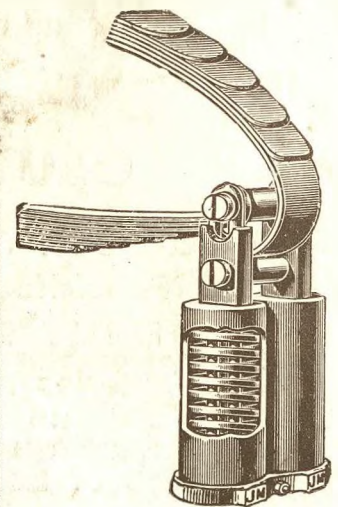
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