

SPECIAL WHITSUN NUMBER

SHELL
OIL

LESS CARBON.

Shell has been proved by repeated practical and scientific engine tests to have the lowest carbonising tendency. Equivalent grades of competitive oils give as much as 100% more carbon than Shell Oil. Shell Petrol is blended to be consumed completely in the combustion chamber, thus avoiding oil dilution which is a frequent cause of carbon. Carbon is *not* a necessary evil. Avoid it by standardizing on Shell Petrol as fuel and Shell Oil as lubricant.

SHELL

Motor Oil  and Petrol

The Anti-Carbon Pair

BUY THE GRADE FOR YOUR CAR.

Make of Car.	Grade.
A-C - - -	- TRIPLE
Alvis - - -	- TRIPLE
Austin - - -	- TRIPLE
Citroen - - -	- DOUBLE
Humber - - -	- TRIPLE
Jowett - - -	- DOUBLE
Lea-Francis - - -	- TRIPLE
Morgan - - -	- TRIPLE
Morris - - -	- DOUBLE
Renault - - -	- DOUBLE
Riley - - -	- TRIPLE
Rover - - -	- TRIPLE
Singer - - -	- TRIPLE
Trojan - - -	- TRIPLE

Ask any Garage for the correct grade of Shell Motor Oil for your Car if it is not listed above.



So many cars—but only one DON Lining.
When you call upon DON in a sudden
emergency the response is certain. It
grips, gracefully—but surely.

SMALL & PARKES, LTD., Hendham Vale Works, MANCHESTER.

LONDON DEPOT: 71, Southwark St., S.E.1.	LEEDS: 4, Brunswick Street.	BRISTOL: 153, Hotwell Road.	LIVERPOOL: 75-78, Regent Road.	CARDIFF: Hope Street Lane.	NEWCASTLE-ON-TYNE: 30, Prudhoe Street.
BRISTOL: 121, Cumberland Road.	DUBLIN: 3, Leinster St., (Nassau St.).	BIRMINGHAM: 66, Steelhouse Lane.	GLASGOW: S, Dixon Street.	BELFAST: 7, Corporation Street.	SWANSEA: 33, St. Helen's Road.
					SOUTHAMPTON: 69, Stafford Road.

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

Immediate

CITROEN

Price Reduction

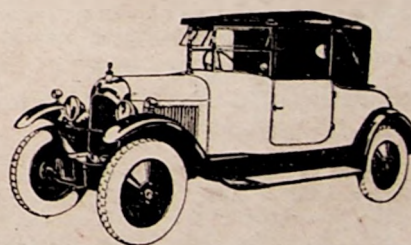
in time for Whitsun!

GREATER value than ever at the reduced prices! The famous 11.4 h.p. models, as now being delivered from the British Citroen Works at Slough, unquestionably represent "Supreme Closed Car Value." The strength of the chassis, the beauty of the body, the quality of the finish, and the completeness of the equipment, place them beyond competition at the new prices, which have come just in time for Whitsun!

ORDERS EXECUTED IN STRICT ROTATION.

11.4 h.p. 3-SEATER COUPÉ.

£190



11.4 h.p. 3-SEATER COUPÉ.

11.4 h.p. SALOON, 4 Doors.

£180

11.4 h.p. SALOON, 4 Doors, with F.W.B.

£198



11.4 h.p. SALOON, 4 doors, F.W.B.

Send for the Citroen Book 18.

CITROEN CARS, LTD.,

CITROEN BUILDING, HAMMERSMITH, LONDON, W.6.

Showrooms: Devonshire House, Piccadilly, W.1.

**DELIVERY NOW
FOR WHITSUN.**

BCM/MC50

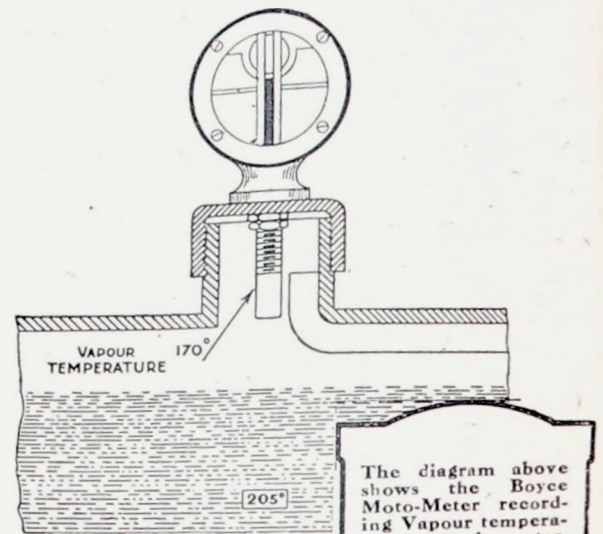
ENGINE TEMPERATURE and WATER TEMPERATURE — the difference —

THE underlying principle of the Boyce Moto-Meter is that the heat registering element is in the *air-space* immediately below the radiator cap. Thus:

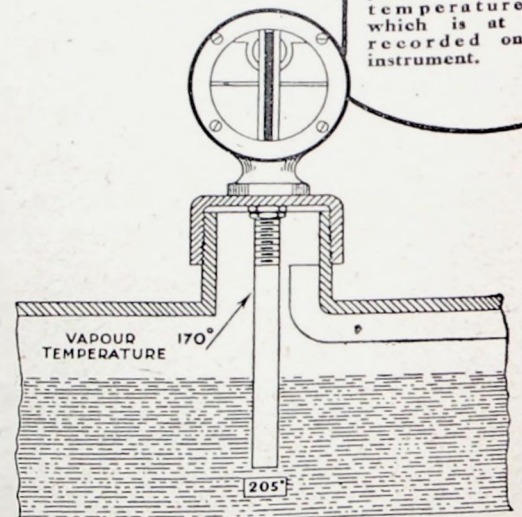
- (1) It gives a *clear and definite* warning before any damage can occur.
- (2) It is independent of the water-level in the radiator and therefore cannot give a misleading signal.
- (3) It cannot fail to operate under any conditions which may arise causing overheating of the engine.

THE objections to a Water temperature indicating device are:

- (1) With the radiator water at the best working temperature (190° to 210° F.), the recording instrument would register so near boiling point that, from the driver's seat, it would be mistaken for a danger signal.
- (2) If the water-level in the radiator falls below the heat responsive element, a fall in temperature would be indicated, whereas the conditions in regard to the engine would probably be exactly the reverse.
- (3) If the water circulation system fails, again a drop in temperature is registered and no warning is given of the failure.



Temperature is important—but the method of recording must be correct.

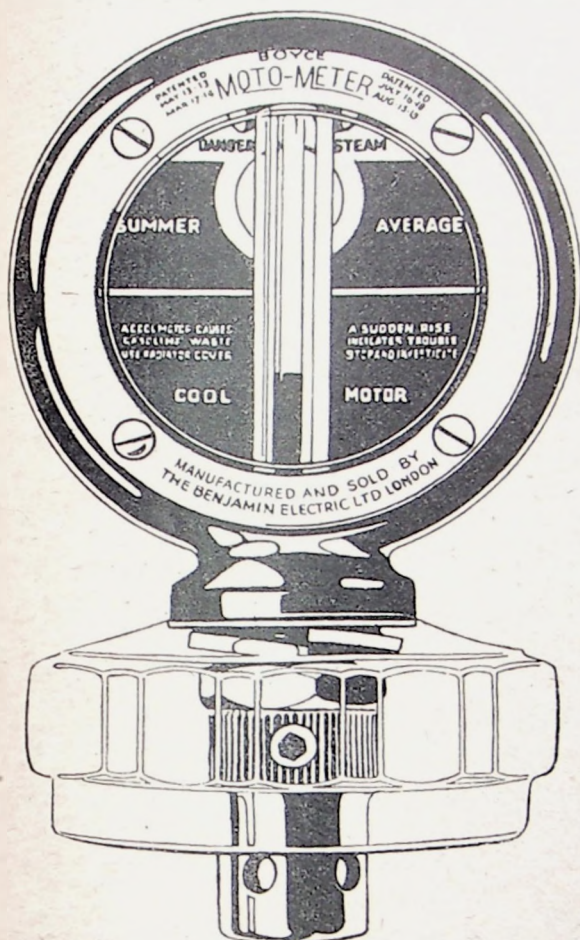


The diagram above shows the radiator water at a perfectly safe operating temperature just below the boiling point. The indicator, however, records so near the danger point as to be misinterpreted from the driver's seat.

The Boyce Moto-Meter is manufactured by
THE BENJAMIN ELECTRIC LTD.
LONDON, N.17.

*The Boyce Moto-Meter
Insures you Free — See opposite page*

ADVERTISEMENT OF THE BENJAMIN ELECTRIC LTD. TOTTENHAM, N.17.



BOYCE (BRITISH MADE) MOTO-METER

Important Notice to Motorists

JUDGMENT.

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

The

BOYCE MOTO-METER FREE INSURANCE

JUST as a Boyce Moto-Meter fitted to a Car insures the Driver being warned when engine trouble through over-heating is imminent, so the very fact that he has bought a Boyce Moto-Meter insures him against expense should his Car actually break down.

With every Boyce Moto-Meter is issued an Insurance Policy, free to the purchaser, which in the event of delay due to breakdown will cover:—

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

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

PRICES:

	Each
GEM MODEL	21/-
Suitable for Light Cars, Nickel-plated case.	
UNIVERSAL MODEL	35/-
For cars of medium size. Nickel-plated case.	
SPORTS MODEL	35/-
Special streamline design for Sports and Racing Cars. Very light.	
DE LUXE MODEL	63/-
An attractive addition to all large Cars. Nickel-plated.	
FORD MODEL	22/6
Complete with radiator cap on hinge. All Nickel finish.	

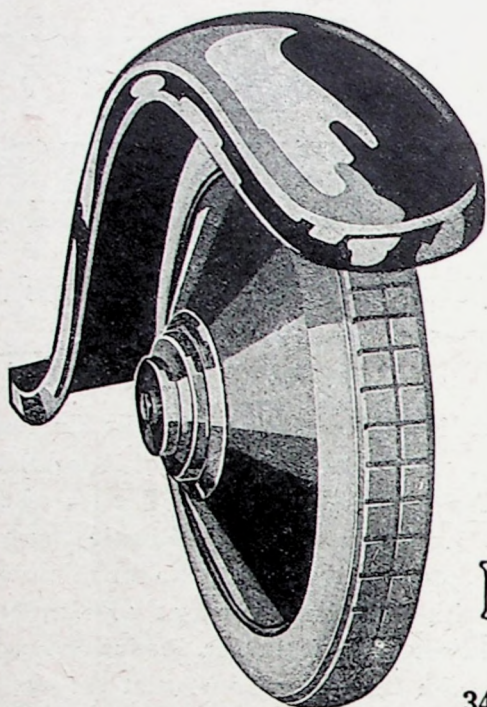
BADGE CLIP Enables Club badge or mascot to be mounted on radiator cap in addition to Boyce Moto-Meter. **1/- each.**

The

BENJAMIN ELECTRIC LTD.

BRANTWOOD WORKS,

Tariff Road, Tottenham, London, N. 17.



EWART WHEEL DISCS

for

AUSTIN 7 - CLYNO - JOWETT
FIAT - SALMON - WOLSELEY
STANDARD.

PRICES FROM **£1** PER WHEEL

PRICES FOR OTHER CARS ON APPLICATION

ILLUSTRATED LIST POST FREE BY REQUEST

EWART & SON LTD

(Established 1834)

346-350 EUSTON ROAD LONDON N.W.1

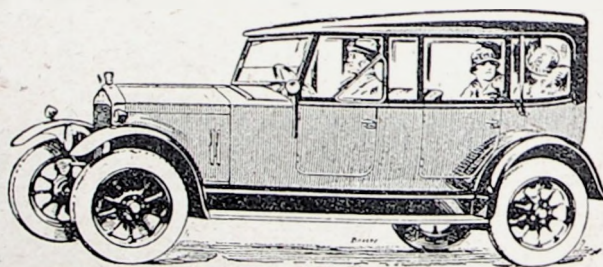
Wonderful value!

WOLSELEY

11/12 h.p. 2 & 4 Seater **£215**

With Four Wheel Brakes **£225**

De Luxe Models from **£245**



Immediate Delivery from STOCK

No better value for money is obtainable to-day than this Wolseley Model offers. Prove it to your satisfaction at CAR MART'S Showrooms, where you can get immediate delivery and very easy Deferred Terms to suit your pocket. CAR MART offer you real after-sale Service and the best possible price for a used car in Part Exchange. See CAR MART first.

46-50, PARK LANE, LONDON, W.1

Grossenor 3311 (15 lines)

297-9, EUSTON ROAD, LONDON, N.W.1

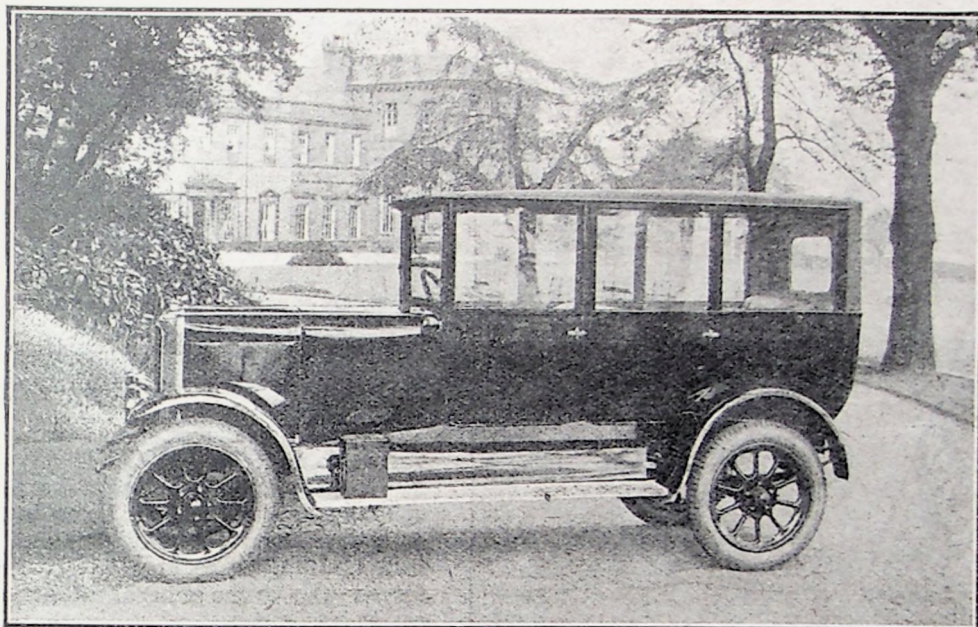
'Phone (as above)

Associated Company:

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

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

Deceptive appearances



The appearance of the Jowett Saloon suggests a price of at least twice what it actually costs, namely, £185. Real antique leather, real hair stuffing, aluminium panelling, Smith's Automatic Wiper (the best of its kind), etc., provide an equipment usually associated with cars at treble the price. There is no skimping on a Jowett but it has its cheap points.

It is cheap to buy, cheap to run, inexpensive in upkeep. It provides the cheapest and, at the same time, the happiest form of motoring.

Our range of literature is as unique as our range of cars. A p.c. will get you the former. The latter are priced as follows:—

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

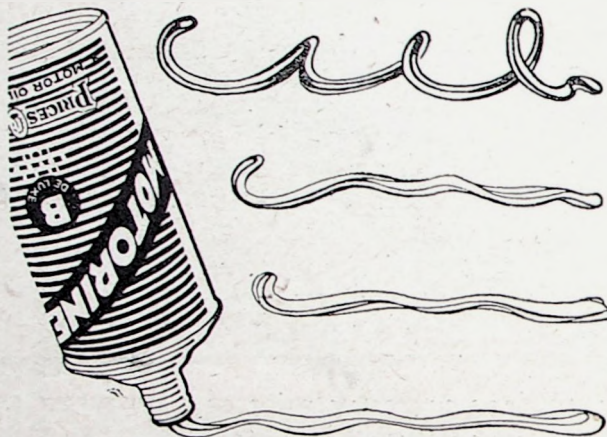
Dunlop Balloons and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

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

Oil

Oil



What oil do you use? Why? Ever experienced the difference the right grade of the right oil makes? If you know what it's like to have her stuck solid cold mornings, or know how she bubbles with temper when the sun (*when* the sun, mark you) gets warm—try the right grade of MOTORINE. My, but what a world of difference.

To learn why, send a p.c. for the free book "The Car" (or, if you are a motor-cyclist, "The Motor Cycle").

Price's, the Oil People (Dept. EE7), London, S.W.11.

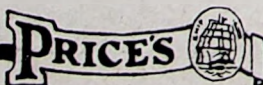
You are offered free the advice of Price's Technical Bureau.

Send your oil problems to Price's.

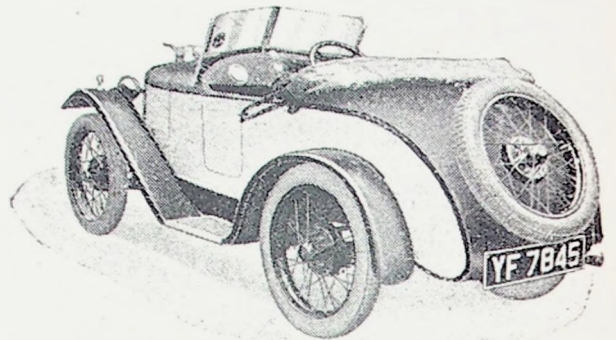
MOTORINE

very special oil

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



Individuality!



The Taylor Special Sports Austin 7 £175

HERE is a real thoroughbred at a price only slightly in excess of the mass production article.

This Snappy 2-seater is built upon the Special Austin 7 Sports Chassis, and it is an exclusive Taylor design.

The body allows ample leg room which can be varied to suit your individual requirements. The luggage accommodation is excellent, ample space being available for three suit cases. An extra low centre of gravity makes speed both safe and enjoyable, and the V shaped wind-screen adds to the general attractiveness of the car as a whole.

We can give early delivery of this fine little Sports Car which can be finished to your own choice of colours. Whatever make of car you buy at

TAYLORS

you get more than a good car at the right price and upon the easiest of terms. You get Taylors Inspection Service FREE. This Service is invaluable to all purchasers of new cars, for it ensures your getting the utmost service and satisfaction which the car you have chosen is capable of rendering. You really should write for a copy of our new 1927 44-page Buyer's Guide, for it tells you all about our liberal "Service after Sale" as well as containing invaluable information which every motorist ought to possess—this fine illustrated guide is FREE for the asking

ALL MAKES SUPPLIED

including the following in which we specialize:

MORGAN from £89 to £140

JOWETT from £139 to £185

AUSTIN from £145 to £775

SINGER from £148-10 to £350

EXCHANGE—We have an excellent market for used cars, let us take yours in part exchange for a new model.

THIS WEEK'S SNIPS.

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

ROVER, 1920, 8 h.p. 2-Seater .. £25
A-C, 1920, 11'8 h.p. 2/3-Seater .. £65
FIAT, 1922, 10 h.p. 2-Seater .. £7 10
BALMSON, 1924, 9'6 h.p. 2-Seater .. £65
AUSTIN, 1925, 7 h.p. 2/3-Seater .. £82 10
CITROEN, 1924, 11 h.p. Coupe .. £87 10

H. TAYLOR & Co., Ltd.

49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Phone: Kensington 8588/9 and 5540. Grams: "Dynametro, Southkens."

OK EASIER

*Calibrated in 1 lb
units—10 to 42 lbs.
Made with ball
foot—easy to use on
any type of wheel.
Price 6/10.*

EVERY tyre manufacturer, Every car maker, every wise garage man, urges the importance of proper inflation—and even inflation—for each pair of tyres—front and back. Your garage man can tell you exactly what pressure to use.

The good habit of testing all your tyres, including the spare, at least once a week with a Schrader Gauge will ensure easier steering, better

car balance, greater riding comfort and longer tyre service.

Friday is suggested for the regular weekly test because most tyres do their hardest work over the week-end.

The Schrader Tyre Gauge has been standard for years. It is dependable, inexpensive, easy to carry and use. Schrader products are sold by more than 100,000 dealers throughout the world.

*A. Schrader's Son, Inc.
Offices and Main Distribution Stores:
26-29, New Street, Westminster, S.W.1.*

BE SURE IT'S A SCHRADER: LOOK FOR THE NAME
(Regd. Trade Mark)

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

SPECIAL WHITSUN OFFER

THREE ONLY.

SENECHAL SPORTS

BRAND NEW, 1927, TWO-SEATER SPORTS, SLIGHTLY SHOP-SOILED.

£185

FULL
EQUIPMENT.

FOUR-WHEEL
BRAKES.

These cars are all new and covered by full guarantee, which includes a guaranteed speed of 70 m.p.h., and are part of a special purchase from Messrs. Chenard & Walcker, the manufacturers of the **SENECHAL**.

A.S.C.

THE AUTOMOBILE SERVICE COMPANY, LIMITED,
166, GREAT PORTLAND STREET - LONDON, W.1.

TELEPHONE—
MUSEUM 6626

AGE CANNOT WITHER NOR CUSTOM STALE

THE OLDEST
(WE BELIEVE)
RECOMMENDED
OIL IN THE
WORLD



MANUFACTURED BY
THE OLDEST
MAKERS
IN THE
COUNTRY

EDWARD JOY & SONS LTD., LEEDS
ESTABLISHED 1807

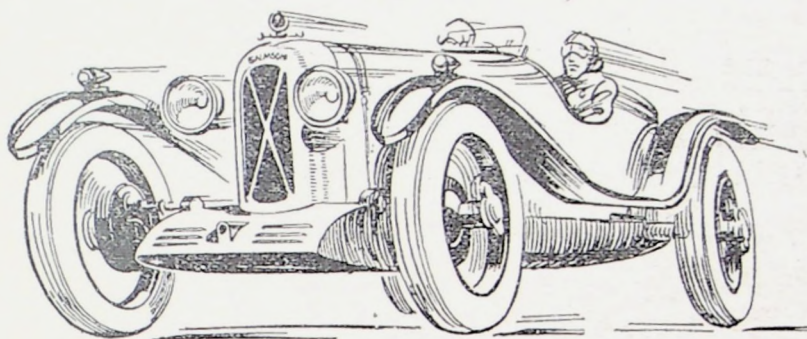
Formerly W. & E. JOY, Established 1777

"OLD BUT NOT INFIRM"

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

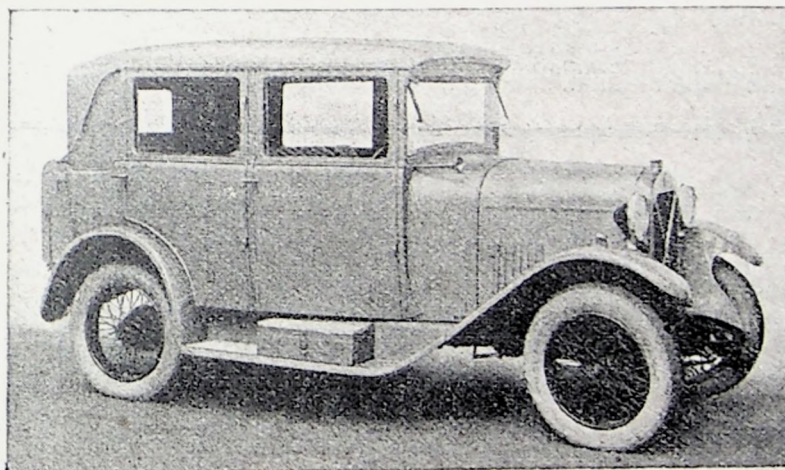
SOLE CONCESSIONNAIRES FOR UNITED KINGDOM AND BRITISH DOMINIONS:

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

youth will be served—

The
GRAND
PRIX
10/20 h.p.
£275

Guaranteed 75 m.p.h.

whilst riper age demands—

10/20 h.p.
Weymann
Saloon
£275

Salmson serves
all needs

Sole London Distributors:

GORDON WATNEY & Co., Ltd.,
31, Brook Street, Bond Street, W.1.

Telephone—Mayfair 0267-8-9.

PART EXCHANGES AND DEFERRED TERMS.

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

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

We can Supply the Light Car you want for Whitsun

We are authorised dealers in:—
RENAULT, SALMSON, AUSTIN, FIAT,
WOLSELEY, SINGER, ROVER, CLYNO,
CITROEN and various other makes.

Special AGENTS and FACTORS for
the FAMOUS ENGLEBERT CORD
TYRES.

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

GEORGE NEWMAN & CO.,

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

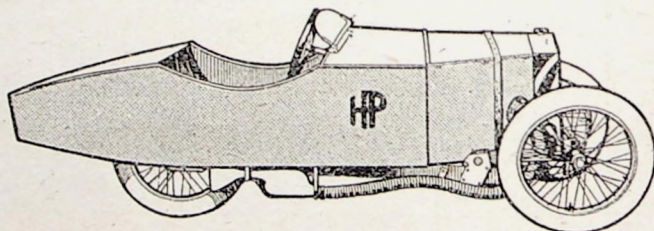
'Phone: Museum 7741 (12 lines).

'Phone: Brighton 4713.

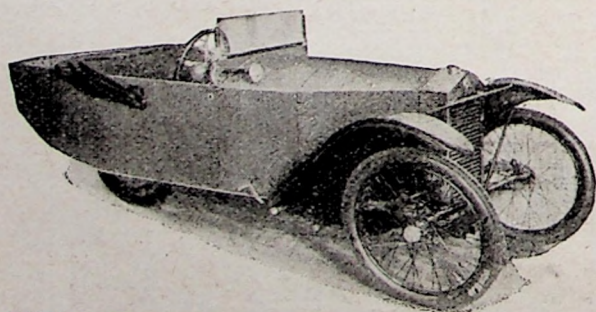
Standard Sports Hilton-Pacey

**RECENTLY BROKE
7 WORLD'S
RECORDS**

(Subject to Official Confirmation)



Similar Models can be purchased for **£80**



**H.P. THREE WHEELER
TOURING
MODEL**

WE know that you cannot get better value.

YOU will know this, too, if you have a trial run.

£65

— LONDON AGENTS —

**METRO MOTORS,
45, Newman Street, W.1**

MANUFACTURERS:—

HILTON-PACEY MOTORS, WOKING.

STOCK OF ALL BLERIOT WHIPPET SPARES.

'PHONE: 1192.

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

"The Records we make in the Spring, tra la"

*have everything to do with the case for
using Sternal WW—the oil without an
equal—on your car.*

THE
STERN
ORACLE

7 WORLD'S SPEED RECORDS HAVE JUST BEEN
MADE AT BROOKLANDS BY MR. J. J. HALL,
OUR OFFICIAL RIDER, ON AN H.P. CYCLECAR
LUBRICATED WITH STERNOL WW. THIS IS IN
ADDITION TO THE 50 WORLD'S RECORDS
PREVIOUSLY BROKEN IN 5 MONTHS AT
BROOKLANDS ON STERNOL WW.

Here then is yet further proof that this remarkable lubricant
—every drop of which is subjected to our special voltolising
process—imparts a liveliness to the engine positively
unprocurable from any other oil.

CLASS H.

The following are the World's
Records just made at Brooklands
on Sternal WW—

5 KILOS
5 MILES
10 KILOS
10 MILES
50 KILOS
50 MILES
1 HOUR 46'73

Subject to confirmation.

WE GUARANTEE THE OIL USED WAS OUR STANDARD WW
AS OBTAINABLE AT ANY OF THE LEADING GARAGES.

Sternal WW

MOTOR OIL

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

Makes Engines Purrr Like Pussies

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

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

MITCHAM

For SWEET LAVENDER

and JOWETT CARS.

The Fragrance of Lavender endures for months, but the "Pull" of a Jowett lasts for years.

The 1927 Jowett costs less to run than earlier models, and it is the most economical and reliable car to buy.

Do YOU think 7 h.p. is too little? If so, come and have a test—Why pay tax for 10 to 15 h.p. when 7 will do the work at less expense?

Early Delivery of all Models—Cash or Deferred.

COME to the ORIGINAL and RECOGNISED JOWETT SPECIALISTS and make certain of Jowett Service.

LOVATTS FOR JOWETTS

91/105, Streatham Road, MITCHAM.

Phone: MITCHAM 1597.

ENJOY ECONOMICAL
MOTORING ON A

Do not forget that we
are the holders of the
Principal Morgan Records.

MORGAN

RUNABOUT

£95 — £140

H. Beart & Co., Ltd.,
102, London Road,
Kingston-on-Thames.

All Makes of Cars and Motorcycles
supplied.
Easy Payments. Part Exchange.
Kingston 5149.

announcing the JUNIOR

SHER for LIGHT CARS

Comparative
Sizes.

LIGHT CARS need fire protection quite as much as large ones. To meet this urgent need for the enormously increased numbers of light cars now in use, we are introducing the JUNIOR "Pyrene" Fire Extinguisher.

This new model is the "little brother" of the famous "Pyrene" Fire Extinguisher which is universally acknowledged the standard form of fire protection for large Cars, Motor Omnibuses, Coaches, Taxis, Lorries, etc. The JUNIOR "Pyrene" Fire Extinguisher is just the right capacity and size for Light Car Equipment.

Like its "elder brother," it works instantly in any position by means of its double-acting rotating pump. It will enable the light car owner to put out a fire at once, and drive on as though nothing had happened—just like the big cars do with their standard models. It is light, handy, handsome, and easily fitted.

JUNIOR "Pyrene"
Fire Extinguisher,
British Manufacture.
Handsome, Nickel-
plated finish only.
Filled and
complete
with Bracket

"Pyrene" Fire Ex-
tinguisher. Standard
size for big cars. Filled
and com-
plete Polished 55/-
Brass
Nickel or Black
Plated 60/-

for LIGHT CARS

Get one from your G

Write for Illustrated Folder,

The PYRENE COMPANY, LTD.,
9, Grosvenor Gardens - - LONDON, S.W.1.

'Phone : Victoria 8592.

'Grams : "Pyrenextin, Sowest, London."

Branches :—Sheffield, Glasgow, Belfast.

Junior Model Standard

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

Great

increase in

VALUES
7 Season

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

Two-Seater
£275
F.W.B. £10 extra.

Full detailed Specifications on request.

TWO-SEATER Two-door £275
F.W.B. £10 extra.
COUPE. Wide dickey seat £330
F.W.B. £10 extra.
FIVE-SEATER de Luxe. Adjust-
able front seat, four doors, F.W.B.,
single-handed hood £325
De Luxe Four-door SALOON £450

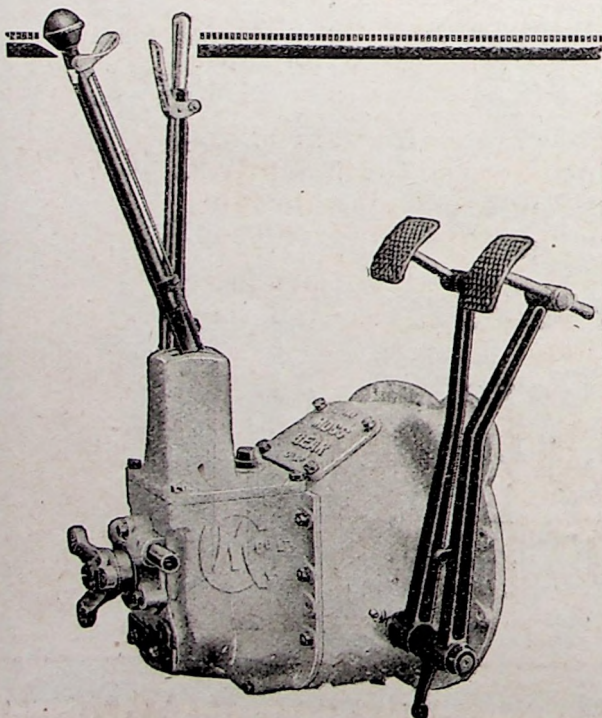
London Agents:
Messrs. B.S. Marshall Ltd., 25, Basil St., Knightsbridge, S.W.1



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

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

It's the Box that Counts!



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

MOSS UNITS

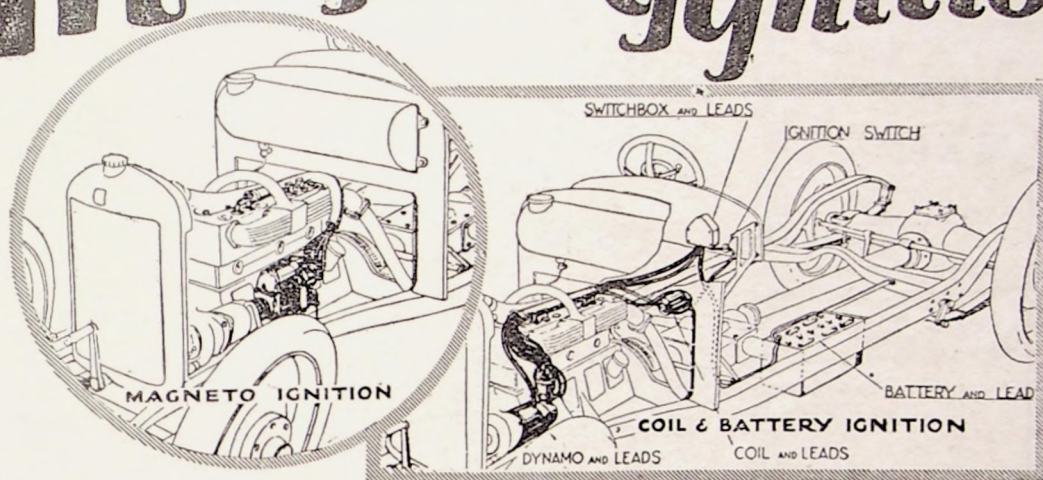
which are justly famed for their quality and superiority of design. The type "R" Three or Four-Speed Moss Box illustrated here is the last word in gear construction. It is extremely compact, perfectly rigid, low in weight, and is characterised by a pleasingly smooth and silent running. Full details will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

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

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

Simpler therefore Safer

Magneto Ignition



IN electricity, simplicity means safety. The fewer parts there are to go wrong the less the chances of trouble.

Compare the above diagrams and notice the simplicity and compactness of the magneto. Four wires only lead from the magneto to the plugs. Its source of energy is a simple magnet which requires not the slightest attention and will function for a lifetime without being touched. The source of energy in all other systems is the already over-burdened accumulator which can go wrong in a dozen ways.

If the specific gravity of the acid is not right, if the plates become sulphated, if the dynamo is not used sufficiently, if any of the many wires come adrift or break, or if the ignition switch be left on, the car will be completely paralysed.

To their credit the makers of 95% of British Cars have refused to "skimp" the cost in this matter and they continue to use magneto ignition.

BRITISH MAGNETOS



BUY A BRITISH CAR WITH A BRITISH MAGNETO.

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

Aero'' valve springs and speed history

ITH "Aero" aiding speeds have crept up from the once astonishing "mile a minute" to $3\frac{1}{2}$ miles per minute.

"Aero" is everything that is best, from 70 years' specialization in spring making.

We know that the finest engine in the world cannot be fully efficient if its valve springs do not act for long periods at high speeds with accuracy of action.

Thus we recommend "Aero" for all engines where high speeds and long life are desired.

List free.

Make your cycle or motor-cycle luxurious—fit a "Terry" saddle.

The "Terry" 4-ribbed hose clip gives a perfect seal.

Of high grade quality they give good service.

If unable to buy locally order from

3/- buys a set of Terry's "AVECTA" tool clips for keeping the garage tidy.

Use "Terry" washers to keep all nuts secure.

Order from your agent. In difficulty write us.

HERBERT TERRY & SONS, LTD., *Mansf.,*
REDDITCH, ENG. Estab. 1855

For the efficient handling of the car in the garage you should have "Terry"

spanners, valve lifters, and tyre levers—all are high grade quality. List post free.



Be wiser still
use "KOMPOSILL"
REG. TRADE MARK

because it
CLEANS AND POLISHES
IN ONE OPERATION

Why be a slave?

Your car cleaning and polishing does not become hard labour if you use

"KOMPOSILL"

(UNIVERSAL)

All
British.

Halves Time,
Labour and
Cost.

ISIL 4'3

Per
Large
Tin.

REMOVES TAR

To give a brilliant and lasting polish to all CLEAN surfaces use

KOMPOSILL (Super Polish)
per 2/9 tin.

Both are unrivalled for cellulose and are recommended by leading coachbuilders, paint, varnish, and cellulose manufacturers.

KOMPOSILL SYNDICATE LTD.,
49-54, Broad Street Avenue, E.C.2

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

GWYNNE CARS

A GWYNNE CAR

Won the Premier
Award Royal
Automobile Club's
1,000 Mile Small
Car Trials.

[illegible]

A GWYNNE CAR

Won the "Daily Chronicle" 250 Guinea Gold Cup for Most Meritorious Performance irrespective of class.

688277226615530

THE NEW GWYNNE "10"

HAS AN

ASTOUNDING PERFORMANCE

May we send you particulars of the Gwynne Range which includes

4-seater 10 h.p.	..	F.W.B.	..	£220
Sports 8 h.p.	..	F.W.B.	..	£265
Saloon 10 h.p.	..	F.W.B.	..	£285

GWYNNE CARS LTD., CHURCH WHARF, CHISWICK, W.4

PHONE—1780, 1781 CHISWICK.

GRAMS—"GWYNNE CARS, CHISWICK."

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

REGISTERED

TRADE MARK.



THE PERFECT UPPER CYLINDER LUBRICANT PUT IT IN YOUR FUEL.

WE GUARANTEE

ABSOLUTE LUBRICATION OF THE CYLINDER WALLS
AND ALL UPPER WORKING PARTS.
LONGER LIFE OF ENGINE. CURES KNOCKING.
MORE POWER, SPEED AND PICK UP.
EASY STARTING. INCREASED MILEAGE.
CARBON DEPOSIT REDUCED TO A MINIMUM.
NO GUMMING UP. NO SEIZE UP.

THE SECRET OF MIXTROL.

Every drop of fuel drawn from the carburettor into the combustion chamber contains a sufficient proportion of Mixtrol to ensure adequate lubrication for that stroke of the engine.

While the fuel is being drawn up through the inlet valves these are lubricated, then at the time of explosion the oily vapour is released from the gases and sprayed over the piston head and the upper end of the cylinder walls.

Having a higher fire test than the gases, this oily vapour is not burnt but lubricates these parts. It is then blown out through the exhaust valves and lubricates valves, guides and stems during its passage. There is no need to alter the jets. The other advantages claimed naturally follow.

THAT IS THE SECRET OF MIXTROL.

*WRITE FOR EXPLANATORY BOOKLET FREE.

We back our Guarantee.

A Six Months' Free Trial.

We guarantee in addition to the above that it not only costs you NOTHING to use Mixtrol, but it saves you money, for your SAVING by the use of it more than pays for the small outlay.

If at the end of six months' use you DOUBT this, we will RETURN you in full ALL THE MONEY YOU HAVE PAID for ALL YOU HAVE USED DURING THAT PERIOD.

IF YOU WANT TO STAVE OFF
TROUBLE
OR IF ALREADY THINE,
JUST PUT MIXTROL IN YOUR
FUEL.
AND HAVE A CARE-FREE TIME.

4 oz. Tin 1/- Postage 2d. extra.
Flat oval shape for tool bag.
8 oz. Tin, 1/0. Postage 3d. extra.
32 oz. " 8/- Postage Free.
A 32 oz. Tin treats 64 gallons of Fuel.

The Mixtrol OIL Co.
43, Berners Street, London, W.1.

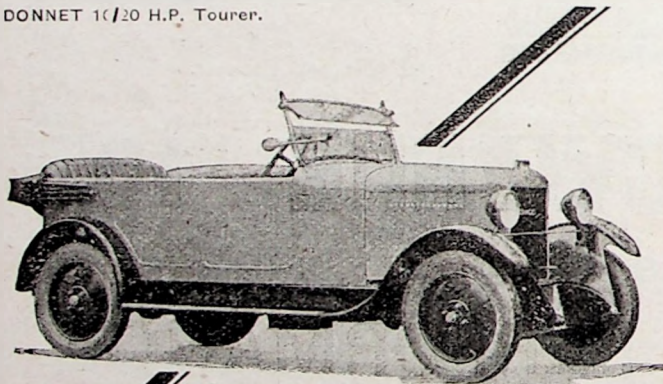
Telephone— "Olmixtrol, Wesdo."
Museum 4044.

B

THE FAMOUS MORRIS ENGINE

Mixtrol Oil does its work between A and B, which is where it is needed, and which is not properly lubricated by the oil in the crankcase. *Directions.* Pour half an ounce into each gallon of petrol or other fuel. There is a half-ounce measure on each tin. No stirring or mixing required.

DONNET 10/20 H.P. Tourer.



The fast French Car that is under priced.

The 10/20 H.P. Donnet has 4 forward gears, 4 brakes, 4 doors, 4 cylinders and 4 comfortable seats, and is the best car purchase to-day. Capable of great speed, a capital climber, and reliable in every detail.

Tax £10. Fully equipped for the road with 5 detachable wheels, balloon tyres, adjustable front seat, clock, speedometer, electric and bulb horns, head, side, tail, spot and dash lamps, auto screen wiper, all-weather equipment, tool kit, mats, etc.

Ex Works, London ..

£185

Deferred Terms and used car exchange arranged.

DONNET

Pronounce it "Donnay."

10/20 H.P. Donnet Saloon—This model has an incredible turn of speed and is particularly comfortable, providing ample accommodation for 4 adults. Wide doors, adjustable front seats, 4 forward gears and reverse. Direct drive on top, internal expanding brakes on all wheels, 5 detachable wheels with balloon tyres. All accessories. Ex Works, London ..

£220

Tax £10

10/20 H.P. Coupe—Ex Works, London, from ..

£205

Get free illustrated list of all models.
Agents in every Town.

DONNET MOTORS LTD.,
42, Albemarle Street, London, W.1.

'Phone: Gerrard 7923.

Works and Service Station—130, East Hill, London, S.W.

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



You'll hear it in any Club.

Wherever men are gathered together to talk, it's a million to one that, sooner or later, motoring (the world's greatest pastime, time saver and sport) will bound to crop up and it's a million to one that, early in that conversation, someone is sure to introduce THE RHODE—the world's keenest car value. "The Rhode—oh! a jolly fine car"—that, briefly but very truthfully, is the epitomised verdict of men who *know*.

Is yours a Rhode? If so, you are not interested—you are happy and satisfied; but if not, may we ask you to investigate the many merits it offers, in price, in economy, and in perfect performance under all conditions?

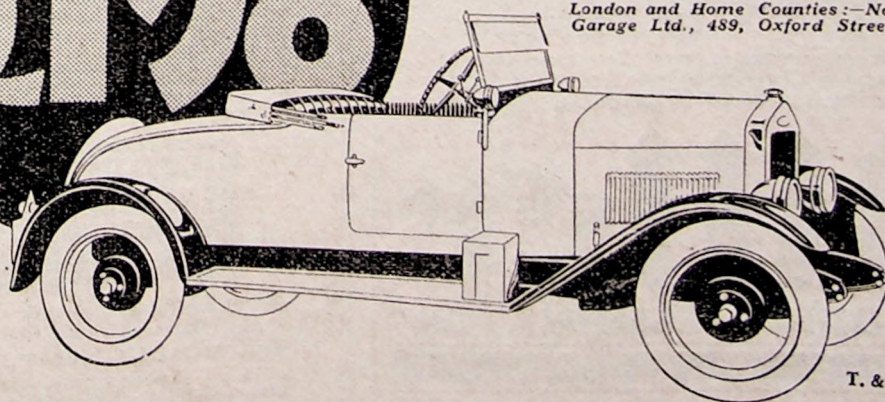
There's a Rhode Agent right near you; call and ask him for a demonstration, or we shall be pleased to forward you the fullest information together with interesting literature on request.

£198

Rhode

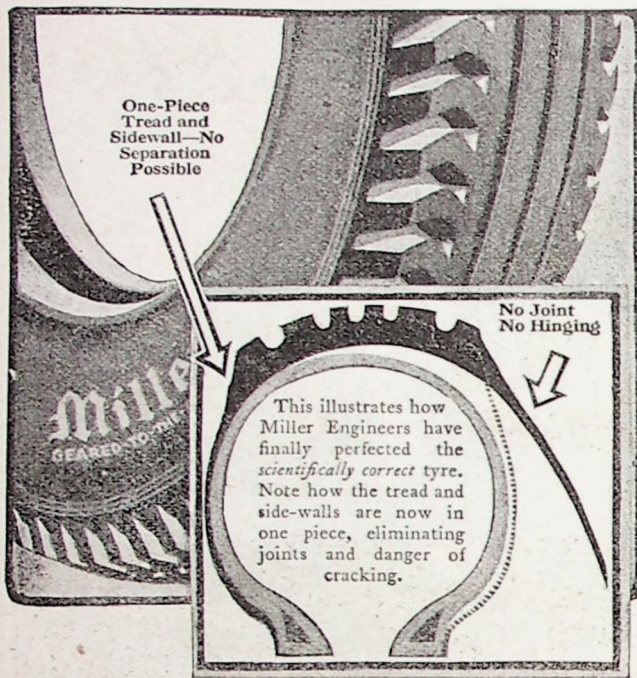
The Rhode Motor Co., Tyseley, Birmingham.

London and Home Counties:—Normand Garage Ltd., 489, Oxford Street, W.1.



T. & H.

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



Miller

£500,000 IMPROVEMENT PROGRAM

brought the **FIRST** SCIENTIFICALLY CORRECT TYRE

Because—

1 The Uniflex Cord Construction—every cord of equal strength; every part flexing as a live unit; resisting jolts and blows; leaving the tyre intact and free from inside friction and abrasion—**BROUGHT ADDED MILEAGE.**

Because—

2 The Road-shaped Geared-to-the-Road Tread—running evenly with the road under every load; taking wear slowly; preventing uneven, spotty and rapid tread wear—**BROUGHT CERTAIN ROAD GRIP.**

Because—

3 The Tread and Sidewall in one piece without joints or hinges—eliminating all chance whatever of separation or cracking—**BROUGHT GREATER STAMINA.**

MARKING THE PASSING OF ALL PREVIOUS CONCEPTIONS OF TYRE PERFORMANCE.

No other pneumatic tyre has these three Revolutionary Improvements. Yet Millers cost no more than standard makes at any garage.

Miller

"THE TROUBLE ELIMINATOR"

Advt. of Industrial Rubber Products Ltd., 101-2 Tottenham Court Road, London, W.C. 1. Scottish Depot: 166 Howard Street, Glasgow. G.J.S.

A NIPPY AUSTIN 7

30/-

A BODELO BRAKE ATTACHMENT fitted to your Austin 7 will make driving in traffic much easier. You will be able to pull up or get away much quicker and it will leave you a free hand for signalling.

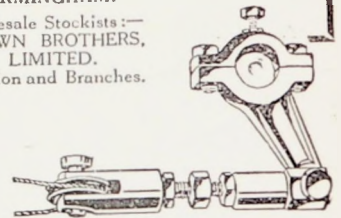
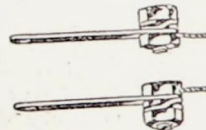
THE BODELO BRAKE ATTACHMENT enables all four brakes to be worked by the foot pedal only, but at the same time does not interfere with the operating of the front brakes by means of the hand lever.

The BODELO ATTACHMENT can be fitted in a few minutes.

Let us send you our illustrated leaflet giving full instructions.

LLOYD & DEELEY,
177, BROAD STREET,
BIRMINGHAM.

Wholesale Stockists:—
BROWN BROTHERS,
LIMITED.
London and Branches.



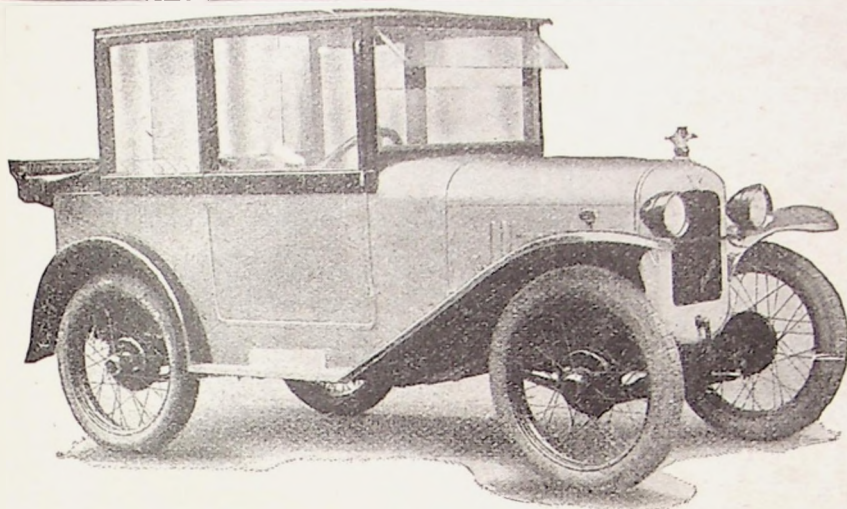
Wolseley Car :: 1900-1901.

EVEN so far back as twenty-five years ago Ferodo Linings had impressed the pioneer motorists with their efficiency. Ferodo Linings and motoring have grown up together. To-day, though speeds and loads are increased out of all recognition, Ferodo Brake Linings are still the biggest safety factor in motoring.



The Linings that make motoring **SAFE.**
Obtainable from **ALL GARAGES.**

FERODO LTD., CHAPEL-EN-LE-FRITH.
Depots and Agencies: London, Liverpool, Birmingham, Leeds, Glasgow, Manchester, Belfast, Brighton, Bristol, Cardiff, Coventry, Carlisle, Newcastle-on-Tyne, Aberdeen.



The
Austin
Seven

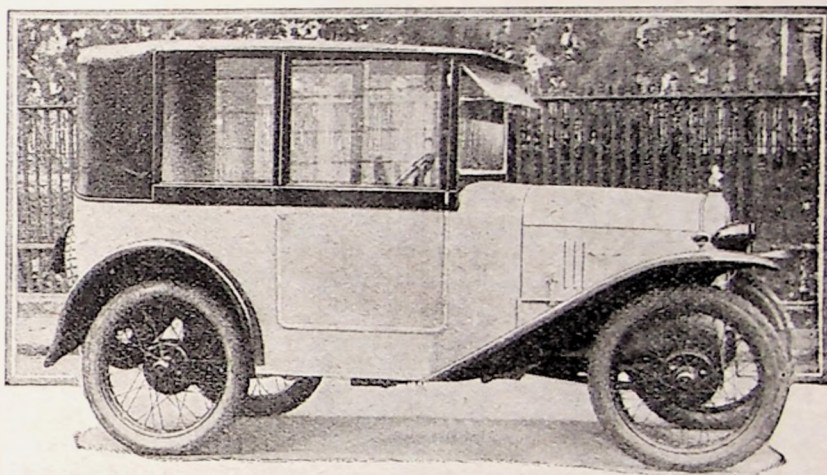
"Burghley"
Saloon Landaulette
£195

The only 7 AUSTIN SALOON
with a DROP-HEAD.

**Brief Specification of the
"Burghley" Saloon.**

This attractive little Saloon with its graceful lines has slightly taper roof, the rear portion folding neatly back, allowing occupants to drive in fresh air without draught, sliding windows to doors and rear, double wind-screen, tip-up adjustable seats with Bedford Cord or Rexine pneumatic upholstery, interior roof light, dash lamp, head lamps, separate wing lamps, speedometer, dash locker, raked steering and gear lever, aluminium step boards and toe plates, 4-piece bonnet with louvres, Boyce Meter with wings. Aluminium body finished in any colours to choice.

Immediate Delivery.



The
Austin
Seven

"Burghley" Sports Model 55 m.p.h.
50 m.p.g.

(Regd. No. 711009)

£182

£187

All Aluminium.

**Brief Specification of
"Burghley" Body.**

Standard colours—buff with tobacco brown wings, grey or black with scarlet wings or any other colours to choice.

Rear squab is hinged to fold forward, and spare wheel, tools, etc., are stored in tail, with room for small luggage. Special spare wheel attachment for fixing to offside running board, when more room is required in tail for luggage.

Hood folds away and is concealed when down with cover over.

The tail is decked with polished satin walnut planking and aluminium ribbing. Rigid side curtains. Air cushions.

Raked steering and gear lever. Door to either side. Ample leg room.

screen. 4-piece bonnet with louvres. Petrol gauge. Batteries and extra tool carrier under seat. Boyce Meter with Wings. Ventilator funnels. Driving mirror. Blank number plates.

Head and side lamps lighted by independent switches on dash.

The dash contains electric lighting and engine switches, air control, speedometer, oil gauge, locker, dash lamp.

Fitted with A.C.E. Aluminium Discs

£5 10 0 extra.

Automatic Windscreen Wiper £2 5 0 extra.

Long Exhaust extending to Tail, 16/- extra.

Triplex Glass Screen £4 5 0 extra.

Immediate Delivery.

FULL SERVICE AND REPAIRS.

Illustrated pamphlet on application.

PART EXCHANGES.

Supplied by **WILSON MOTORS,**
7, ECCLESTON STREET, BUCKINGHAM PALACE ROAD, VICTORIA, S.W.1.
Telephone: Victoria 1366 and City 4894
London and District Agents for Austin and Lea-Francis Cars.

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

Comforts



The Gaiter with the Wick Tube and the One-hand Oil Gun.

Prices for sets complete with Oil Gun.

Austin (7)	..	..	..	..	£1	15	0
Citroen (11'4)	..	..	..	..	£4	10	0
Jowett (8)	..	..	..	..	£4	4	0
Hillman (11)	..	..	..	..	£5	10	0
Lea-Francis (8, 9 and 12)	..	..	..	..	£4	5	0

Prices for any Car on Application.

MOTOR RUGS

Splendid value, fringed, reversible, made of pure wool in a large variety of rich colours and beautiful designs. 58" x 72" .. 22/6
A heavier, fringed rug with different design on reverse. 60" x 72" .. 42/6
A particularly refined quality rug in delicate colours with silk hem. Combines the utmost warmth with least weight. 60" x 72" .. 88/-

DRIVER'S CUSHION

Designed to bring driver comfortably near to controls. Size 17" x 17" x 4½". Made in coloured waterproof leather
Price 8/6

MOTOR CUSHIONS

Well made in coloured waterproof leather with leather carrying handle. Size 18" x 18"
Price 6/8
Cushions made to special dimensions at a slight extra cost.

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

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

RAMSDENS (HALIFAX) LIMITED
STATION WORKS - HALIFAX - ENGLAND.

London Office and Service Depot: 147/9, GT. PORTLAND STREET, W.1.

Ready-to-Erect Garages in Wood or

from

Guineas

GLIDING-OUT-OF-WAY DOORS. FREE
FIRE INSURANCE POLICY. FREE PLANS.
DEFERRED TERMS ARRANGED.

Anyone can erect a Thornber Garage.

All the work is done for you. Sections are sent fully framed and complete. No loose timber. You bolt section to section. The holes are bored, the bolts are supplied. The job can be finished in one afternoon. Built to last and to please.
EVERY GARAGE COMPLETELY ERECTED BEFORE DESPATCHED IN SECTIONS. THIS ENSURES PERFECTION.

A Thornber Garage Saves you Pounds.

You save on first cost, because Thornbers' modern machinery cuts out expensive hand labour. You get a better garage for your money. It repays cost within 9 months. You have no additional expense—all fittings are supplied.

Gliding-out-of-way doors that move at a child's push, occupy no room and obviate hinged door weakness. Free Fire Insurance Policy. Free plans for submitting to Council. Sizes for all popular makes of cars. Deferred Terms arranged. Quick Deliveries. Garages can be inspected at works.

SEND FOR FREE FOLDER AND STATE REQUIREMENTS.

THORNBERS
for EVERYTHING in WOOD

9, MYTHOLMROYD, YORKS.
London Office: 47, Victoria Street, S.W.1.
(where models may be inspected).

EASTING DICKY SEAT SCREEN

No need to suffer the discomfort of wind and rain any longer. Snug and warm behind this screen your passengers can enjoy their motoring to the full.

Full particulars from

EASTING WINDSCREENS Ltd.
Cox Street, Birmingham.
London Office: 29, Foley St.,
Gt. Portland Street, W.1.

ANTI-GLARE SHIELD

You can drive against the strongest sun or head lights with perfect safety. The upper half of these shields is mounted with convex green shades, the lower portion being open, giving unrestricted vision.
2/6
PER PAIR

H.P.

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

have made many CARS for 9/20 H.P. Owners QUALITY

Revised prices of models fitted with
Front Wheel Brakes:—

9/20 H.P. 2/3-Seater with Dickey Seat	£267 7s.
9/20 H.P. 4-Seater Tourer	£267 7s.
9/20 H.P. 4-Seater Saloon	£322 7s.

Dunlop Tyres Standard.

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

MODELS ARE AVAILABLE FOR
IMMEDIATE DELIVERY.

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

AMPLE POWER.

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

ECONOMICAL RUNNING.

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

FRONT WHEEL BRAKES.

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

MODERATE PRICE.

The lowest figure compatible with integrity of
construction throughout.

HUMBER QUALITY.

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

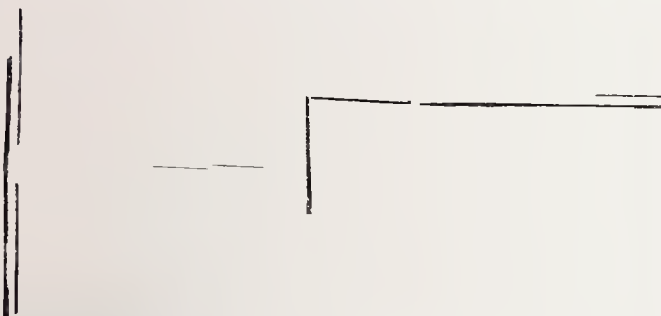
HUMBER LIMITED, COVENTRY,
LONDON:

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

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

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

**"The Three-wheeler
that runs like a four."**



**Omega
Three-wheelers**

whether on rough road or smooth, up hill or down, wet or dry, afford the best means of travelling comfortably wherever you wish to go, and at least possible cost. Fitted with 8 H.P. J.A.P. Engine, 27 x 4 Dunlop Balloon tyres, spring cushions, double adjustable windscreen, completely weatherproof with hood, sidescreens, and curtains. Running 50-55 m.p.g. Tax only £4.

PRICES.

POPULAR MODEL ..	£95
DE LUXE ..	£110
FAMILY, as illustrated	£115
SPORTS MODEL ..	£125

Leaping into favour not by being good in this particular or that, but by reason of its general all-round excellence, road stability, springing, roominess, handsome appearance, finish, and all that makes for complete satisfaction. Discerning buyers are choosing

THE **OMEGA**

THREE-WHEELER.

WRITE TO-DAY FOR CATALOGUE;

W. J. GREEN, LTD.,

OMEGA WORKS, COVENTRY.

**A "1927"
MORGAN**

and a
square deal at

HOMAC'S
MOTOR AGENTS

243/7, LOWER CLAPTON ROAD.

STANDARD model now fitted with double windscreen, black leather cloth hood, electric horn and celluloid covered steering wheel.

DE LUXE FAMILY and AERO Models now 3" wider and longer; 7" front wheel brakes now standard.

Repairs and Overhauls by Morgan experts.

CURRENT PRICES!

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

DEFERRED TERMS ARRANGED.

TRADE
SUPPLIED

Works:
46, LONDON ROAD,
CLAPTON - E.5.

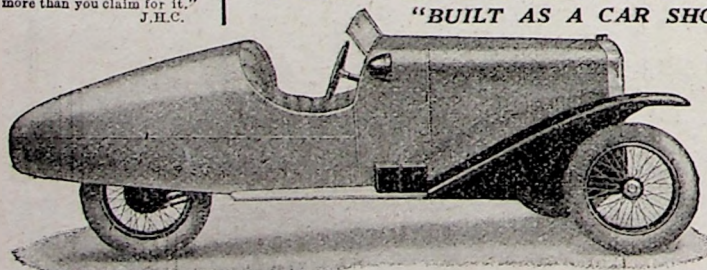
WRITE FOR CATALOGUE.

'Phone: CLISSOLD 2403.

19/2/27.
"The little car positively charms me—it's done all and more than you claim for it."
J.H.C.

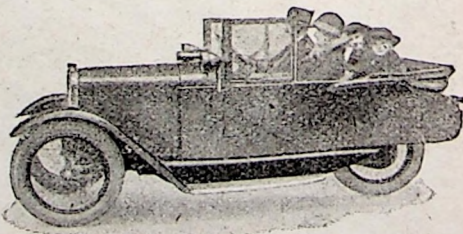
The COVENTRY VICTOR
"BUILT AS A CAR SHOULD BE."

3/1/27.
"—the hill climbing powers are extraordinary, and in this hilly district she is faster than most large cars." C.S.O.B.



7.5 h.p. Sports Model - - £110

Write
Now
for
List C2.



7 h.p. Family Model - - 95 GNS.

TAX £4

NOTICE THE SPECIFICATION Twin-opposed Water-cooled Engine, Absolutely Vibrationless, Channel Steel Chassis, Dunlop 27" x 4" Cord Balloon Tyres. Car Type Starting and Steering. Nickel Silver Radiator and Beautiful Bodywork.

60 M.P.G.

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

Sole Distributors, Lancashire and Cheshire:—
The Deansgate Motor Co., Ltd., Deansgate House, Manchester.

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

erience

Motor Car Electrical
Equipment Manufacturers by Appointment
to H.M. THE KING.

for LIGHTING & STARTING

36 years of constant endeavour, of continual research in the laboratory, of tests in the works, and on the road, are all embodied in the present C.A.V. Batteries. The years that are past are studded with various improvements that this experience has revealed. The discerning motorist will realise what this means from his experience, not only of motoring, but of life generally, and knows that extravagant advertising and misleading statements as to capacity are not a satisfactory substitute.

We honestly believe that in the latest C.A.V. production; the multiplate battery with **THREADED RUBBER INSULATION** in our **ALL-MOULDED** container, we have achieved not perfection but something definitely better than has ever been offered to the motoring public.

Write, phone, or call for Publication No. 485/L which describes, with illustrations, the complete range of C.A.V. Batteries. There's a size and capacity for every car—whether British, American, French, or Italian.

ireless

ARE YOU INTERESTED?

Our Radio Department will be pleased to send you particulars of our Wireless Receiving Sets, Accumulators, &c. Illustrated List application.

Telephone: Chiswick 3801 (Private Branch Exchange)
Telegrams: "Vantecia, Act, London."

The powerful service organisation behind

every C.A.V. Battery is known by this sign

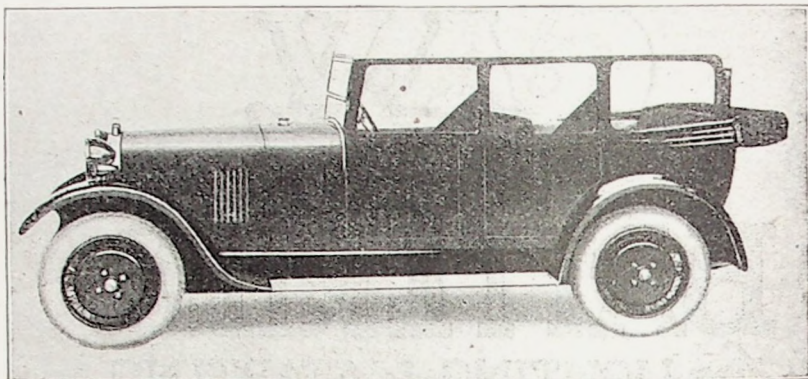
SALES & SERVICE DEPOTS AT—
Belfast, Birmingham, Bristol, Coventry,
Dublin, Glasgow, Leeds, Manchester and
Newcastle

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

THE FINEST SMALL CAR VALUE TO-DAY. DONNET-ZEDEL

The product of a famous French factory. The equipment includes:— Brakes of large diameter on all wheels, Wire Wheels and 715 x 115 Balloon Tyres. Adjustable front seat. The Gearbox has four speeds—the easiest change in existence. Clock, Speedometer, Electric and Bulb Horns, Head, Side and Tail Lamps, Spotlight and Dash Lamp, Automatic Screen Wiper. Full All-weather Equipment, Tools, etc. Painted and finished in England, **£185**

Other Models include Saloon, Two-seater, Sports and Cabriolet, either of which can be seen and tried. The power developed and ease of handling this car leaves nothing to be desired.



10/20 H.P. TOURER, 4-SEATER.

We can arrange terms and take your old car in part exchange. Catalogues with pleasure!

Showrooms:
**Victoria Crescent,
WIMBLEDON.**

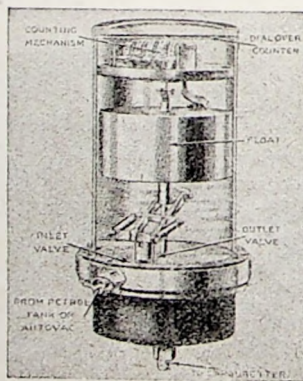


Body Works:
**Morden Road,
WIMBLEDON.**



THE "RIPPINGILLE" PETROMETER

An instrument which accurately records the amount of fuel used by any internal combustion engine.



Patent No. 241,738.

Guaranteed accuracy is within 2 per cent. either way. Records up to 10,000 gallons by 1-40th of a gallon and then repeats.

PRICES:—

Type B, for use with Motor Cars {£3 10 0 Nickel-plated Finish.
£3 7 6 Brass or Black Finish.

Send for illustrated Leaflet.

**ROTHERHAM & SONS, LTD.,
COVENTRY.**

Phone: 4154.

Grams: "Rotherhams, Coventry."

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

All motorists should possess a copy of the Gamage CATALOGUE and keep it handy.

GAMAGES

We guarantee complete satisfaction on all orders sent by post.

Supply Every Possible Accessory for the Light

CARS ON EASY TERMS NO DEPOSIT.
Delivery on First Monthly Payment.

THE STADIUM 7 h.p. Austin Gear Lever Extension.

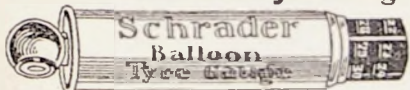
This extension clips on the existing lever, and enables all forward gear changes to be made without having to lean so far forward, which greatly adds to the comfort of driving. Post Free. Price **7/6**

"SCOPE" MIRRORS

Nicely finished and of strong construction. Gives very large range of vision owing to the shape reflector. Hundreds of these have already been sold—a better mirror cannot be obtained at the price. Post 6d. Price **7/9**

Austin 7 Model, 6/9
Order One per Return.

Schrader Balloon Tyre Gauge



Calibrated in units of single pounds, from 10 lbs. to 42 lbs. Post Free. Price **6/10**

FOR CAR COMFORT

DRIVER'S BACK CUSHIONS

Made of high-grade grey pegamoid. They fit the small of the back and give comfortable support just where needed. Post Free.

Also in Black, Blue, Green, or Brown Leather. Price **25/-**

SPECIAL OFFER OF CAR DUST COVERS

For Austin 7 Cars, size 12'x9' **12/-**
Strong, practical and well made.
Also Waterproof ditto. **32/-**
THESE ARE A USEFUL NECESSITY.

LUGGAGE CARRIERS.

Very convenient for light luggage. The grid is easily and quickly attached to the running board and is telescopic, so that it can be adapted to any length required. Price **17/6**

Special Offer.
PEDAL COVERS.

Supplied for Austin 7 Cars. Good quality rubber. Prevent the feet slipping off pedals, making driving safe and more comfortable. Set of three. Price **3/-**

PLAIN ASH TRAY. OIL FILLER AND FILTER for AUSTIN 7 CARS.

Electro-silver plate on nickel silver, with detachable holder for emptying. Post Free. Price **5/9**
This will prove to be a useful asset to the car.

We stock a Large Selection of other High-class but Inexpensive Luxurious Additions for the Car.

Wonderful Offer!

Avoid all that waste of oil, easily filtered in a few minutes. Price **6/6**
Carriage paid.

LUGGAGE COVERS

Best quality Black Rubber-faced Luggage Covers.

Sizes	Prices
6 x 5	26/6
7 x 6	37/6
9 x 6	49/6

Lighter quality in Black or Khaki Waterproof Cloths.

Black	Khaki
6 x 5 18/6	6 x 5 17/6
7 x 5 21/-	7 x 5 20/-
9 x 5 25/-	9 x 5 25/-

Each Cover fitted with eyelets for fastening.

REMARKABLE VALUE!

GARAGE JACKS for Light Cars.

An ideal jack for the owner-driver to keep in his garage. Quick and easy to operate, it makes car washing a pleasure instead of labour. Don't risk leaving your tool kit jack behind after use, don't rust your tools by packing a wet jack with them when you've washed your car; its price complete is... **25/-**

Will pass under axles from 7 in. to 9 1/2 in. from ground. Lift 4 in.

The Ideal Light Car Foot Pump

Strong and well made, powerful, compact, inexpensive, and very greatly lessens the labour of tyre inflation. Price **12/6**

Special Offer CLEANING CLOTHS.

Nice and soft, yet of good wearing qualities. Far superior to Mutton Cloth or Cotton Waste. Made up into 60 and 25-yard Rolls. 25-yard Roll **2/9** 50-yard Roll **5/-**

The "GAMAGE" Water Brush

Specially designed to get at all the best quality bristles with a mop head. Will take any size hose without extra fitting. Post Free. Price **12/6**

PETROL POURERS.

A great improvement on the old straight type. By means of this a 2-gallon can of spirit is emptied and filtered in 45 seconds. Thousands already in use. Price **3/6**
Post Free

Easy Leaf Spring Opener

Enables you to grease your springs with a minimum of trouble. The simplest and easiest to operate on the market, being far in advance of those operated by screw arrangement. The adjustment once set, you can go round the whole lot and open up the most obstinate spring with the greatest of ease.

Price **6/6**
Post Free.

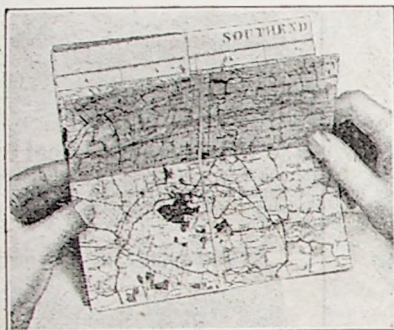
A. W. GAMAGE, Ltd., HOLBORN, LONDON, E.C.1
CITY BRANCH: 107, CHEAPSIDE, LONDON, E.C.2

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

B19

THE ROAD BEFORE YOU

Know the road upon which you are travelling by using the Stanford-Bridges' Patent Mounted Maps and Map Holder fitted on your steering wheel.



Turning over from the bottom of the opening to follow a road towards the South.

This ingenious method enables the map to be turned over from North to South or East to West without more than two sections being open at one time. The combination of map and holder is ideal for touring.

Maps mounted according to this method,

which the Editor of "The Light Car and Cyclecar" says— "deserves to be universally used," can be supplied to cover the whole, or any part, of the country at prices only very slightly in excess of that for ordinary mounting.

All the well-known series of Tourist, Ordnance Survey, and Bartholomew's maps are kept in stock and can be supplied by return.

1 in. Popular Ordnance Survey	..	4/6	per sheet.
1 in. Ministry of Transport Map	..	4/6	" "
1 in. Layer's Ordnance Survey	..	5/-	" "
1 in. " " "	..	5/-	" "
1 in. Bartholomew's " "	..	5/-	" "

Postage 2d. extra on each map.

When ordering please state district required.

STANFORD'S MAIN ROAD MAP OF LONDON

Scale 2 in. to 1 mile.

Size 40 in. by 27 in.

The map shows all the streets, but the colouring points out to Motorists the way through and out of London.

Prices: On paper folded, 4/6. Post free 4/8.
On linen cloth folded and varnished, 6/- . Post free 6/3.
On linen, Stanford's New Method, 10/- . Post free 10/4.

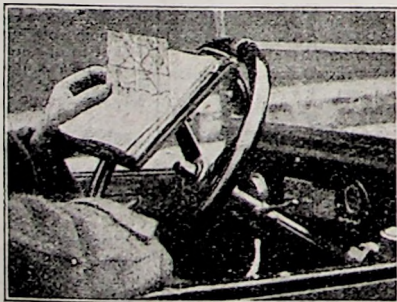
Map Holder for use with the New Method of Mounting.

PRICE:
Nickel-plated
finish.

12/6

Postage 9d.

Adjustable to any position. Suitable for Motor Car or Cycle



Call and inspect our stock.

EDWARD STANFORD LTD.,
Whitehall House, 29 & 30 Charing Cross, S.W.1
and 12, 13 & 14 Long Acre, London, W.C.2.

WHITSUN TOURING

EASYFIT" BUMPERS

will make your motoring safer, whether touring or otherwise. Congested roads and garages make this fitment a necessity and may save you many pounds worth of damage. For a small sum you can have protection front and rear. The *Adjustable Bumpers* illustrated are exceptionally strong, of spring steel throughout, heavily nickel-plated front bars, black fittings. No drilling.

From **50/-** complete.

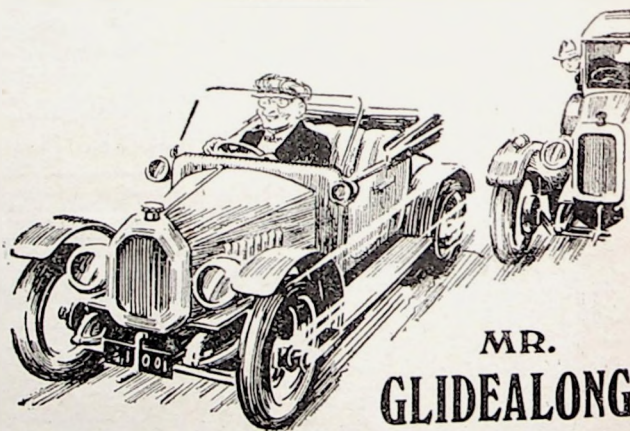
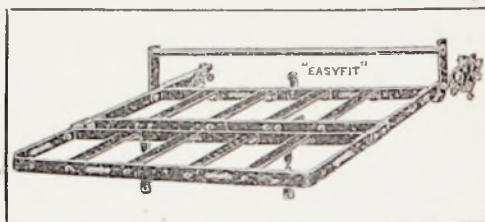
Rigid type for other cars from 30/-
Front or Rear.

EASYFIT" LUGGAGE RACKS

Over 50,000 sold. Better value unobtainable.
From 25/- For Austin and Jowett, 20/-
Singer Junior, 30/-

Write for List.

Frank Ashby
& Sons, Ltd.
Stirchley,
Birmingham



MR. GLIDEALONG MAKES HIS APPEARANCE

and what a happy appearance. Care-free; trouble-free; just gliding along; the envy of all motorists who have not learned his secret, which is an oily one, because it is Oil.

"Which Oil?" "What Oil?"

Why, NULSEC, of course, and that's his secret

There is a grade to suit your engine. Therefore, why not glide along like Mr. Glidealong?

THE W. BLACKWELL OIL CO.,

Victoria Works,

ASTON - - BIRMINGHAM.

A GUARANTEE TO "AUSTIN SEVEN" OWNERS

AFTER several months of carefully experimenting on the Austin Seven engine, we are now prepared to offer Austin Seven owners a GUARANTEE OF OVER 45 m.p.h. in second gear, and over 55 m.p.h. in top gear.

The acceleration and general performance is considerably improved, and whilst speeds of 50 m.p.h. in second gear and over 60 m.p.h. in top gear have frequently been obtained by our special tuning, the well-known reliability and economy of these cars has in no way been affected.

THE COST OF THIS WORK, WHICH INCLUDES
DECARBONIZING AND ALL MATERIAL, IS : : :

£8:10:0

Overhauls and Speed Tuning a Speciality

**RECENT SUCCESSES AT BROOKLANDS INCLUDE:—
First Place.**

Surbiton Junior Long Handicap. Surbiton Junior Short Handicap.
Junior Car Club 1,100 c.c. Handicap - - - - Second Place.

**WE CAN GIVE IMMEDIATE DELIVERY OF NEW AND
SECOND-HAND AUSTIN SEVENS.**

Any make of Car can be supplied.

Old Cars can be taken in part exchange and Deferred Payments can be arranged if so desired.

Our well-equipped Service Station and staff of expert mechanics are ready to give you prompt and satisfactory service after purchase.

BOYD-CARPENTER & THOMPSON LTD.,

Telephone—
Hampstead 4977

47, WEST END LANE, KILBURN, N.W.6.

AC NOTICE.

AS AN ADDITIONAL CONVENIENCE
FOR A-C CAR OWNERS

**THE NEW
APPOINTED**

AC SERVICE STATION

IS

GLADWELL & KELL, LTD.,
AMPTON STREET GARAGE,
GRAY'S INN ROAD, W.C.1
(immediately behind the Royal Free Hospital).

A-C Representatives

Mr. S. F. Edge has arranged for his A-C representatives to be here to receive your instructions.

A-C Skilled Mechanics

Your work will be carried out by a staff of A-C specially trained skilled mechanics taken over from the A-C London Service Depot.

Prices and Delivery

Priced estimates will be supplied before the work is commenced and delivery guaranteed to specified time.

Spares

A stock of spare parts and accessories for all models will be maintained.

Plant

The garage is equipped with the latest plant, carefully chosen to meet any and every requirement.

Let us solve your motoring problems for you.

London's Largest



Ground Floor Garage.

Telephone - - -

Museum 7367 (3 lines)

NORTH & SOUTH INSURANCE CORPN., LTD., 1, Tithebarn Street, Liverpool.

Compare these Rates

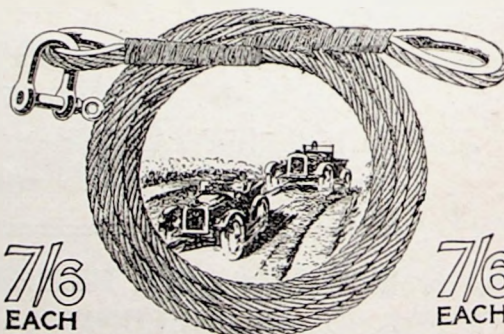
WITH WHAT YOU ARE NOW PAYING.

COMPREHENSIVE PREMIUMS for 4/5-Seaters (£100 Value).

8 h.p. ..	£6 15 0	10 h.p. ..	£8 2 0
9 h.p. ..	£7 1 9	12 h.p. ..	£9 2 3
Two-Seaters, not exceeding 12 h.p.		£8 0 0	

10% off above Premiums for New Cars.

THE ROLLO TOW ROPE



7/6
EACH

7/6
EACH

**3 TONS BREAKING STRAIN
WEIGHT 2LB LENGTH 16 FEET**

PACKED IN A STRONG BOX. 6½ in SQUARE

*Your Garage Stocks these. If not
may we send you one on approval?*

BERNARD NICKLIN & CO. LTD.
ROLFE STREET, SMETHWICK

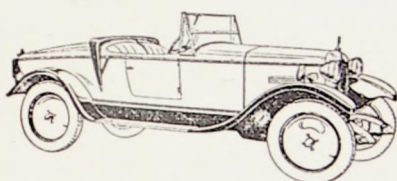


TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

LONG DAYS AND BRIGHT

NOW that fine weather and long days are here—the best motoring time—you must get that Light Car and enjoy the pleasures of the open road and outdoor life. To add “ease of mind” to the numerous motoring joys you must deal with The Service Company. It does not matter what make or model you require we can supply it promptly whether the transaction is for cash, deferred payments or part exchange.

The advantages are many, for instance:—



ROVER.

Touring 4-seater - - - £225
Semi-Sports 2-seater - - - £260

1927 MODELS.

Why not call and look round our complete stock of 1927 models? We have on view various models of all the leading makes, including:—

AUSTIN	PEUGEOT
CITROEN	ROVER
CLYNO	SINGER
JOWETT	SWIFT

These cars are so arranged as to make comparison easy. Expert salesman-demonstrations will assist you in your selection, and if you wish it a trial spin can easily be arranged.

DEFERRED PAYMENTS

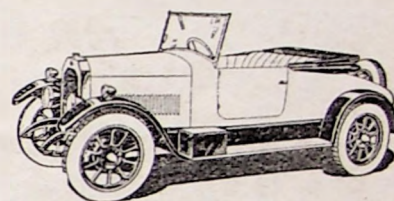
Pioneers of this method of supplying cars, we can honestly say that we offer the best terms. After all, our scheme has stood the test for years, and being handled throughout by ourselves ensures you of a confidential deal without fussy formalities. All you need pay cash is a fifth of the total cost (tax and insurance may be included) and the balance may be extended over periods of 12, 18 or 24 months.

PART EXCHANGE.

If you have a car and would like to exchange, then bring it along to The Service Company and get the most generous price for it. The balance may be paid off monthly.

SERVICE.

We give real service with every car and back the manufacturers' guarantee. Our Service 'before and after sale' scheme ensures you of trouble-free motoring.



SWIFT.

14 h.p. 4-seater - - - £210
10 h.p. 2-3-seater - - - £210

SECOND-HAND MODELS.

We have actually in stock a variety of really good used and demonstration models. Each one backed by our jealously guarded reputation. Here is a selection:—
1927 **ROVER**, 9 h.p., "Super" Model, 4-seater Demonstration Car, painted Maroon. Cellulose finish, exactly as new. £190
1927 **ROVER**, 9 h.p., "Super" Model, 4-seater, painted Maroon, appearance and condition as new, 4,000 miles only, Tax paid for year. £177/10
1927 **SINGER**, 4-seater "De Luxe" Model, painted Maroon, used only by ourselves for a few demonstration runs. £190
1926 **ROVER**, 9 h.p., "Super" Model, 4-seater, painted Maroon, very carefully used, Tax paid for year, appearance as new. £155
1925 **STANDARD**, 11'4 h.p., 4-seater "De Luxe" Model, perfect condition throughout, tyres almost new, several extras, one owner only, since new. £120
1925 **JOWETT**, 2-seater Model, very carefully used, excellent condition. £82/10
1924 **ROVER**, 9 h.p., 4-cyl. water-cooled 4-seater "De Luxe" Model, leather upholstery, painted Blue, Cellulose finish, good tyres, excellent condition. £82/10
Any of the above can be bought for cash or deferred payments.

*Why not send for full details
of our Terms and Service?*

"Service—
Our Name
and aim."

**The Service
Company Ltd.**
(LONDON)

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

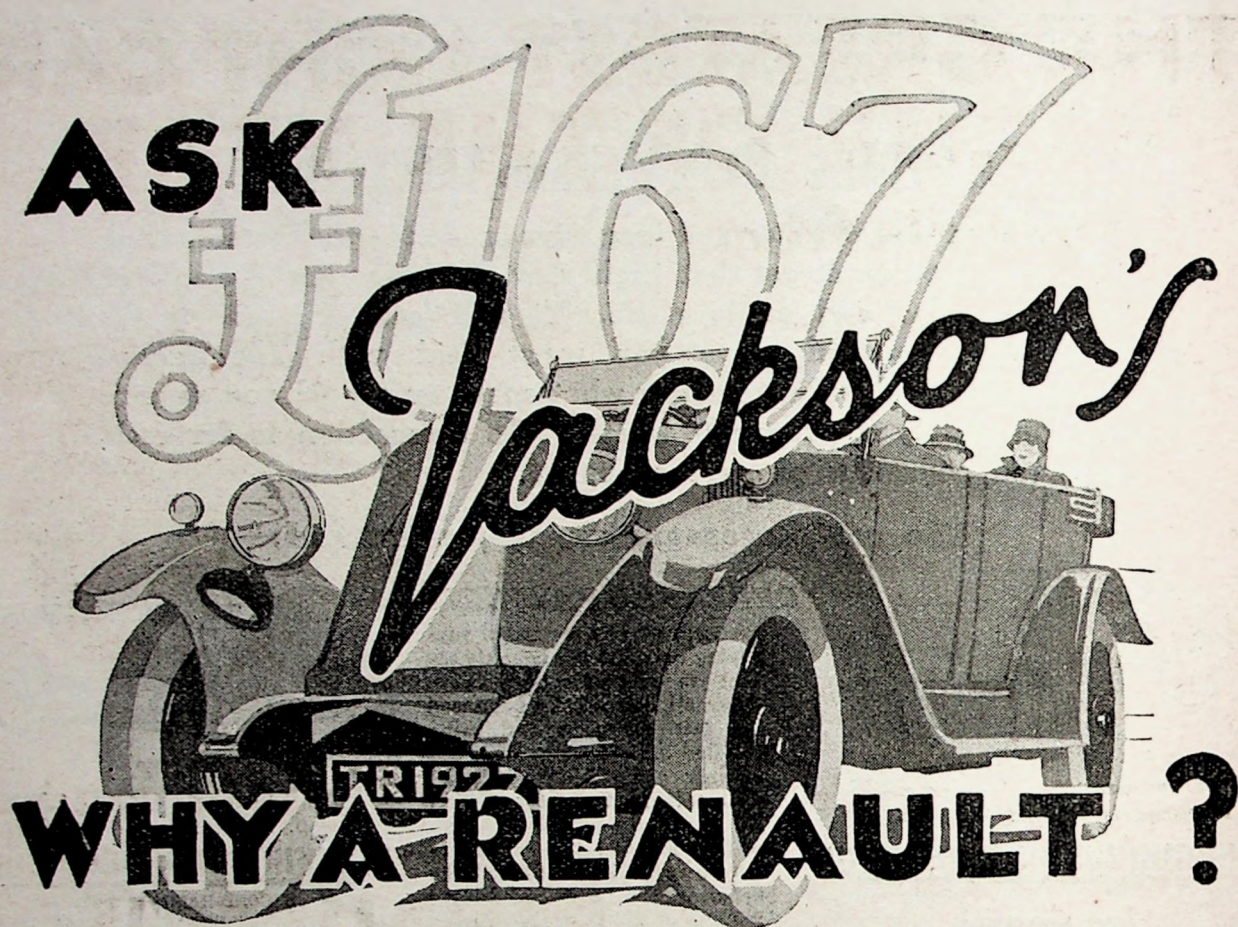
Est. 1889.

Telephone:
Holborn 0666
(3 lines).

FB

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

B23



• • • • •
THURSO: CAITHNESS: SCOTLAND

23 : MARCH : 1927.

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

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

A RENAULT FOR £167!

4

CYLINDERS.
 DOORS.
 WHEEL BRAKES.
 SEATER.

SPECIAL DEFERRED TERMS.
 MODELS IN STOCK.
 DEMONSTRATION WITH PLEASURE.
 IMMEDIATE DELIVERY.

JACKSONS of Croydon LTD.

'Phone: Croydon 2023.

SPECIAL RENAULT AGENTS.
 TRADE SUPPLIED.

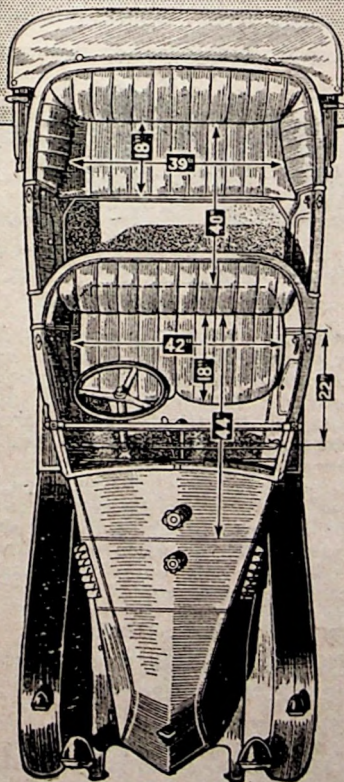
PARK STREET (Opposite G.P.O.), CROYDON.

THE GREATEST LIGHT CAR VALUE OF THE YEAR

10 models from

£150.00

DIMENSIONS OF THIS ROOMY CAR



*Enjoy your 1927 motoring
in the comfort of one of
these **RENAULT 9/15s***

£159 10s. 0d. for the roomy substantial two-seater with dickey and complete equipment. £167 for the spacious full four-seater Tourer illustrated. £207 for the Saloon.

These are three of ten 9/15 models, all representative of equally amazing values. Write for illustrated literature and full technical information.

RENAULT

OVER 45 M.P.H. . 45 M.P.G.

All 9/15 models are fitted with 4 wheel brakes, shock absorbers, clock and speedometer.

®

RENAULT LTD., Head Office and Works, 14, Seagrave Rd., West Brompton, S.W.6.

Showrooms: 21, Pall Mall, S.W. 1.

'Phone Regent 0974.

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

Delco - Remy Coil Ignition

with its "Better Spark—Instant Start," immensely wider range of advance and retard and its undoubted benefit to both starter and battery, with the consequent improved engine performance such advantages necessarily imply.

Delco-Remy
Coil Ignition
Magnetoreplacement
Unit.

Any manufacturer not already standardising on this system will gladly fit Delco-Remy Coil Ignition to your new car, or you can fit the Delco-Remy Coil Ignition Magnetoreplacement Unit to your present car. Prices from £3.15.0 to £5.5.0. Write for full particulars and FREE Booklet—"Specifications Do Count," giving full particulars of this **better** Ignition System.

DELCO-REMY & HYATT, LTD., 111, Grosvenor Road, London, S.W.1.

52/6, 63/
per axle, with brackets

CLAMPS
LIKE A VICE
TO THE
FRAME.
B & D Box Type
Frame Bracket

EASY TO FIT.
Ordinary spanners only required.
No frame drilling or fitting expense.

CLAMPS
TO THE
CIRCULAR
AXLE.
B & D Axle
Bracket.
Bored to suit.

**BENTLEY & DRAPER, Ltd., 4, Fenchurch Avenue,
London, E.C.3.** Grams: Bendrapic, Fen, London.
Phone: Avenue 3023.

Brake and Clutch Linings

N.B.—No false or exaggerated claim is made for CHEKKO.

As a motor owner you are fully aware of the importance of Braking, but perhaps are bewildered somewhat at the claims of the various brake linings. Why not send for the CHEKKO free booklet? It will give you a great deal of information, and will settle the Brake Lining problem for you for ever.

The undoubted superiority of CHEKKO lies in the fact that alone of all brake linings it contains NO COTTON or other inflammable adulterant that can scorch or burn out. Consequently it is incomparably safer and lasts longer than any other brake lining.

Relieve your mind—use CHEKKO.
Specify and insist on CHEKKO through your garage or any of our stockists.

CRESSWELL'S ASBESTOS CO., LTD.

WELLINGTON MILLS, BRADFORD.
Phone: 950 Bradford. Grams: CHEKKO, Bradford.

London Stores: 27, Percy Street, Tottenham Court Road, W.1.
Birmingham Address: Empire House, Great Charles Street.
Manchester Stockists: Manchester Machinists Co., Ltd., 30, Queen Street, Deansgate. Phone: 3820 Central.
Liverpool Stockists: Leo Hwain & Co., Ltd., 10, Colquhoun Street.
Stockist for Scotland: Andrew R. Findlay, 17, Robertson Street, Glasgow.
Stockists for Ireland: E. W. Gwynne & Co., 18, Cromac Street, Belfast.

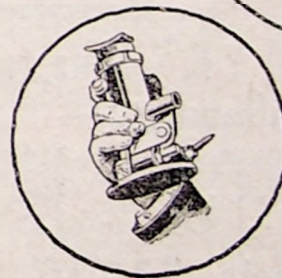


Lift it the easy Enots' way

Hydraulic power instead of perspiration

THE key to the amazing ease with which the Enots Jack lifts any car is in the word "Hydraulic." This jack relies on no chains, cogs or back-breaking effort on the part of the user. If you have never used a hydraulic jack, you will be astounded at the ease with which it operates. Using only one hand you can lift a chassis weighing two tons in ten seconds, and you stand right away from the wheels the whole time. You hardly bend your back, you run no risk of smashed fingers. There is only one thing more remarkable than the easy way the Enots Jack lifts a car and that is its *automatic* lowering when the job is done. Just slip the end of the rod on to the lowering valve peg, give a half turn and the car comes gently down. The Enots Jack weighs only 6½ lbs., it will go into any tool box. Price only 50/-, including 2-piece handle where desired for easy stowage. This is the best jack value obtainable.

This is the lowering valve. It enables the car to be lowered automatically



Compact and neat, weighs only 6½ lbs. Minimum height, 7½". Lift, 4½". Extension, 4". Immensely strong — nothing to go wrong

From your dealer or from
BENTON & STONE LTD.,
 C. Dept.,
 ENOTS WORKS,
 BIRMINGHAM.

ENOTS

HYDRAULIC JACK

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

Type

Owner says

"Birmingham.
"I am very pleased
with the carburetter
you fitted to my 7 h.p.
Fiat, as it gives very
good results, *easier
starting, better pick-
up and more power
on hills.* I have not
gone into the petrol
consumption very
carefully, but with
the present setting it
gives about the same
m.p.g. as the old
one did during the
summer." A.P.

Model "K" illustrated fits
the following:—

ROVER 9	FIAT 9
SINGER 8	AMILCAR
SINGER 10	WOLSELEY
LEA-FRANCIS	

It Costs £3 - 10 - 0 only.

Compare the
IMPROVED ACCELERATION
BETTER PERFORMANCE
GREATER ECONOMY

Hundreds of your fellow motorists have
proved our Claims to their satisfaction.

Why not try one on YOUR Fiat?

BROWN & BARLOW, LTD.,
Carburetor Works, Witton,
Birmingham.

London Service Agents:
Dartford Eng. & Carriage Co., Ltd.
23/24, Hythe Road,
Willesden, N.W.10.

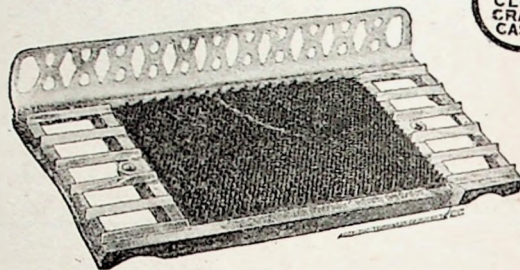
COAN'S

ORIGINATED MOTOR NUMBER PLATES

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

THE "CONE" MAT.
THE MOTOR MAT THAT MATTERS.

COAN
CASTS
CLEAN
CRANK
CASES



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

Also NEW REAR LAMP.

Write for Booklet.

Telephones : R.W. COAN LTD.
Clerkenwell The Aluminium Foundries
4466 219, Goswell Road
(4 line). LONDON, E.C.1

Telegrams :
"Krankases
Barb
London."

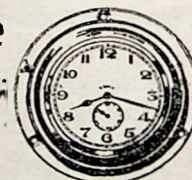
Service

ACCESSORIES.



WATCHES.

For fixing to
dash of car.
Watertight case.
Absolutely reliable.
Nickel-plated,
7/6. Post 6d.



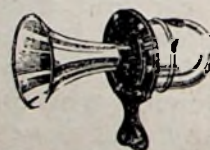
CLOCKS.

Well-finished
Swiss 8-day
Clocks, flush
panel mount-
ing, 36/-

Flat screw-on
type, 32/6

HANDBOOKS AND MAPS.

The Austin 7 h.p. .. 2/6



Electric Horns.

Buzzer type. Very
economical. Adjust-
able note. Complete
with wire and push.
Black .. 12/6
Nickel .. 15/6

ASH TRAYS.

Heavy gauge brass, nickel-
plated, 4" x 1 1/2". Dash fitting.
Neat appearance. Detachable
box, cannot rattle. 5/6. Post 6d.



WHEEL BRUSHES.

Brushes, as illustrated, 1/6 ea.
do. with handle .. 1/8 ..
Engine cleaning brushes, 1/6 ..
Post 3d.
Simoniz Polish and Cleaner,
5/- tin.



DASH LAMPS.

Nickel-plated, com-
plete with Switch
and Bulb.
6 or 12 volt,
4/3
Post 4d.

EXTENDED PAYMENTS. Write for full particulars of
our extended payments for Tyres, Bumpers, and other
accessories exceeding £5 in value. We pay C.O.D. charges
and carriage on orders over 20/-

SCREEN WIPERS.

"Lucas" Automatic, engine operated 21/-
"Walls" double (as illustrated), hand
operated .. 5/-
"Service," cheap and efficient,
suitable for all light cars .. 3/-
All Post 6d.

The Service
Company Ltd.

273, HIGH HOLBORN W.C.1.

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

★ NEXT WEEK!

Routes and Roads to Reach Best
Points of Vantage for Seeing the
Eclipse.

More Beautiful Gardens and How
to Reach Them by Car.

Interesting Devices Recently Patented.

And all the News and News Pictures.

EVERY
TUESDAY

4^d.

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

ANNUAL WHITSUN HOLIDAY NUMBER



PREPARING A CAR FOR THE WHITSUN
HOLIDAYS.

HOW TO DRIVE ON CROWDED ROADS AT
WHITSUN.

HOW TO DODGE THE CROWDS AT WHITSUN.
TO THE ECLIPSE BY CAR.

With Special Map.

THE GREAT GARDENS WITHIN REACH OF
LONDON.

THE VENTILATION OF SALOON CARS.

By a Body Building Expert.

HINTS ON DECARBONIZING AND VALVE
GRINDING.

TWO CARS PER FAMILY.

Appeal of the Low-powered, High efficiency Small Car as
Auxiliary to a Larger Vehicle.

POLICE TRAPPING. HOW TO AVOID FALLING.

TEST OF THE WORLD'S ONLY AIR-COOLED
"SIX."

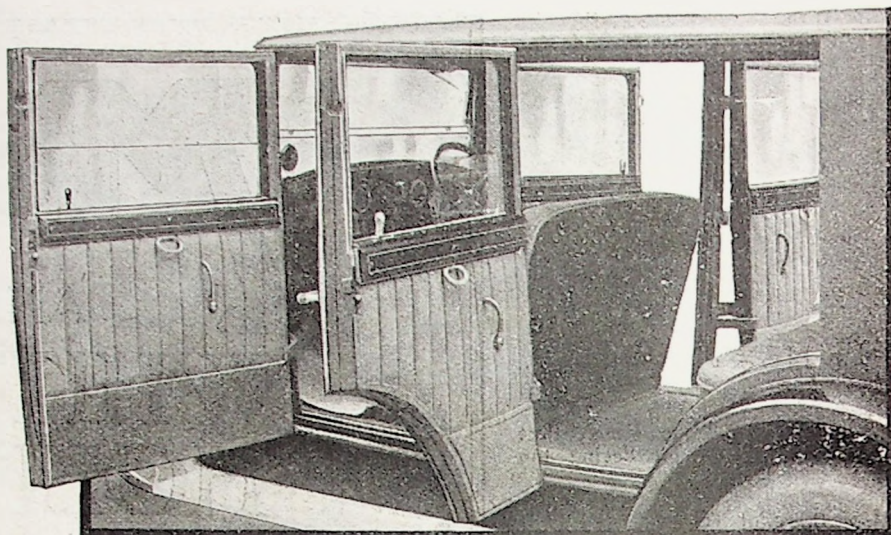
IN THE EVENT OF TYRE TROUBLE.

NOW
ON
SALE !

MATHIS

The only Light Car
with BIG CAR
features and BIG
CAR Coachwork.

Cylinders
Speeds
Wheel Brakes
Full Springs
40 M.P.G.
Tax £9



THE MATHIS 4-DOOR SALOON.

THESE BIG WIDE DOORS ARE OPEN FOR YOU! to enjoy a FREE TRIAL Run Now!

Take advantage of our invitation and experience the revelation of comfort—luxury—spaciousness; of superb effortless performance of the New MATHIS slow turning engine. You will at once appreciate the DIFFERENCE in MATHIS Motoring, and you will be amazed that such a Car can be bought for very little more than a mass production job, and run on the very minimum of mileage costs.

Call at your earliest convenience, and in the meantime write for full illustrated MATHIS particulars—sent post free. Inquiries invited and detailed information gladly given.

10 h.p. Weymann Saloon from £255.

Sole Concessionaires for Great Britain:



PERSONAL SERVICE ALWAYS.

25, Basil Street, Knightsbridge, London, S.W. (near Harrods).
Phone: Sloane 6118/9. Grams: "Aumarshano, Knights, London."

Accredited
Agents for:

ALVIS
AUSTIN
BUGATTI
HAMPTON
LEA-FRANCIS

TRY A MATHIS — THEN APPRECIATE THE DIFFERENCE!

'THE PLEASURE'S YOURS—'

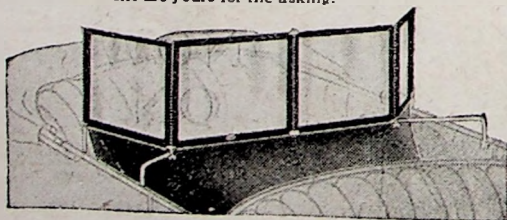
*But what about your
passengers?*

Riding in comfort yourself you are apt to forget your rear passengers, and the run will not be enjoyed by them if they are inadequately protected.

Why not fit a "Starling" Rear Screen and add to their comfort?

The model illustrated is the "Starling-Imperial" four-panel screen, priced at £4 0-0—a small premium for passenger comfort. With its neat cloth-bound edges, taut celluloid panels, and the inherent quality which stamps all "Starling" products, it is undoubtedly the finest screen value on the market.

Full particulars of all "Starling" Rear Screens are yours for the asking.



Will fit any car.

Starling

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

B30

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

26,000 MILES on STEPNEY TYRES AND STILL RUNNING

Llanelly, 2nd April, 1927.

Dear Sirs,

You may be interested to have the record of the five Stepney Balloons I bought for my 11'6 Standard when I converted from high pressure tyres.

My agents, Clifford Davies & Co., Lloyd Street Garage, fitted them in July, 1924, and up to date they have run over 26,000 miles, mostly on the so-called roads in this district. I have had a few punctures recently, owing to picking up nails and the tread being rather thin, but I am sure they will clear the 30,000 mark easily.

I have just replaced two tubes which had deteriorated through rusty rims, otherwise they have never caused me a moment's anxiety. Yours truly,

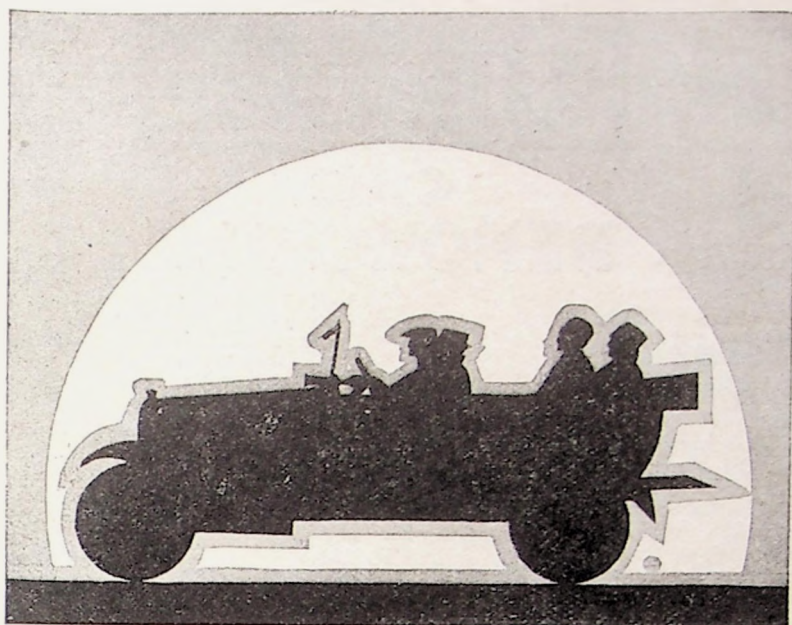
(Sgd.) T. R. D.

**BUY "STEPNEYS"
NEXT.**



Two British Grippers.

STEPNEY TYRES, Ltd., LLANELLY,
and WALTHAMSTOW, LONDON, E.17



THE 11 H.P. ROYAL FOUR SEATER PRICE £199.10s

The Excellent Clyno Range and Prices:

11 H.P. Models

2-Seater ..	£160 0
4-Seater ..	£172 10
4-door Saloon ..	£199 10
"Royal" 2-seater	£195 0
"Royal" 4-seater	£199 10
"Royal" Saloon	£230 0
Dual Purpose Saloon ..	£210 0

12/28 H.P. Models

2-Seater ..	£215 0
4-Seater ..	£220 0
Saloon ..	£250 0

DUNLOP TYRES.

All Models fitted with 4-wheel brakes.

Rootes Limited, Devonshire
House, Piccadilly W.1.
Lookers Ltd., 5-35, Hardman
St., Deansgate, Manchester

Clyno Dealers are every-
where, and we will, upon
application, send you the
name of our nearest Dealer.

The unique and unassailable position occupied by Clyno Cars in public estimation has been effected in the incredibly short space of 4 years. Positive proof that they are carefully designed, invariably well built from the best materials obtainable, and give absolute satisfaction under all conditions. The "Royal" 4-Seater is a case in point. It stands entirely alone by reason of the incontestable fact of no other manufacturer being able to produce such phenomenal value for money.

Investigate for yourself the entire comfort and ample accommodation in the British coach-built body with its 4 wide doors, leather upholstery, instantly adjustable front seat, detachable floor carpets, side pockets, rear foot rest and amazingly complete array of accessories and perfect all-weather protection. Any Clyno dealer will prove to you that Clyno steering is unequalled by any car in the world, that Clyno (right hand) gear changing is child's play; that Clyno 4-wheel brakes are smooth and silent in operation, and completely efficient in all emergencies. Every single Clyno Car is amazingly economical to run.

CLYNO CARS

CLYNO WEEK
IS
MAY 21st to 28th

See the
Special Exhibit
in your District.

C.C.37

THE CLYNO ENG. CO. [1922] LTD., WOLVERHAMPTON.

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

CHEMICO

CAR RENOVATORS

*For Cellulose
Finishes*

"CHEMICO" CAR POLISH

This well-proved Car Polish has been used by Coach Builders and Car Manufacturers over a period of 20 years for giving the finishing touches to a new Car having a varnished surface. It will clean, polish and beautify a moderate-sized Car in half-an-hour, and has the advantage of actually hardening the varnish, making it rain and dust proof.



Prices:
2/-, 3/9 & 7/-
per Bottle.

SEND FOR
FREE
TESTING
SAMPLE
DIRECT
TO

"CHEMICO" CELLULOSE CLEANSER & WAX POLISH

This Polish is manufactured essentially for Cellulose Painted Cars. It is speedy and economical in use and most brilliant in result. To obtain a superb lustre we advise finishing off with Chemico Wax Polish. Age "actually" improves a Cellulose surface if regularly polished with these "Chemico" products. Tests extending over a long period have proved this.

Liquid Cleanser
3/6 per tin.
Wax Polish
3/6 per tin.

THE COUNTY CHEMICAL COMPANY LTD.
CHEMICO WORKS BIRMINGHAM.

**BIFF!
BANG!**

**SOMETHING MUST
BREAK SOMETIME
PERHAPS TOMORROW
GET YOUR OUTFIT
TO-DAY**

FLUXITE

~simplifies solderin

FLUXITE
SOLDERING
SET — complete

7/6

All Hardware and Ironmongery Stores sell
FLUXITE in tins, price 8d., 1/4 and 2/8.
Another use for Fluxite—Hardening
Tools and Case Hardening. Ask for
leaflet on improved methods.

FLUXITE Ltd. (Dept. 420), Rotherhithe, S.E.8.

OUR USED CARS ARE GUARANTEED

AUSTIN, 1927, 7 h.p. Chummy, immediate delivery ..	£145
" 1926, 7 h.p. Chummy model, excellent condition ..	£110
" 1925, 7 h.p. Chummy model ..	£98
A-C, 1925, all aluminium sports 2-seater ..	£185
" 1924, 2-seater with dickey ..	£110
CITROEN, 1925, 7 h.p. 2 and 3-seaters, also Coupes, from ..	£60
" 1925, 11'4 h.p. English Body 4-seater ..	£95
CLYNO, 1925, 2 and 4-seaters from ..	£85
FIAT, 1926, 10/15 h.p. 4-seated Saloon, F.W.B. ..	£225
" 1925, 10/15 h.p. 4-seated Saloon ..	£185
" 1926, 9 h.p. 2-seater and dickey, as new ..	£150
ROVER, 1925, 9/20 h.p. 2 and 4-seaters from ..	£95
SINGER, 1925, 10/26 h.p. 4-seater, excellent condition ..	£125
STANDARD, 11'4 h.p. 4-seaters from ..	£85
WOLSELEY, 1925, 11/22 h.p. 2 and 4-seaters from ..	£85

100 OTHER BARGAINS from £25 to £250
Easiest Deferred Terms on any make of New or Used Car.

404, 410-414, EUSTON ROAD,
LONDON, N.W.1.

'Phones - - Museum 3081, 2122 and 0140.

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

FOR EVERY ENGINE



CHAMPION

THERE is a correctly designed dependable Champion Sparking Plug for every engine. Your dealer will gladly explain to you which particular Champion you should use to secure the very best engine performance—maximum power, speed, and acceleration plus greater fuel economy.

CHAMPION

Sparking Plugs

No. 8—Metric Standard

Price **4/6**

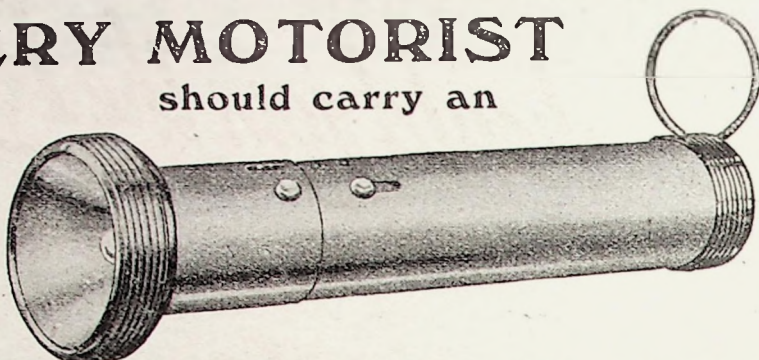
83, PALL MALL,

LONDON, S.W.



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

EVERY MOTORIST
should carry an



EVER READY

SPOTLIGHT TORCH

REGD. TRADE MARK.

MADE IN ENGLAND.

Our Portable Electric Torch is now a necessity to every car owner. Portable and convenient, it gives a brilliant beam of light and is always available for every use or emergency. Fitted with standard long life dry batteries. Length overall 9 in., 2½ in. reflector. No. 2001. Smaller Reflector type - 8/6

Obtainable everywhere.

If any difficulty, write to the manufacturers.

No. 2003
as illustrated

10/6
Complete

Service Department "E.K."

THE EVER READY COMPANY (Gt. Britain) Ltd., Hercules Place, Holloway, London, N.7.

A "Change" for the better!



An awkward gear change.

Unique and vitally essential to safe and easy gear changing, the "Stadium Easy Reac Gear Lever Extension" fills the need realised by every Austin Seven owner. The extension instantly fitted to the gear change lever by a clip and two bolts, no drilling or cutting necessary, may be placed to exactly suit the height and reach of the driver, who can then effect a 'change' into any gear without bending awkwardly forward and fumbling for the knob.

Gear Lever Extension

Model 999. For "Austin Seven" Cars. Neatly and strongly made of solid aluminium and exceedingly well polished and finished. Length of Lever 8".

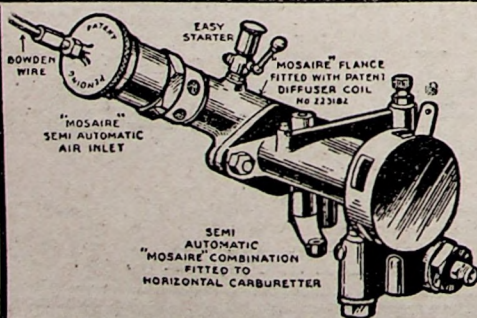
7/6
EACH.



A change of gear, easy and dignified.

ETIFNNE & CIE, 61-63, Great Eastern Street, London, E.C.2.

Obtainable wherever accessories are sold.



THE SEMI-AUTOMATIC
Price 35/- Complete.

Fit The Mosaire and improve your Petrol Consumption, etc., similar to another satisfied user of The Mosaire, as unsolicited testimonial below.

Dear Sirs, SINGER 10 20th May, 1927.
I have great pleasure in sending cheque for Mosaire which you kindly sent on a month's free trial, and I can only say I wish I had had one years ago.
It does all you claim for it and I would not be without it now.
Consumption has improved 4 to 5 miles per gallon, and the priming device on a sluggish starter is invaluable, and last but not least, the extra air as a brake reduces wear on brakes 50 per cent.
Yours faithfully—H. OLIVER.

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

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

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



PRICE: Hand Operated,
30/- Complete.

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

HAD!

The Motorist who purchased without R.A.C. Technical Advice.

The impartial advice of the R.A.C. Engineer is available to Associate-Members who contemplate the purchase of a new or second-hand car.

ROAD SERVICE IS NEEDED BY EVERY MOTORIST.

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

£2.2.0 p.a., WITHOUT ENTRANCE FEE
CARS up to 1100 c.c. PAY £1.1.0 ONLY.

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

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

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

Name.....

Address.....

"The Light Car."

ROTA

ELECTRIC CAR CLOCK.

6-18 Volts.

£3 £3

'A Rota Electric Clock was submitted to the National Physical Laboratory for a test of its electrical consumption. In the report of the Laboratory, dated March 1st, 1927, it is stated that the consumption of electricity, using a battery of 6 volts, would amount to approximately 0.5 ampere-hour per year.'

GUARANTEED

Boyce

**NO
WINDING.**

Sole
Concessionaires: **MOTOR ACCESSORIES LTD.,**
7, Baron Street, Angel, LONDON, N.1.

**NEVER
STOPS.**

ELEPHANT BUMPERS for all LIGHT CARS

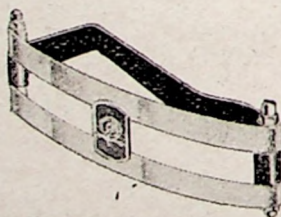


Mono Model.



Duo Model.

Specially designed rear wing Bumpers for use where a luggage grid or spare wheel is fitted.



**RECOGNISED THE
ONLY BUMPERS THAT
MATTER TO-DAY.**

Made of the highest grade Sheffield Spring Steel, carefully tempered and highly finished. Special gunmetal brackets supplied for any make without drilling chassis frame.

Prices from

£3:15:0 to £5:10:0

Including Special Brackets.

Arrangements have been made by us at Lloyd's for 10% reduction on the insurance of cars fitted with "Elephant" Bumpers. Particulars on application.

Elephant Motors Ltd.

Elephant House,
97, 99, 101, Newington Causeway,
London, S.E.1.

Phone - Hop 7076-7-8.
Grams - Multimart, Sedist, London."

Special Model for Austin 7, back or front, **£2 : 15 : 0.** Fitted in a few minutes, without drilling frame.

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

FIT MITCHELL "HOTSPARKS"

Mitchell "Hotsparks" give greater
Power and Speed to your engine.

Set of Four

5/-

(Two for 3/-)



SIX
for
7/6

The remedy
for oily plugs

—Mitchell "Hotsparks" create a real hot explosive spark at the plug points. By fitting a set to your plugs you will obtain the following advantages:—

Earlier and more perfect combustion; greater power and speed; more rapid acceleration; definite saving in petrol; less liability of plugs to soot and oil up; less liability of misfiring; more perfect running at all speeds; visible and easy method of diagnosing ignition troubles easier starting, etc.

Don't delay, but write for a set now and get the best out of your engine.

Also obtainable at Gamages, Dunhills, Benetfinks, Selfridges and elsewhere.

Address all
orders to:—
(Phone:
Popesgrove 1585)

THE LONDON MOTOR SUPPLIES CO.,
TWICKENHAM - - MIDDLESEX.

The MITCHELL PLUG TESTER
will solve your Ignition Troubles.

Every motorist should possess a "Mitchell" Plug and Ignition Tester. No "earth" has to be made. It is simply applied to the plug tops, or run over the wiring, and bright orange flashes in the inspection window tell you just what is happening. It will detect the following troubles:—

Plug not sparking.
Points too close.
Points dirty or foul.
Spark gap too wide.
Broken porcelain.
Plug sparking internally.
High tension wires shorting.
Weak magneto.
Magneto cams worn.
Dirty distributor.
Faulty insulation.

SEVEN DAYS'

FREE TRIAL.

Send P.O. or Cheque to-day for 8/6 and you will receive the complete outfit per return of post. Try it for a week, and if you are not perfectly satisfied your money will be refunded in full.

PRICE

8/6

Post Free
to any
part of the
world.

Special attention given to Colonial orders

Special demonstrations at Gamages, Benetfinks, Dunhills, Selfridges, Army and Navy Stores, and other well-known establishments.

GREAT SUCCESS

of the

F.E.W. STEERING STEADY

The Device that positively stops FRONT WHEEL WOBBLE, unpleasant shimmying or shocks transmitted to steering wheel.

(Patents applied for.)

TRACK ROD

AXLE

OUR OFFER AND GUARANTEE:

We guarantee that this Steering Steady can be easily fitted to any make of car, and that it will cure wheel wobble of the worst kind. It will also greatly improve the general steering qualities of the car to which it is fitted, and minimise the transmission of road shocks to the steering wheel. A Bowden control can be supplied in order to regulate tension when car is being used for traffic work. Our Universal Model, however, is self-regulating, and with this model the control is only needed for fast cars when wobble occurs at high speeds.

We will supply the Steering Steady on approval against cash for seven days.

Messrs. The F.E.W. Co., Ltd.

April 23rd, 1927.

Dear Sir,

With regard to the Steering Steady supplied to me on appro. on the 12th, I would like to state that it has completely eliminated a severe shimmy that used to appear at 45 m.p.h. It may interest you to know that my car was returned to the makers twice in order to eliminate this fault of shimmying but with no success. Your device should certainly be in demand. With many thanks,

Yours faithfully,

R. H. V.

Price

39/6 Post Free.
Bowden Control
11/- extra.

It has been fitted with the greatest of success on DARRACQ, A.C. BIANCHI, VAUXHALL, STANDARD, SALMON, BUGATTI, SWIFT, RILEY, FORD, ROVER, AUSTIN, MORRIS, etc., etc.

Remarkable Testimony.

To The F.E.W. PATENTS & ENGINEERING CO., Ltd.

May 3rd.

Gentlemen,

The Steering Steady you so kindly fitted to my car at your works last week has proved very satisfactory indeed. I felt an immediate benefit as soon as I reached the first stretch of bad road. My car was also very prone to wobble at 30-40 m.p.h., and a bad road usually started it. I have been put to considerable expense in trying to overcome this annoying drawback in an otherwise good car, but with little if any success. I seem to feel now that I shall never experience the trouble again, thanks to your excellent fitting. I wish your device the success it deserves.

Yours faithfully,

VICTOR SNELGROVE.

You may use this letter and my name as you wish.

F.E.W. PATENTS and ENGINEERING CO., Ltd., South Avenue, Kew Gardens

Phone—RICHMOND 2183.

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

THE
GEORGE
HOTEL

GRANTHAM *from*

London	111 miles
Birmingham	70 .
Manchester	97 .
Newcastle	163 .
Bristol	146 .
	161 .

GEORGE HOTEL

BP

The British Petrol

One of the oldest inns on the Great North Road, "The George" at Grantham has been a popular caravanserai amongst wayfarers since the reign of Edward IV. It was then known as "Le George Hospitium." In the days of Queen Elizabeth its name was changed to the "Queen's Inn," in 1870 to "The George and Blue Boar" and subsequently to "The George." It has many historical and literary associations and is referred to in "Nicholas Nickleby" as "One of the most comfortable inns in the country." Grantham is known to all motor tourists from London who follow the most direct route to the North, and is an excellent centre from which to visit the Shires, where a wealth of interest awaits the tourist.

When touring run on "BP," the British Petrol, and add a new zest to your motoring.

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

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

ESSEX MOTOR CLUB'S
6 HOUR ENDURANCE
TEST, BROOKLANDS
MAY 7th 1927.

ALVIS CARS

secured the following Awards—
AUTOCAR EFFICIENCY CUP
Premier Award won by ALVIS
standard sports car at average
speed of 62.5 m.p.h.

1,500 c.c. CLASS.

ALVIS cars secured First, Second
and Third awards

**THE ALVIS TEAM OF 'SOLEX' EQUIPPED
CARS WAS THE ONLY TEAM
TO FINISH, AND ALL WELL
OVER SCHEDULED SPEED**

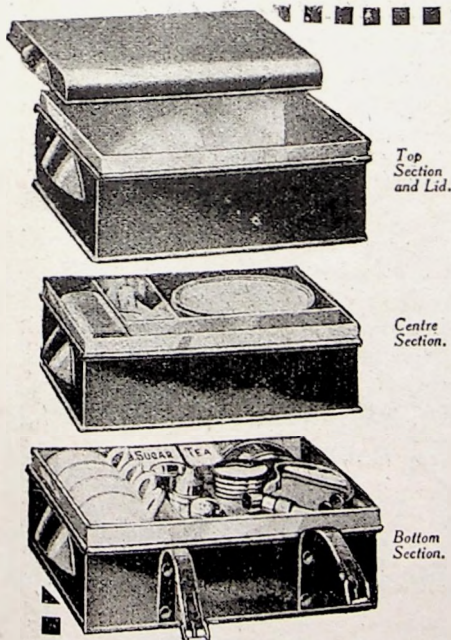
SOLEX LTD.,

Director: GORDON RICHARDS.
SOLEX WORKS, 223-221, MAYLEBONE ROAD
LONDON, N.W.1
Phones: Paddington 8621, 8622, 8623, 8624, 8625
Grams: "Solexcab, Baker, London." and 8626

34s. 6d.
what
ill
out 30 day
Solexine.

fit Solex—and note the difference

Goodell Ad



Overall dimensions (handles not in-
cluded) are:—

2-PERSON OUTFIT—Length
9½ in. x Breadth 6½ in. x Depth 12 in.

4-PERSON OUTFIT—Length
10½ in. x Breadth 8½ in. x Depth 11½ in.

"DEKKERD" PICNIC CASES.

The lid is very useful as a tray for handing round refreshments, whilst top section is a food container of ample capacity.

The centre section contains saucers and plates of good-class china, handle for carrying picnic case when it is taken out of car, glass milk or cream container, and space for carrying cutlery.

The bottom section contains combined kettle and teapot with folding handle, detachable spout and tea infuser. Cruet utensils, tea and sugar containers, and teacups. Also, Spirit Stove of latest design, which, when filled with methylated spirits, will boil kettle three times without refilling.

2-Person Outfit 30/-

4-Person Outfit 42/-

Order through your Garage to-day.
Wholesale and Export only from

R. ADISCH & SONS.

5 & 6, RED LION SQUARE,
LONDON, W.C.1.

A popular priced and thoroughly reliable picnic outfit for touring, camping or boating. It is dustproof and rainproof, and can be carried on the running board, luggage carrier or inside the car—the 2-person size being of the same size at the base as a petrol can, and will thus fit on any petrol can carrier. Made of best Tinned Steel Plate, beautifully finished in black cellulose, and fitted with strong steel handle and leather straps.



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

C7

AUSTIN

TOURS

Warwick Castle

Warwick Castle is a fine example of 14th Century fortifications. It was greatly strengthened at the beginning of the 17th Century, was held against the Royalists during the Civil Wars of 1642. Much of the interior was destroyed by fire in 1871.

How to get there from London.

Making for Marble Arch, leave London by the Edgware Road. After Edgware, take the left fork for Watford, thence through Tring, Aylesbury, Bicester and Banbury to Warwick. Return by Stratford-on-Avon, Oxford and High Wycombe.

*This journey costs less than
3rd class rail fare—on an*

*Austin
Seven*

Price at Works £145

THE AUSTIN MOTOR COMPANY, LTD.,
LONGBRIDGE, BIRMINGHAM.

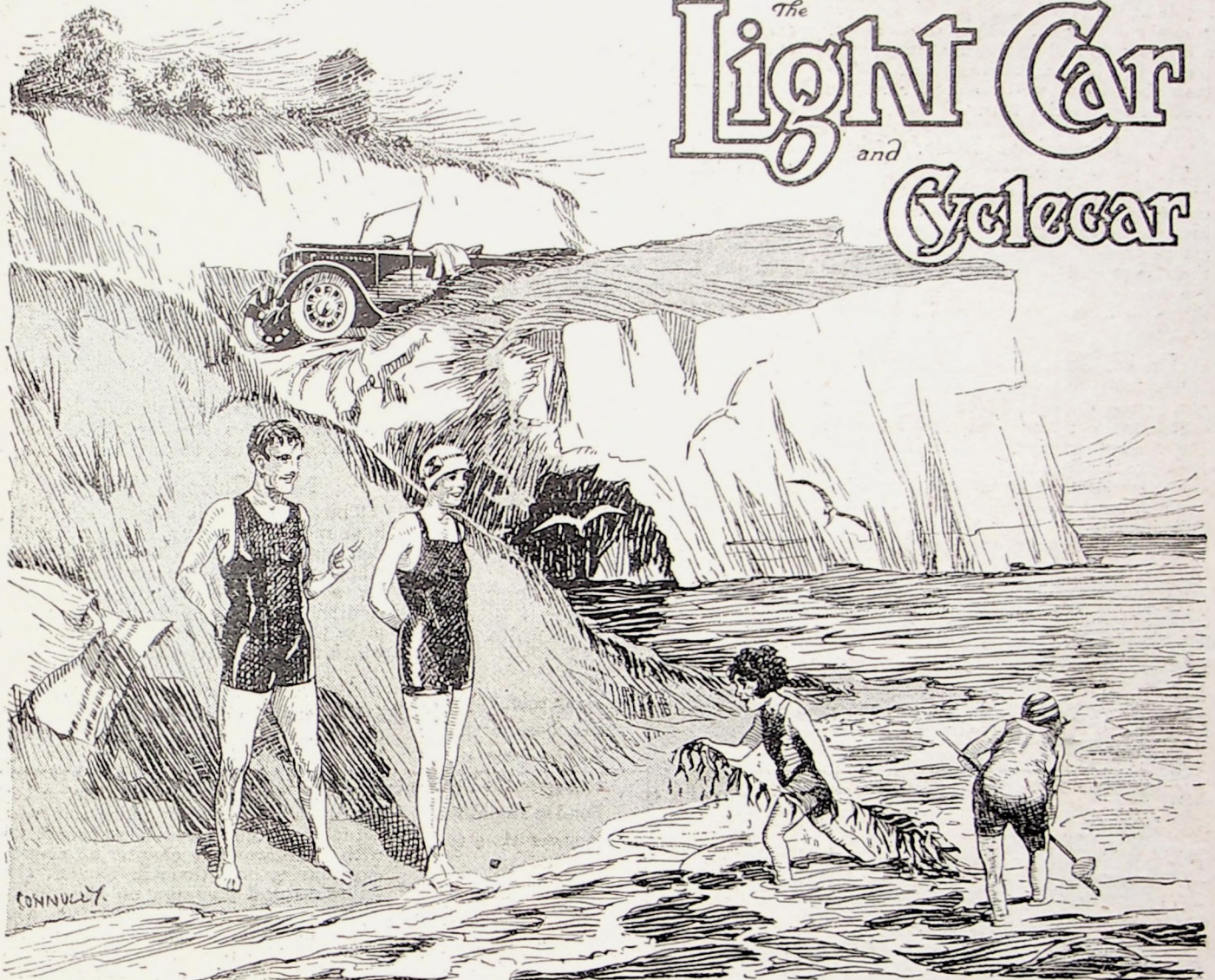
LONDON:
479-483,
OXFORD ST.,
W.1.



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

SPECIAL WHITSUN NUMBER.

The Light Car and Cyclecar



Bathing in a secluded spot is made possible by the possession of a light car.

ON OTHER PAGES

World's Record Claimed.

Driving a 1,500 c.c. Miller car on the Montlhéry track on May 18th last, Mr. Hawkes covered a distance of just over 114 miles in one hour. This is claimed to be a world's record.

This Week.

Every light car owner looks forward to Whitsun which, whilst being for most people a holiday in itself, may be said, also, to open the general holiday season. This week, therefore, is opportune for the presentation to our readers of a Special Whitsun Number, designed primarily to appeal to all motoring holiday makers in that the many and varied articles which it contains are written with the joy of the open road as the main theme. We wish our readers a happy holiday.

Rich Mixture	734
Topics of the Day	737
That Holiday Feeling	738
"Extras" for Tourists	742
When You Go Touring	746
Why Not a Bathing Tour?	748
Start Your Tour by Night	750
In Search of a Second-hand Bargain	753
Cyclecar Comments	756
Our Readers' Opinions	759

LIGHTING-UP TIMES (Rear Lamps) for Saturday, May 28th.

London .. 9.30	Birmingham 9.43
Newcastle .. 9.55	Liverpool .. 9.53
Edinburgh .. 10.8	Bristol .. 9.40
Moon—New, May 30th.	

Motor Road to Brighton.

A Bill to sanction the building of a special road to Brighton is in contemplation, and it is said that sufficient money to cover the initial expense of the scheme is available.

Next Week.

An apparatus by the use of which noises may be seen is one of the achievements of modern science, and next week, in an article entitled "Photographing Car Noises," we shall explain how the apparatus is worked. Owners of 7-12 h.p. Peugeots will welcome the carefully prepared article showing them how to keep these cars at maximum efficiency, whilst trials enthusiasts will be given full details concerning the Motor Cycling Club's annual London-Edinburgh run.

Neither Can We!

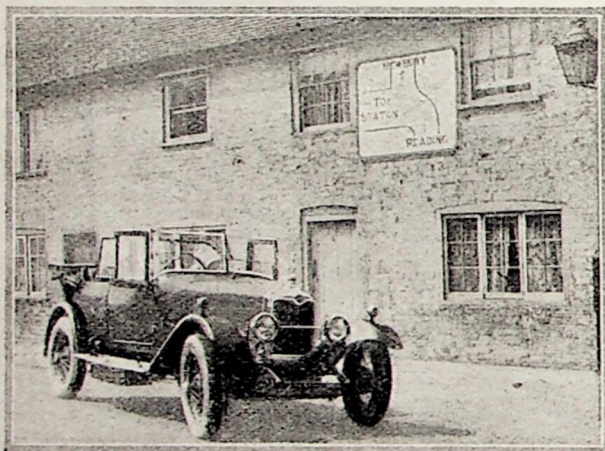
"I cannot understand why you should have a trap," said Mr. Snell to a constable at the North London Police Court recently during the hearing of a case of a driver who had been caught in a police trap. It had been admitted by a policeman that there was no danger as the road was perfectly clear.

Mysterious Shots.

The police at Keston on the Westernham Road in Kent are trying to find a car from which it is alleged shots were fired recently. Several motorists have complained of shots having been fired at their cars and have been able to show the damage done. A bullet has also been found in a window frame of a roadside cottage.

British Cars in New Zealand.

The British delegates who are investigating the question of the best way in which to meet American competition in the Australian and New Zealand markets are leaving Australia next month for New Zealand on a tour which has been framed to give the delegation a full insight into New Zealand's motor-ing needs and conditions, says Reuter.



This useful plan has been erected on the front of a cottage on the Bath Road at Thatcham. It saves time and trouble.

Berliet's Successful Year.

At the annual general meeting of Automobiles M. Berliet, at Lyons, a profit of 20,700,000 francs was declared. A dividend of 6 per cent. will be paid on the share capital after various substantial allocations have been made to the reserve fund. This successful financial year is the more remarkable as many French factories have been suffering rather from trade depression.

Telegrams From the Roadside.

The Automobile Association announces that every A.A. roadside box is available to members wishing to send telegrams. The telegram will be telephoned in the ordinary way and the sender will ascertain the cost of transmitting the telegram and leave the amount charged in a box provided for the purpose. Trunk calls can also be made and paid for in a similar manner.

R.A.F. Display.

It is probable that the King and Queen will be present at the Royal Air Force display at Hendon on July 2nd. Important new features will be included in the programme and 200 aeroplanes will take part in the display. Special motor traffic and parking facilities are being arranged.

The Indianapolis.

The largest number of entries since 1919 has been received for the classic 500-mile race, which takes place at Indianapolis on May 30th. In all there will be 41 starters, and it is expected that the 1,500 c.c. cars, to which the race is limited, will set up many new speed records, says Reuter.

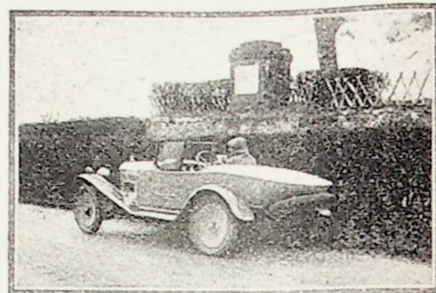
Carshalton Club's Trial.

Among the large number of motorcycle and sidecar competitors in the Carshalton Motor Cycle Club's Carshalton-Malvern-Carshalton third annual trial were 11 Morgans, and many of these made spectacular ascents of Alms Hill, Henley, which was included in the route. At the time of going to press the results of the trial had not been announced.

Overheard at Brooklands.

Sweet Young Thing: "What's a supercharger?"

Second Sweet Young Thing: "A sort of cylinder thing which blows bits of oxygen into the engine to make the pistons revolve faster."



This monument at Heathfield, Sussex, commemorates the capture of Jack Cade, the rebel, on July 12th, 1450.

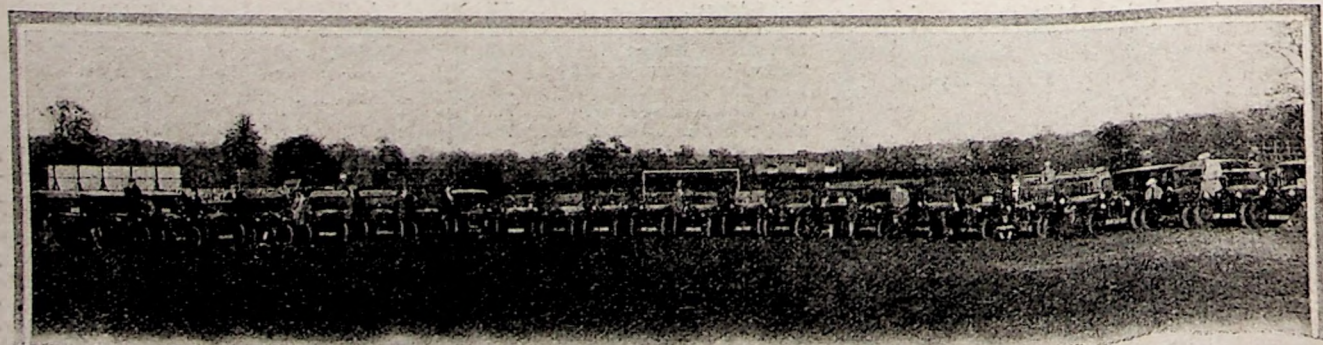
New Cologne Bridge.

The town council dispute which has been raging for many weeks regarding the type of bridge to be built over the Rhine at Mulheim has now been settled. By a majority of 11 votes a suspension bridge has been chosen; it will replace the unsatisfactory bridge of boats which connects Mulheim with Riehl.

"France For the Motorist."

Readers who contemplate taking their cars across the Channel for their next holiday will find "France for the Motorist," by Charles L. Freeston, F.R.G.S., an invaluable companion both for planning out their route and when actually on tour. The book commences with an informative chapter on present-day touring conditions in France, then follow several chapters on the various districts, suggested routes being dealt with in an interesting descriptive manner. The itineraries described, together with a number of additional ones, are set out in tabular form with progressive and intermediate distances in the second part of the book, so that they may easily be referred to when on the road.

Key maps, with the number of the appropriate itinerary marked against each road, are printed inside the front and back covers of the book, while a high-class atlas showing contours and place-to-place distances is also included, the scale of this map being 32 miles to the inch. (Cassell, 7s. 6d.).



AUSTIN
ENTHUSIASM.

A large number of members took part in a recent Austin Seven Car Club rally at Northfield and proceeded on a run to Ashbourne via Matlock, Chatsworth Park and Bakewell. Enthusiasm is the keynote of the club.

R.A.C. Driving Tests.

We learn that the British School of Motoring, Ltd., has arranged with the Royal Automobile Club for an official examiner to be present at the school every day to examine pupils as they complete their tuition.

Trapping Activity.

The police appear to be determined to carry on trapping as much as possible, and a member of our staff noticed a new trap in operation in Lea Bridge Road, Leyton, recently. The trap was working on the newly widened part of the road between Markhouse Road and Foley's petrol station.

An Aid to Efficiency.

Certain of the windows in the new Wandsworth garage of the British Petroleum Co., will be glazed with Vitaglass, a substance which, unlike ordinary glass, transmits the vital ultra-violet rays of the sun. It is hoped that the workers in the garage will benefit by this.



This warning erected near Catterick Bridge, Yorkshire, is much appreciated by motorists.

Six-in-one Pumps.

In connection with the endeavour which is being made to give a more pleasing appearance to petrol pumps situated in rural surroundings, Theo and Co., Ltd., point out that their electrically operated fuel pump is designed to deliver a choice of six different brands of fuel without mixing, thus making it possible to dispense with five out of six pumps if six brands of spirit are stocked.

A Handbook on Camping.

The Camping Club of Great Britain and Ireland, Tudor House, 1, Princeton Street, Bedford Row, London, W.C.1, has just issued an extremely useful handbook on camping and caravanning. The information given, which is very comprehensive, represents the acquired knowledge of members of the club attained in many years of camping. A special section is devoted to camping with a car, while many useful facts are given concerning equipment and other matters of interest to those who propose to take a holiday in a caravan or under canvas. The handbook is not offered for sale generally, but is available to members of the Club.

A Petrol Shortage?

In view of the rather conflicting reports which reach this country from time to time regarding the world's supply of petrol, it is interesting to note that The Ethyl Gasolene Corporation has recently launched a 10-million dollar advertising campaign in America.

The A.A. at Wimbledon.

The Automobile Association has made arrangements for an extensive car park during Wimbledon Tennis Championships, near the main entrance to the ground. Season tickets for reserved and numbered spaces will be available at £1 1s. each. The daily charge for parking cars will be 2s. 6d. Season and daily tickets will be obtainable at any A.A. Office on and after June 1st.

Whit-Monday at Brooklands.

An interesting and enjoyable afternoon is in store for everyone who visits Brooklands on Whit-Monday for the B.A.I.C. meeting, because, in addition to the large number of races which have been arranged, Major H. O. D. Segrave will give an exhibition in the 1,000 h.p. Sunbeam with which he recently set up the world's speed record at Daytona. In all probability this will be the only occasion upon which it will be possible to see the car in motion; therefore everyone who is interested should make a special effort to be present.

Road Fund Protest.

The Holme Cultram (Cumberland) Urban District Council has strongly protested against money being taken from the Road Fund for anything except road purposes, copies of the resolution having been sent to the Chancellor of the Exchequer, Minister of Health, and Capt. Fergus Graham, M.P. One member remarked that the problem of the upkeep of district roads in the course of a few years would become very acute. Mr. Holliday said that if all roads were classified in proportion to the traffic on them, and the whole of the money were divided pro rata amongst the roads, there would be no balance. The use of the roads was a national question rather than a local one, and the upkeep of them should be the same.

The Eclipse.

In connection with the coming eclipse of the sun on June 29th, *The Optician and Scientific Instrument Maker* warns spectators against the danger of eclipse blindness, and points out that ordinary tinted glasses provide insufficient protection. A special device, known as the Eclipsia, has been produced especially for the occasion; it eliminates the ultra violet rays and cuts down the intensity of the light to a safe degree. It will be sold by opticians at a low price.



By painting this warning on the road surface the Birmingham Corporation seeks to warn careless pedestrians.

Touring the Lakes.

For the convenience of members and associate members touring the Lake District the R.A.C. has opened a touring office in Windermere. The office, which is equipped with large-scale maps of the district, guide books, and so on, is situated in the Annexe, Rigg's Hotel, which stands at the junction of the Kendal, Bowness and Ambleside Roads.

Improving Traffic Control.

The Iford Bridge at Christchurch, near Bournemouth, is well known to motorists as being so narrow that traffic can pass over it only in one direction at a time. An R.A.C. road guide has long been stationed at this point to regulate the traffic, but owing to the length of the bridge and the height of the parapet it has not always been easy for drivers approaching from the east to see his signals. To overcome this difficulty, the R.A.C. has now erected a platform on the parapet of the bridge.



A BOTTLE NECK.

The R.A.C. guide stationed at Iford Bridge, Christchurch, will be busy at Whitsun regulating the holiday traffic at this congested point

Citroën Price Reductions.

Owing to lowered production costs after 18 months' successful operation at Slough, Citroën Cars, Ltd., announce the following reduced prices, which came into force on May 23rd:—11.4 h.p. four-door saloon, £180; with four-wheel brakes, £198; three-seater coupé, £190.

Skegness Motor Races.

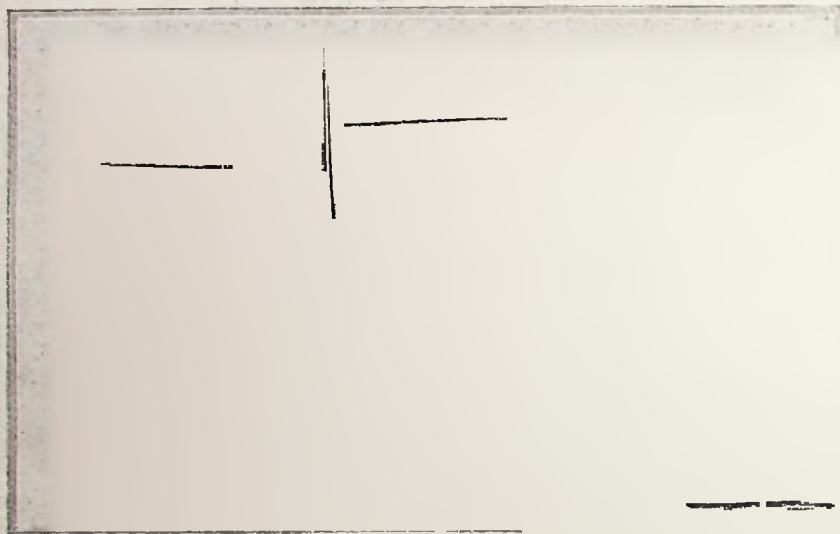
Friday and Saturday, June 17th and 18th, are the dates fixed definitely for the annual motor races at Skegness. There will be classes for racing and sporting cars of all capacities, and no fewer than 15 silver cups figure amongst the trophies offered.

R.A.C. and the Road Fund.

The General Council of the R.A.C.—which consists of private motorists and of representatives of automobile clubs in all parts of the country—has passed the following resolution, a copy of which has been sent to the Chancellor of the Exchequer.

"The General Council of the R.A.C. views with grave concern the diversion of further large sums from the Road Fund, having regard to the urgent need for increased expenditure on the roads of the country, especially the unclassified roads, in order to improve them and to maintain them in a condition suitable to the needs of modern traffic.

"The Council ventures to point out that the Road Fund has been raised by taxation imposed on the owners of motor vehicles for a specific purpose, namely, the upkeep and improvement of roads, that it cannot justly be diverted from this purpose, and that if the amount realized by such special taxation is more than adequate for the purpose for which it was raised, the tax should be correspondingly reduced."



London-Edinburgh Entries.

Entries for the Motor Cycling Club's London-Edinburgh reliability trial, which will start from Barnet on the evening of June 3rd, total 331. Last year's total, owing to the strike, was only 240, but in 1925 it was 370. Amongst the entries are 15 three-wheeled cyclecars and 127 cars, of which 74 are under 1,500 c.c. capacity. Full particulars of this event, including a list of entries and a description of the best viewpoints along the route, will appear in our next issue. A complete illustrated report of the event will be published on June 10th.

ATTRACTIVE
CITROENS.

These photographs depict the newest saloon and coupé three-seater Citroëns, price reductions of which are announced on this page.

CRITICISM OF THE ROAD FUND RAID.

THE Chancellor of the Exchequer has not yet heard the last of his raid upon the Road Fund. The long process of piloting through Parliament the Finance Bill (which gives legislative sanction to the Budget proposals of the year) has been commenced.

Speaking on the second reading of this Bill, Mr. Townend, a Labour member, told Mr. Churchill that by taking £12,000,000 out of the Road Fund, which had been collected from motorists for a specific purpose, he was guilty of robbery.

With an increase of 100 per cent. in recent years in the number of licences for motor vehicles (the hon. member continued) there are unprecedented demands being made upon the roads. Motorists were entitled to get, out of the money which they had paid, better road facilities; but this was being denied to them simply for the purpose of getting the Chancellor of the Exchequer out of his difficulties.

From the Liberal benches came criticisms by Sir Robert Thomas, who declared that Mr. Churchill's raid on the

Road Fund had put 80,000 men out of employment. He quoted a case from Anglesey where the money required to carry out a desirable road scheme had been denied. While Sir Robert was speaking Mr. Churchill intervened with the remark, "I spend my life in endeavouring to resist desirable schemes, not only in regard to transport but many other matters."

"You cannot deny," Sir Robert Thomas rejoined, "that this money was meant to maintain the high roads of the country in good order. You cannot deny that those roads are not in good order, and you ought not to use this money for any purpose other than that for which it was specifically voted."

Mr. Crawford quoted to the House the emphatic resolutions which had been passed by the Automobile Association and other bodies against the Chancellor's treatment of the Road Fund, to rebut the assertion which came from another member that motor users who paid licences would be glad that the money was being diverted to general purposes of the State. Road development

(he added) and the motor trade had been held up and thwarted by the action of the Government.

Mr. Churchill's defence of his treatment was a repetition of his former statement that, while the Exchequer had taken over the reserve of the Road Fund, they would stand behind the Fund in financing road expenditure for the year. The growing size of the Fund "must from time to time have some relation to the general problems of national taxation and finance." He added: "It may well be that in the future some method by which the Road Fund can be made subject to the scrutiny of the House in the ordinary way may be introduced. But I am certainly not going to alter the character of the Road Fund now, and I have never heard of any proposal to alter it."

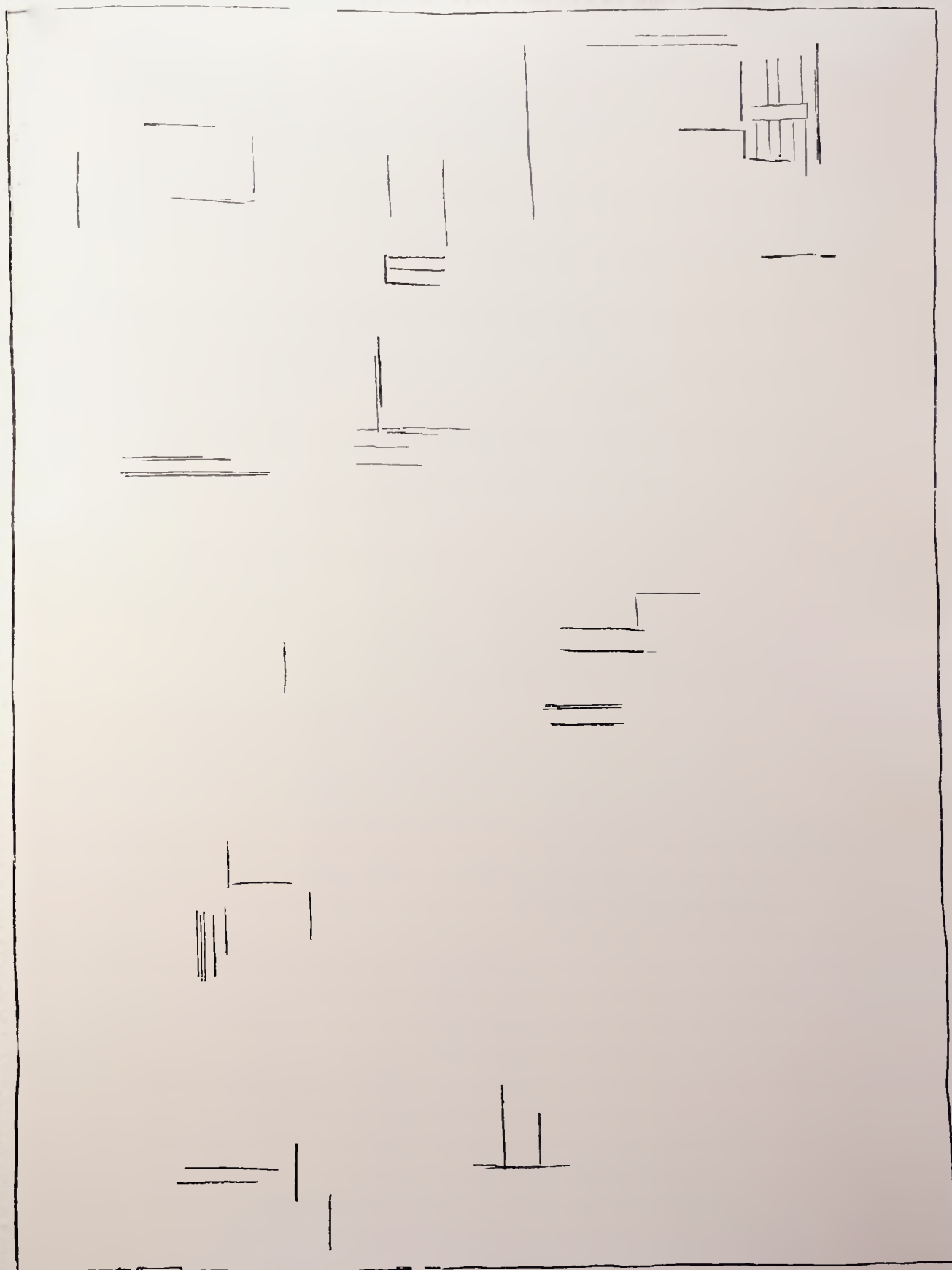
Mr. Churchill also stated that in every succeeding year of this Parliament there will be a larger aggregate sum available (for roads) than in the present year, "and the present year already shows the largest sum ever made available."

MAY 27, 1927.

702

THE Light Car
AND Cyclecar

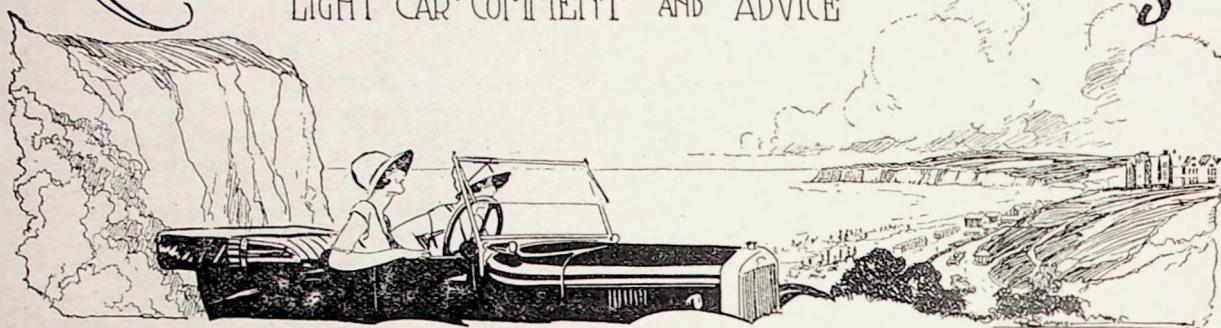
ANOTHER OF THOSE ELUSIVE SQUEAKS.



RICH MIXTURE

LIGHT CAR COMMENT AND ADVICE

By 'Focus'



A Dry Whitsun?

WITH Whitsun so late this year we should be sure of a warm and enjoyable holiday, whilst if there is anything at all in the law of averages it should be dry. Wet Whitsun holidays have been rather common of recent years, although last year, it will be remembered, the latter part of the holiday was quite fine.

It will be some time before I forget the Whitsun holiday of 1925. I was then cajoled into taking part in the London-Edinburgh run astride a motorcycle, a little party of us who were all old members of the Club having persuaded ourselves that the proper mount for a Motor Cycling Club run was obviously a motorcycle.

On Two Wheels.

WE set out from Barnet under lowering skies, rode through a perpetual drizzle all night, encountered cold winds the next morning and snow and hailstorms north of the Border in the region of the Beef Tub. The hailstones were so large and were driven before such a lusty wind that progress against them was positively agonizing. At Edinburgh that night our little party—we all arrived there, although the majority had done no motorcycling for many years—decided that "le sport" might be a very good thing for enthusiasts, but that a windscreen and hood had much to recommend them!

Last year a few members of the same party again took part, but on that occasion in cars! I saw them off from Barnet, and their smug satisfaction as big drops of rain pattered down on their cars and splashed ineffectually against nicely fitting side curtains would have brought despair to those who still contend that riding a motorcycle is more enjoyable than driving a car.

Monotony Relieved.

THE London-Edinburgh run is, of course, the best-supported event in the Whitsun holiday programme, and this year I understand, although I have not the figures before me, that as many enthusiasts as ever are taking part. The course should be much more enjoyable than it has been of recent years, as the monotonous crawl from Wharfedale to Edinburgh will be relieved by main roads being deserted north of Moffat in favour of interesting by-roads which take one through very

beautiful country and keep the driver awake by reason of their countless twists and turns.

The total length of the run this year is 415½ miles, and the competitors will be on the road for just over 24 hours, which I think it will be agreed should provide a fairly severe test of their endurance. Three meal stops are allowed, each of one hour's duration, meals being taken at Grantham, Ilkley and Carlisle.

To See the Eclipse.

THE fact that such a feat as a practically continuous run of 416 miles is comparatively easily accomplished, even at so low an average speed as 20 m.p.h., should convince a number of people, who have written to me and who are thinking of going north to see the solar eclipse on June 29th, that the run from the South of England overnight should not give the slightest trouble with anything like a decent car.

Those who take the Great North Road will be able to reach a point well inside the most favourable district to view the eclipse without covering more than 225 miles from London, and, as it does not reach its maximum until 6.20 a.m., there should be no need to leave town before about 9.30 p.m. This would call for an average speed of about 26 m.p.h., which I should say would be within the capabilities of any driver, allowing for two stops for picnic meals by the roadside.

Bulging With Humanity.

A BIG sidecar combination with pillion used to be regarded as the limit in passenger-carrying capacity, six people being no uncommon load for powerful outfits, but some small cars are now running them close. A few days ago I saw five adults and two children packed into a Rover Eight, and one frequently meets Austin Sevens positively bulging with humanity. Such gross overloading is to be deplored, for, although small cars carry on gamely under the handicap, they are not designed for it. Sooner or later something goes and then the car is blamed. It should be remembered, incidentally, that a big load materially increases the stopping distance in an emergency.

Fame.

IN a certain area that I sometimes visit there is a picturesque little village consisting of a church, an inn and two or three cottages. So small is the

place and so secluded that people have had a task to find it, its name appearing on none of the signposts in the neighbourhood. Being in this district a few days ago, I made a detour to see the place in its May-time beauty, and was astonished to see that every signpost for some considerable distance around had the name boldly painted on it.

Wondering what conditions had arisen to give the village such prominence, I made a few inquiries and discovered that a small house there had been acquired as a week-end retreat by no less a person than a Cabinet Minister. What fame can accomplish!

Non-stop Horns.

SEVERAL readers have written to me concerning my paragraph on non-stop horns. The most amusing experience so far recorded attained the dignity of print in *The Goole Journal* for April 30th. It concerns a Mr. Watson, who lives in Bridlington, and the report reads:—

Mr. Watson had not been able to secure garage accommodation for his car . . . and only the bonnet of the vehicle could be got under cover. About two o'clock on Sunday morning the electric horn commenced to hoot and for over an hour the silence of the night was disturbed by its wailing. The whole village was astir in a very short time. The sturdy lifeboatmen, thinking that a vessel was aground on the dangerous headland, prepared for a grim ordeal . . . the lifeboat is housed at the North Landing and the seamen hastened there, accompanied by a large crowd of villagers. . . . Getting to North Landing, and almost ready to take the boat to the water, the people discovered that they had left the noise behind them in the town. . . . Next day Mr. Watson was presented with a bill for something like £25, which, however, was not paid. . . . It is believed that rain got into the horn and set it going.

Place-name Etymology.

ERRORS in spelling on signposts are now much rarer than when the village painter was given an opportunity to reverse his "S's" and "E's":

but they are not unknown. In the Midlands the other day I came across a comparatively new cast-iron sign with "Buckingham" upon it.

In this connection it is interesting to note how the spelling of places varies on signs in the same area. In names beginning with "Lich" and "Tich" a "t" gets in as third letter in a delightfully casual way, and "bech" at the end becomes "beech" or "beach" according to the local fahey.

Sometimes even the name of a town will be given different spellings. Berkhamsted is a case in point. I have seen this printed on expensive maps as Berkhamptsted and Berkhamptstead. I believe that where any dispute over spelling arises the arbiter is the Postmaster-General.

Local Pronunciations.

APROPOS place names, an amusing story is told of a party of motorists who wished to visit Farthingstone, a village just off Watling Street, near Weedon. On the way they inquired directions of an ancient hedge-trimmer at work beside the road. To their surprise he declared that he knew of no such place. Puzzled, they wrote down the name and handed it to the rustic to read.

He pored over it for a moment, then began to look intelligent. "Why, it's Farricks'n you want!" he exclaimed. "Go straight on."

Possibly the tale is exaggerated, but I have no doubt readers have had similar experiences of amusing mistakes caused through local pronunciation. It would be interesting to hear of some.

Lasting Finishes.

MEETING a friend in a spick-and-span car a few days ago I was about to comment on his new purchase when I noticed it was the same car which he had been running for over two years. Congratulations on its appearance led him to explain how he had retained its pristine freshness.



WHEN TOURING
IN DEVON.

The lovely little village of Winsford, 12 miles south of Minehead, is well worth a visit by anyone touring Devonshire. Its old-world rustic charm is equalled by few places and perhaps excelled by none.

This particular model, when he bought it, fetched a fairly high price, and the figure apparently included excellent paintwork.

The owner, taking a tip from a coach painter, had used in cleaning it nothing but plenty of water, and he found that a soft leather and a selvyt cloth were all that was required in order to bring up a high polish. After 30,000 miles the car looked almost as good as new.

Nobody's Child.

IT is always a wonder to me why some of our main highways should be so "pampered" and have enormous sums spent on them while the London-Holyhead Road, which probably carries a greater volume of traffic than any other artery in the country, continues to be a Cinderella. A few small sections have been relaid, but for miles the road has been patched and patched until, like the fabled boot, the original cannot be seen.

The road also needs widening in places, but apparently the Ministry have lost interest in it, preferring more spectacular constructions elsewhere. The result is that what should be one of the finest of our highways still bears the appearance of an ordinary provincial road. And doubtless, since Mr. Churchill has annexed over twenty millions of motorists' money, it is doomed to remain so.

Shabby Treatment.

SERVICE nowadays is so generously interpreted by the firms who have set up special stations that the unfortunate experience of a friend of mine can be quoted without reflecting in any way on the treatment one usually receives at these places. His car, from the day he bought it, was difficult to

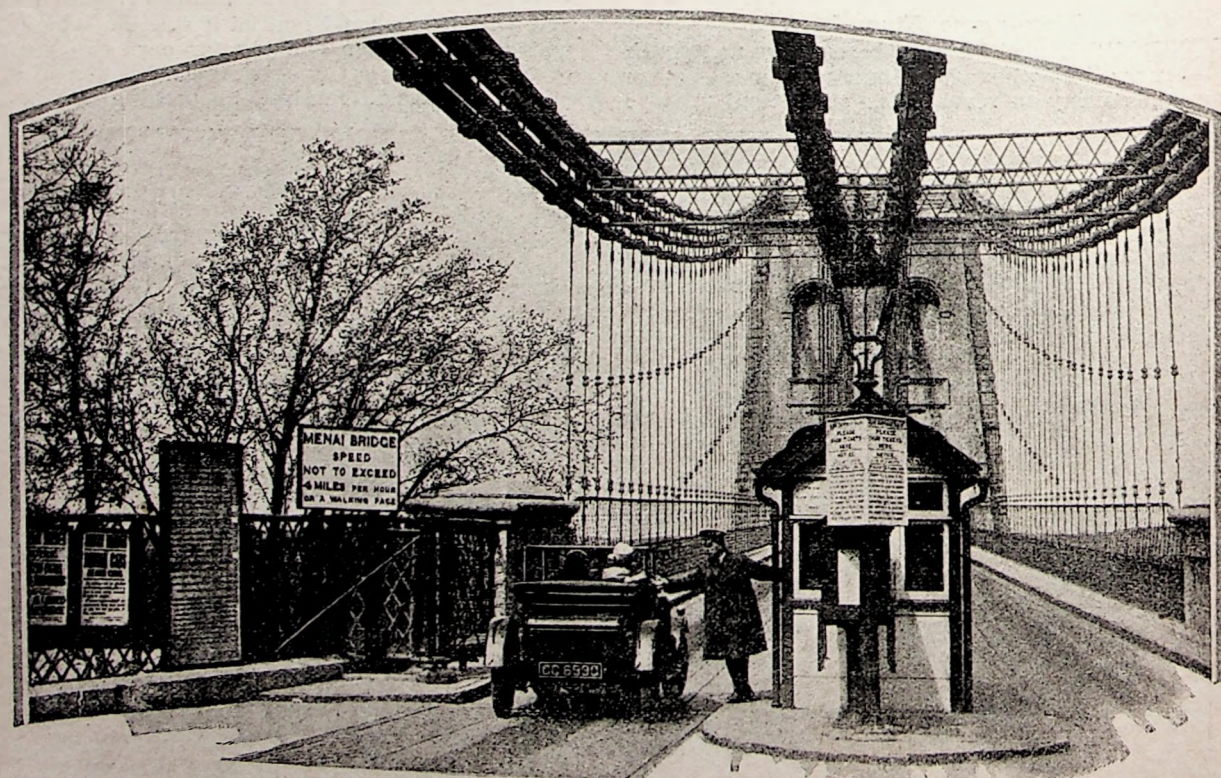
start, and the defect was finally traced by a garage as being due to the magneto. Also the hand-brake ratchet failed to hold.

The car, which had done less than 2,000 miles, was returned to the manufacturers' service station for the faults to be remedied, but what was the owner's surprise and disgust on going to take delivery to find himself confronted with a bill for £4! Naturally he remonstrated, but it was in vain, for he was bluntly told that until the amount was paid he would not be allowed to have the car. The concern, one is glad to learn, was not an English one.

Popular Fallacies.

A TENDENCY has been growing lately to single out some special defect found on a few cars and assume that it is universal. Take tyre-tread pucker, for example. Recently there have been many attempts to account for it and the argument always presupposes that the tyre is to blame. On the last three cars which I have had in use there has not been a sign of this phenomenon, and each car was shod with a different make of tyre. On the other hand a car owned by a colleague reveals unmistakable evidence of tread pucker. Does not this indicate that we should seek the cause in the front-axle assembly of the particular car?

Pinking is another defect which car owners are led to believe is an inevitable bugbear. It is nothing of the kind. There are some cars which will not pink even if driven to a standstill on top gear on a hill, this being due to excellence of engine design. In the same catalogue of fallacies might be put shrieking brakes, the noise of which is by no means an unpleasant necessity.



WILL BE BUSY AT
WHITSUN

The Menai Bridge, which connects Anglesey with the mainland, is well worth crossing by tourists in Wales, for the island has many interesting features, not the least being the wonderful harbour at Holyhead.

MIDLAND OFFICES:
BIRMINGHAM: 16, Bennett's Hill.
Phone: Central 2672-3.
COVENTRY: 6, Warwick Row.
Phone: Coventry 4776.

NORTHERN OFFICES:
MANCHESTER: 196, Deansgate.
Phone: Central 2467.

The Light Car and Cyclecar

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"THE LIGHT CAR AND CYCLECAR" WAS
FOUNDED IN 1912 TO CATER FOR THE
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ENTLY ENCOURAGED THE
DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR OVER
FOURTEEN YEARS.

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

We Are Overtaxed.

THE passage of the Finance Bill through Parliament is giving Mr. Churchill a somewhat troublesome time. Criticism is being launched at his Road Fund raid from the Liberal and Labour benches, whilst Conservative members are by no means in agreement with the Chancellor's point of view. As we report in this issue, Sir Robert Thomas, during the second reading of the Bill, did not mince matters when addressing Mr. Churchill.

"You cannot deny," he said, "that this money was meant to maintain the high roads of the country in good order. You cannot deny that those roads are not in good order, and you ought not to use this money for any purpose other than that for which it was specifically voted."

Mr. Churchill's reply was, of course, in the nature of a defence of his policy, but it did not sound convincing. Furthermore, a voice is never heard supporting his contentions, not even from the Labour benches, from which it would be reasonable to expect approval of a scheme which kept down general taxation at the expense of motor owners. The reason why the Chancellor has such a pronounced lack of support is obviously because his views are not shared by others. This must be made clear to him at every opportunity which presents itself. We are overtaxed, and we must not spare pains to drive the fact home.

A Moral for the Trade.

THE motor trade is virile and prosperous. It has live organizations to look after its interests and they do not lack funds. We can see no reason why they should not bring still greater pressure to bear on the Government concerning the excessive cost of motor taxation than they have done so far. Admittedly they can be met with the retort that their industry has been able to achieve miracles of expansion in spite of the horse-power tax, but might not the trade have been infinitely more prosperous by now if it had not been hampered for seven years by a system of taxation which restricts both its home and overseas markets?

Our meaning so far as overseas trade is concerned will be clear to every reader. A car designed to escape with a low tax in Great Britain is no "seller" for use on the bullock tracks of the Colonies when it has to compete against cars de-

signed with no such restriction. Turning to the home trade, it may be thought that the rate of expansion of recent years would not have been greater had there been no horse-power tax. There are excellent grounds for believing, however, that it would, and most of the manufacturers who would have received the extra orders are those which have been hardest hit. This is made clear by a statement in *The Motor* to the effect that in America there are

now nearly three million families which own two or more cars. Owners of large cars in this country would also have bought small good-class cars as "tenders" and for use by their sons and daughters had it not been for the extravagance of paying the horse-power tax. They would buy them at once if only that wretched incubus could be removed once and for all.

Experience Teaches.

LAST week, in our correspondence columns, a reader made some interesting remarks concerning a rather costly experience when overhauling his engine, and his is by no means the only case of the kind. Makers' instruction books, however carefully they may be written, cannot teach amateur mechanics to become professionals. It is an education to watch a trained mechanic at work, but his skill comes only with long practice and, in addition, he has an inborn sympathy for things mechanical.

Few car owners have the need or the opportunity to become skilled mechanics, but they will find that their running repairs will be far more easily carried out, and their pride of ownership increased, if they endeavour to get themselves into sympathy with their cars. The man who regards his car merely as an assembly of odd-shaped pieces of wood and metal will never obtain from it the same amount of satisfaction as the man who feels that it is a living entity, to be treated with kindness and respect. Sheer ignorance of tools and their uses is a drawback suffered by a number of new motorists, but many soon become quite skilful in doing ordinary repairs. There are some, however, who will never learn, and those who realize that they possess this deficiency should take their car to a professional repairer when adjustments become necessary. They must remember that experience teaches, but that sometimes the tuition is costly.

't Let it Get the
Better of You.

MUCH has been written of recent years by learned medical men on the subject of the inebriating properties of ordinary fresh air, and it is certain that with the holiday time comes the holiday feeling. Still, small voices murmur, "Let her rip!"

Herein lies the danger—and it is a real and serious danger. The wise light car owner will make up his mind before starting out that he is not going to be influenced by voices of any kind, whether of the "still, small" or of the ordinary human variety, but that he is going to be guided entirely by his own cool judgment. He will remember the miserable fate of the fishermen in the fable who, as the result of listening to the pleading voices and music of the deep, were dragged to their doom, entangled in the tresses of sirens and mermaids.

An important consideration when making "safety first" resolutions, and one that is often overlooked, is that of the type of car involved. That fifty miles an hour on a straight main road may often be a great deal safer than ten miles an hour in a narrow, winding street with many side turnings leading into it, is now fairly well understood and calls for no elaboration here. But the influence of the car itself is by no means always appreciated.

Braking and Acceleration.

Its powers of acceleration and braking, for example, are all-important on crowded main roads. There are few experiences quite so exasperating as having to travel mile after mile behind a char-à-bancs doing its steady 25 m.p.h., but not every light car will accelerate rapidly enough from 25 m.p.h. to 35 m.p.h. to get through in a reasonable distance. In such circumstances the only safe course is to wait for a clear opening, when there is an unobstructed view of some hundreds of yards ahead; this may be exasperating, but it is unavoidable.

Similarly with braking; on a car fitted with only rear-wheel brakes and having tyres that are not in the first stages of youth, braking power, rather than maximum speed and acceleration, may easily reduce the average speed to a thoroughly disappointing figure. But this, again, cannot be helped.

Overtaking, of course, is directly and indirectly the cause of more accidents than any other factor. Accurate estimating of both accelerating and braking powers is necessary, and small errors can lead to disaster. Especially when ascending or descending a hill is caution required—acceleration or braking effect may in these circumstances be halved.

Chars-à-bancs and parties of cyclists probably present the greatest difficulty as regards overtaking, and a special warning is called for in connection with overtaking both of them. It is to ignore absolutely the

signals of irresponsible persons. In the case of a char-à-bancs it is not as a rule difficult to distinguish between the signals given by the driver and the passengers, but in the case of a party of cyclists there is nobody in charge and none of the riders appears to concern himself with the affairs of other users of the road.

Overtaking in a ten-mile limit is, in the ordinary way, undesirable, if not actually dangerous, but the greatest mistake of all is to overtake on the near side, no matter how exasperating may be the habits of the driver of the vehicle in front. It may be stated most emphatically that the only circumstances in which this practice may be countenanced are when the driver of the vehicle in front has clearly indicated his intention to turn right—and even then care is needed, as not every driver on the road has the first idea of how to signal.

While on the subject of signals, the point cannot be too strongly emphasized that, in the giving of signals, considerable discretion is required. The entire signalling business is, in fact, often badly overdone. When turning sharp right, for example, a signal should not be relied upon to clear the road; it will not. Knowing that there are one or two vehicles following behind,



it is safer and more courteous to let them pass before attempting to make the turn rather than to expect them to stop and wait.

Attempting to hold up overtaking traffic when about to turn right is a foolish and dangerous practice, whilst rushing across the bows of an approaching car is both discourteous and dangerous.

The whole object of giving hand signals—and, be it noted, the only object—is to warn following drivers that it is not safe to overtake you. Hand signals are not intended for advising, admonishing or guiding others. They are warning signals and they should not be used except when the meaning to be conveyed is strictly and solely a warning to the effect that overtaking at that moment is dangerous.

The London bus driver may be taken as providing a perfect example of when to signal and when not to do so. He never waves his hands, flaps, brandishes or twiddles them—his sole concern is to caution others when he sees that it would not be safe for them to overtake him.



Parties of cyclists sometimes have crude ideas on "safety-first" riding. Let the light car driver beware when overtaking them.

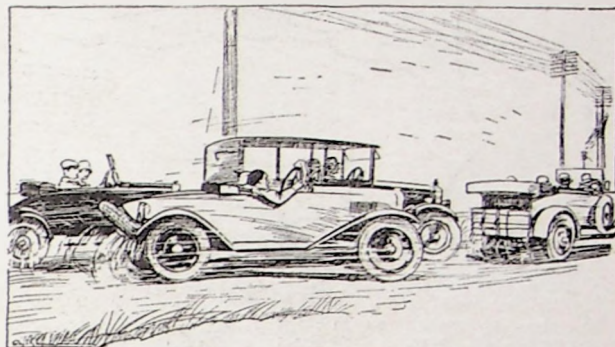
Driving mirrors are useful fixtures, but at holiday times, at any rate, it does not do to pin one's faith blindly to them. Portions of the bodywork, especially in the case of a closed car, are apt to cause "blind spots" quite large enough to obscure small objects such as bicycles. At holiday times, and other times of great congestion, it is well worth while to screw the neck round to satisfy oneself by direct observation that there is no overtaking traffic before executing any difficult turn. And if, on turning round, it is discovered that the road is not clear, the courteous and safe course is to wait for others to get clear. This is far better than relying on signals and horn blasts to hold up traffic going about its normal and lawful occasions while the unusual manœuvre is executed.

Better still, avoid the unusual and difficult manœuvre altogether. This applies especially to turning completely round. Time after time on holidays one sees the disgraceful spectacle of both lines of traffic along a main road completely held up while some ignorant and inconsiderate ass makes half-a-dozen locks back and forth in the middle of the road in the process of turning round.

A point which always should be borne in mind at holiday times is that very great care is needed when driving along streets in the neighbourhood of towns. Side turnings usually abound and it must be remembered that there are probably novices abroad who have not learned that it is dangerous suddenly to dart out from a side turning. Cross-roads, too, call for special caution, as nothing save a crash or a narrowly avoided accident teaches the majority of beginners that they must be treated with respect.

Remember that the bulk of cyclists and motorcyclists who sally forth at holiday times are not ex-

perienced road users. They may do unexpected things, whilst their youth may lead them on to feats of consummate recklessness. Sound the horn before overtaking them and make sure that they have heard it before you attempt to pass.



Overtaking is directly and indirectly the cause of many accidents. At holiday time special care is required.

It is not only when actually driving along the road that the holiday spirit must be held firmly in check. A car can easily be stopped in a position—such as on a curve—where it can cause almost as much trouble and danger as if it were being driven inconsiderately. In this connection a common error is to draw up the car just clear of the road, but to fail to realize that although it occupies no useful part of the road it still interferes with the vision of other drivers and thus makes a safe corner dangerously "blind."

At holiday times especially, when there is a spirit of mild recklessness abroad, the wise light car driver will exercise double caution. Risks that at other times might be lightly, if not wisely, taken must be strictly avoided, even if average speeds suffer. "Safety First" must be the order of the day.

A final word—if faced with a certain accident steer for something soft! It is far better when some fool rushes round a corner on the wrong side to swing your car off the road into the ditch than to risk a head-on collision with him. Similarly, if a crash must be faced, take the back panels of the car ahead rather than the radiator of the man who is bearing down upon you.



"It is not only when actually driving along the road that the holiday spirit must be held firmly in check." Inconsiderate stopping is dangerous.

I HAVE a very vivid recollection of an occasion many years ago, when, as a mere boy, I had set out on the great adventure of a cycle tour, coming in the evening to the charming old Cotswold village of Bibury, where I had planned to stay for a day or so.

At dinner that night in the cosy dining room of the "Swan" were gathered quite a company of visitors. There were two or three anglers (Bibury is famous for its trout stream and hatchery), two parties of motorists, several artists, and, at the head of the table, a gentleman who was on a walking tour. The latter I soon came to regard with very considerable awe. His very flowing conversation convinced me that he was a man of much learning and importance, and he certainly had the rest of us very well in hand.

Eventually we were each called upon to explain exactly what we were doing in that part of the country. He started off with the fishermen, and was inclined to be severe with them, for what he called the squandering of precious hours, doing nothing but causing misery to inoffensive worms and happy little fishes.

Apparently the anglers had had a good day, for they were merely amused, and he soon passed on to the artists. Of them he thoroughly approved and was all smiles again.

Next, to my dismay, his eye was fixed upon me, but when he learned that I carried a camera and tripod and that my object was to photograph anything I saw which appealed to my sense of beauty his glance softened. He did not approve of the bicycle, however—I ought to walk! Still, I was not such a bad little chap, perhaps, and he passed on; then, to his horror, he discovered the motorists in our midst.

At them he really let himself go. He had nothing bad enough to say of motoring. Most of what he did say I have forgotten, but one thing I have always remembered. It was this:—"What do you motorists know," he said, "of the places that you pass through? You say that you know this and that place, and yet you know nothing. How can you? You tear along at 40 miles an hour, in a cloud of dust and smoke, and never stop, unless your wretched machine breaks down. How can you know anything of the places that you pass through?"

I think that the motorists realized that there was a good deal of truth in what he said, for they had nothing very

The public road to West Wycombe Church which actually passes through a house.

How Much Will You Really Know of the Places Through Which You Pass at Whitsun?

convincing to say in their defence, although I remember a bold and unrepentant one saying that his car would not do 40 miles per hour and that he would pay anyone £5 to make it do so.

However, I have always remembered those words of the "wise man at the inn"—"How can you know anything of the places that you pass through?" How true this is of so many of us. How can we know? We pass through, and that is all, and later on we have no hesitation in saying, "Oh, yes, I know Mudchester, charming little place!"

Only a few days ago I read in a well-known motoring periodical a touring article in which the author, referring to Dorchester—one of the most interesting and charming of Oxfordshire villages—speaks of it as the city of

Dorchester, and dismisses it by saying that it is about the length of a good skid!

Now, just out of curiosity, take your own favourite day's run last year and go over it in your mind. As likely as not it was a run down to the sea and back, perhaps 150 miles in all. You probably enjoyed the fast run down in the morning well enough; the roads were open and you felt keen and fresh. Probably, in a way, you also enjoyed the lazy hours on the beach, although perhaps the sun glare was a bit trying and there was nothing very comfortable to lean your back against, and perhaps the sand did get into the sandwiches somewhat; and now you remember that the drive home was rather trying, owing to the long string of cars, all making for home, so that you arrived home just a wee bit disappointed with your day's run.

Now just think for a moment of the places through which you passed. What do you know of them? Have you turned them up in your guide book? Or perhaps you do not possess a guide book? Well, go and buy one at once and read up all those places through which you passed.

I think you will be astonished to find how much you did not know of them, and I am sure that if, when you go that way again, you will stop and leave your car in some convenient place while you take a stroll round, you will be so delighted with the new experience, with the new impressions and new knowledge of places, which before were little more to you than names, that the habit of passing through will be a thing of the past.

As for your day's run, lunch time will probably find you

only half way to the sea, but I am sure that you will not regret it. Turn up that lane that goes winding up the hillside. At the top you will find a wonderful spot for your picnic, shade for your car and a tree trunk to lean your back against. The restful green of the landscape is much better for your eyes than the glare of the sands, and you will find that the picture spread out before you is far more interesting than the bare line of a sea horizon.

After lunch you will probably cut across country to a village where your guide book tells you there is a fine Norman church, or a beautiful old Elizabethan inn, where you can order tea and leave your car while you walk up that delightful field path to the old mill.

There is much to be said in favour of a short walk of this kind during a run. It sharpens your appetite, it provides a welcome change from actual driving and it gives you a feeling of being much farther from the madding crowd than can ever be obtained on a road, no matter how deserted it may be. When finally you take the wheel again it will be with a new zest.

The Quiet Homeward Run.

Evening will find you jogging quietly homeward on some picturesque side road, no one behind pressing you on, and no one in front to hold you back and poison you with an over-rich mixture. When you sit down to supper you will find that instead of that little tinge of disappointment and that tightened-up feeling round the temples, you are thinking with genuine and unalloyed pleasure of the pictures you have seen and enjoyed in this wonderful countryside of ours.

Let me try to illustrate my plea for stopping the car by taking Odiham, a small town in Hampshire, as an example. At first sight Odiham consists of a single main street, containing nothing of any particular interest. You might pass

through and say that it was a most uninteresting place, but if it should strike you that you had not noticed the church you might go back half-way down the main street and you would find a very narrow little roadway called Church Street which you entirely missed before.

Turning up here you soon find yourself in an open space called The Bury, which was apparently the original centre of the town. On one side is the church, one of the largest in Hants, and containing a good deal of thirteenth and fourteenth century work. It has a fine red-brick tower dated 1647 and two fine galleries with staircases. Behind the church is a group of very picturesque almshouses and in front you will find the old stocks and whipping post.

Hidden Charm.

Running off from the lower side of The Bury are several narrow streets and footways, full of delightfully quaint and picturesque old houses, many of them dating back to before the Reformation. Old oasthouses stand out against the skyline, and whichever way you look you will be charmed with the unusual outlines and old-world atmosphere of the place, and you will eventually go your way with a very different picture of Odiham in your mind.

This forms just a typical example of the point I wish to bring home. Even the most uninteresting looking place is worth a short stay for exploration, and if you have never heard of the place before, that is one of the best of reasons for getting to know more about it. Once you have overcome that feeling of disinclination to stop the car you will find that your rides will be full of new interest, you will become ever keener to know more of the places through which you pass, and I hope that you will be grateful to me for telling you of "the wise man at the inn."

G.C.W.



AT ODIHAM IN
HAMPSHIRE.

— One of the delightful half-timbered cottages which lie hidden away in the town. A casual visitor would probably miss this and other interesting features of the place.

"Extras" for Tourists



SOME SUGGESTIONS ON THE PURCHASE OF ADDITIONAL ACCESSORIES AND EQUIPMENT WHICH WILL ADD TO THE PLEASURE OF A WHITSUN TOUR.

COMPARED with their predecessors, modern light cars are supplied with very generous equipment indeed. Even so, no car is absolutely complete, for the simple reason that some accessories which a business man who uses his car only for town work would find very useful would be of very little service to a tourist, and vice versa. For this reason even the

most open-handed manufacturers supply only those fittings which will be of unquestionable use to every purchaser of their products. Readers who are getting their cars ready for a tour will find that there are many "extras" which, although not so much needed in the ordinary way, are well worth obtaining before setting out.

So far as the car itself is concerned, the most important question is that of spares and how to carry them. Unless a car is fitted with a two-way petrol tap, a spare can of fuel is almost a necessity. Garages are certainly to be found at fairly frequent intervals, but even so it is not worth while running the risk of being stranded through shortage of petrol when a spare can is so easy to carry. Can holders for fitting on the running board may be purchased at quite low prices and are, as a rule, little trouble to fit.

It is quite a good plan to buy an ordinary two-gallon can and to enamel it to match the colour of the body,

although, if the car has black wings and wheels, a black can will look quite well. The only disadvantage of setting aside a special can is that it causes a little more trouble when filling up after the reserve supply has been used. An ordinary can obtained from a garage may always be exchanged for a full one, whereas one which has been enamelled a special colour will have to be retained and filled up specially.

When carrying a spare can it is desirable to take a petrol funnel or a pourer which will fit the orifice of the can, otherwise a considerable quantity of petrol is sure to be splashed about when filling up.

A quart tin of oil will also be found useful, for although most garages stock a variety of oils there is always the chance that the particular grade needed may not be available. A good place to carry a quart tin is on the engine side of the dashboard, and special clips for the purpose can be obtained from most large garages. A supply of grease will also have to be taken and a collapsible tube is extremely handy both for carrying and for filling the grease gun. Grease is also obtainable in very convenient tins, from which a gun can be filled without soiling the hands.

Ensure Against Plug Trouble.

A set of sparking plugs is another item which is useful, particularly if one is driving a car which is rather prone to plug trouble. Very convenient carriers which will keep plugs handy, but well protected, can be purchased, but there is no reason why they should not be carried in the tool locker, provided they are well packed.

Although not strictly a spare, it may be mentioned here that a sparking-plug tester of the type which uses a glass tube filled with neon gas is extremely handy for diagnosing plug trouble and is by no means an expensive accessory.

Tyres must not be forgotten, and although every car has a spare wheel it is rather foolish to set out on a tour without a good repair outfit and an adequate supply of patches. One may, perhaps, go for thousands of miles without any trouble whatever, but fate is sometimes very hard and the annoyance of three or four punctures may be experienced in one day. Spare valve insides should also be included in the repair outfit.

Despite the reasonable figure for which they can be obtained, fire extinguishers are not to be found on anything like so many cars as would be expected. Indeed, the attitude of a very large number of drivers is summed up in the words, "I don't think there is much likelihood of a fire, and my car is insured, any-

way." This certainly may be so, but tourists would do well to remember that an insurance company will not and, indeed, cannot recompense them for a holiday cut short and spoiled by a burnt-out car.

Unless night runs are to be made, no spares should be necessary for the lighting system, but those who propose to cover any considerable mileage after dark should take with them at least one spare headlamp and one spare side-lamp bulb; there is a very large variety of bulbs fitted to present-day cars and the stock of the average garage includes only the most popular types.

When purchasing, owners should remember that gas-filled bulbs will give a much better light than the vacuum type without increased current consumption. Serviceable bulb carriers which will take a complete set can be obtained at prices ranging from about 2s. 6d. upwards.

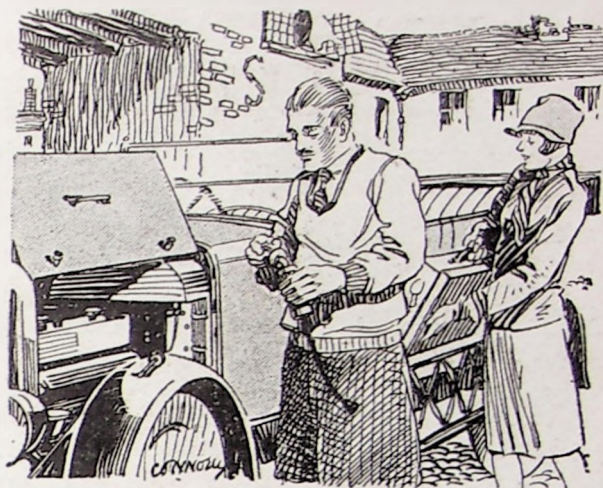
Besides its value for saving current when a car is standing, a paraffin or oil parking lamp which shows a red light to the rear is very useful in an emergency, for in the event of a total failure of the lighting system a driver is not very likely to be stopped by the police if using a lamp of this type. True, the rear number plate would not be illuminated, but no reasonable police constable would report a motorist for this offence if convinced that it was a genuine case of trouble.

Pocket Flash Lamp Useful.

It is also quite a good plan to carry an ordinary pocket flash lamp, which will be found useful for innumerable purposes.

Readers who have experienced the difficulty of finding their way at night in strange country need no convincing on the value of a spotlight, and tourists who have not done much night driving, but propose to do so during next holiday, will be well advised to purchase one.

Most owners who have had their cars a few months will already have fitted most of the ordinary accessories which they think desirable and there is no need to enumerate here the many useful gadgets which can be obtained. One or two, however, deserve special mention. A petrol gauge which will enable the driver to discover the contents of the tank without leaving his seat saves much trouble; if no spare petrol is being carried it is almost essential, for it will reduce the chance of accidentally running out of petrol some distance from the garage.



A collapsable tube forms a very convenient way of carrying spare grease, and the gun can be filled without soiling the hands.

Luggage often raises formidable difficulties, but a stout rear grid will solve them to a considerable extent. An alternative plan is to fit a rack so that bags and cases can be carried on the running boards. The result is not perhaps so neat as a rear grid, but a running-board rack has the advantage that it can be taken off again at the end of a tour if not required in the ordinary way. In addition, there is no need to fit two number plates, as is often the case with a rear grid. As a permanent fitting, however, the latter is unquestionably the better.

Readers who will be driving a four-seater with a full complement of passengers would do well to purchase a good rear screen if one is not already fitted. Passengers in the rear seats, unless protected by an efficient screen, often find their pleasure marred by dust and wind; to those whose eyes are not particularly strong, the last part of a run may, in fact, become really painful and they will not look forward to the prospect of several more days of the same trouble.

Tinted glasses, too, are very restful in the summer, especially when a car is being driven westward in the evening. For the driver they are particularly useful, but even the passengers will find them a great help in preventing eye-strain and consequent headaches.

Tourists who propose to take alfresco meals will find that, after a few days, sandwiches, and tea or coffee from thermos flasks, become distinctly unappetizing. Without a good picnic case, however, it is often very hard to vary the menu owing to the difficulty of carrying provisions and the lack of utensils. A picnic case, however, enables quite a variety of appetizing meals to be prepared without much trouble.

in Surrey

An Idea for a Whitsun Run.

To Londoners and those living on the south-east coast, Pitch Hill, Surrey, makes a fine objective for an easy day's run. This article tells how to get there, avoiding the main roads and travelling by way of those picturesque by-lanes for which Surrey is justly so famous.

FEW more beautiful runs of under a hundred miles in length can be made from London than a journey having as its object an ascent of Pitch Hill in Surrey. From the top of this hill an amazing view over several hundred square miles of the South of England can be obtained, and it is surprising that even more motorists do not pay it a visit.

The conventional way to Pitch Hill is via either Guildford or Dorking to the small village of Shere, from which a steadily rising yet well-surfaced road leads to the foot of Pitch Hill, the final hundred feet or so having to be climbed on foot.

There is, however, another and far prettier way, and although the gradients are worse in places and the surface anything but good, no modern car should have the slightest difficulty in tackling the run. The beauty of the lanes, which offer innumerable picnicking places and increasingly fine views as they mount higher, makes the attempt well worth while.

Cranleigh in Surrey is the point at which the main road is left. It lies between Guildford and Horsham, being about eight miles from the former and but little more from the latter; it may easily be reached not only from London, but also from the south coast.

From whichever direction Cranleigh is approached the motorist should proceed to the village common, which, incidentally, contains one of the finest and most beautifully kept village cricket grounds in England. On reaching the common the main road may be left to follow one which leads past Cranleigh School, a fine group of buildings lying a hundred yards or so to the left of the road. It is quite worth stopping for a few minutes to see the chapel, which is usually open during the school term.

Its Reputation Upheld.

About two hundred yards past the school the road forks, and, keeping to the right, one passes through a lovely, high-banked lane, shaded by trees, which meet and form a leafy tunnel; this lane certainly upholds Surrey's reputation for beauty.

At the next point where the road forks a sign-post, shown in the photograph reproduced above, will be seen pointing the way to Albury and Shere and bearing above it an additional board with the solemn warning: "Road too steep for motors." When this sign was erected the writer does not remember, but presumably it must have been about twenty years ago. The driver of any modern car may turn to the left up this road without undue alarm. It leads to the Windmill Hotel at the foot of Pitch Hill, the last half-mile or so lying

through beautiful private woods; between the trees glimpses can be gained of a wonderful panorama stretching right away to the South Downs, some sixteen or twenty miles away.

A number of steep, but well-used, footpaths lead to the top of Pitch, and a truly magnificent view waits as a reward for those who have the energy to make the ascent. Looking due south, the South Downs can be seen for many miles, and, were it not for these screening hills, the Channel with its ships would unquestionably be visible on clear days.

To the west are the hills forming the Hog's Back and also those of the Devil's Punch Bowl at Hindhead. To the east the most interesting point is the Tower on Leith Hill, some four miles distant. This was built by Richard Hull in the year 1766. Being a great admirer of the view, he wished to be buried in the Tower, as indeed he was some six years later. The top of the Tower is just over a thousand feet above sea-level and certainly the highest point for many miles around, though Pitch Hill, which is approximately 850 ft. high, offers a view but little inferior.

An Alternative Way Home.

The return journey to London may be made either by retracing the outward run as far as Cranleigh, or, alternatively, by taking the road to Shere which has already been mentioned. If the latter route is chosen, upon reaching Shere a turn to the left for Guildford should be made and the Portsmouth road joined to return to London via Ripley, Esher and Kingston. If preferred, a road to the right may be taken on reaching Shere, and Gomshall, Dorking and Leatherhead included in the homeward route.

It may be mentioned in passing that tea may be obtained on the picturesque lawn of the Compass Inn at Gomshall, which owes its charm to the small river flowing through it, to say nothing of some sociable ducks who will probably come ashore and endeavour to share the meal!

Before reaching Dorking the motorist will pass through Abinger Hammer, at one time a mediæval iron-foundry, which is said to have produced, amongst other things, the original railings of St. Paul's Cathedral and the guns of the fleet which defeated the Spanish Armada. Leaving Dorking the driver should head for Leatherhead, after which he may then choose whichever route into London that best suits the district that he wishes to reach.

The total mileage, assuming Central London as a starting point, will not exceed eighty or ninety miles, and few more enjoyable runs can be obtained within so short a distance of the metropolis. Doubtless during the holiday some of the roads mentioned will be rather crowded, but with the aid of a good map it is not hard to avoid the main roads and thus escape from the traffic.

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LITTLE ENGLAND BEYOND WALES

THE ATTRACTIONS OF PEMBROKE-
SHIRE AS A TOURING GROUND AT
WHITSUNTIDE.

THERE are so few places in England to-day where one can spend a quiet, restful holiday away from the congestion of week-end traffic that, if one can only spare the few extra days that are necessary to run down there, the wilds of Pembrokeshire will be found a boon to the jaded and weary.

One enters this charming paradise of isolation at Haverfordwest, the only really important town in the area, north of Milford Haven, and then there is a choice of several routes; to the north lies Fishguard and Goodwick, to the west St. David's and all the beautiful coastline of St. Bride's Bay, whilst to the south is Broad Haven, Little Haven and many other quaint villages, to say nothing of wonderful stretches of firm, hard sandy beaches, little known to the ordinary tourist.

Newgale sands are almost equal to the now famous Pendine sands; at certain states of the tide, in fact, the surface is even better. The view coming down the hill from the Haverfordwest side, with the sun setting over St. David's Head on a stormy evening, is something to be remembered.

Hills, of course, will be encountered—severe ones, too—calling for the utmost caution; but if the corners are taken warily there is no real danger.

St. David's itself is quite small, but the glorious cathedral makes up for any lack of interest the former provides. A halt here for a night is well worth taking into consideration, in order to be able to explore the coast-line on foot.

Whitesand Bay, approached by a lane to the north, is not far away, and campers will, no doubt, have visions of a snug berth hereabouts, with the golden

TENBY

sands gleaming in the early morning sunlight just below—most inviting for a bathe.

Conchologists, too, will reap a good harvest anywhere along the shores of St. Bride's Bay and the lover of wild nature by the sea will delight in the many clear, deep pools full of sea anemones to be found among the rocks towards Nolton Haven. Farther south, towards the mouth of Milford Haven, are other secluded beaches, besides the fascinating twin villages of Broad Haven and Little Haven, which have long stretches of hard, firm sand.

Then, again, one must not forget that Pembrokeshire is famous for some fine old ruins. Within a day's run of Haverfordwest there are Pembroke, Carew, Manorbier, Narberth, Roche and Tenby castles, several of which are in an excellent state of preservation.

On Tarred Roads.

Whether one makes Tenby or Haverfordwest a centre, with the idea of seeing something of this wild-west corner of Wales, or goes straight through from Red Roses and makes a circuit, one will be equally happy, for nearly all the roads are tarred and, except in August, there is little traffic. The corners west of Tenby, incidentally, are troublesome to large charrabancs, which, in consequence, are mostly confined to Carmarthen highways.

Some people like a diversion when on tour, and the writer has a vivid recollection of a most interesting walk many years ago—long before the days of cars or even bicycles—along the shores of St. Bride's Bay, starting from Newgale Bridge, to which point a trap was used. The object of the expedition was primarily for shell hunting, and although it meant scrambling down many a rocky gorge when passing from one bay to another, it was the feeling of isolation—of being so utterly alone with nature—that was so enjoyable.

This applies particularly to the district that surrounds the wild fascination of St. Bride's Bay, where the seagulls scream along the shore and, on a stormy day, the gigantic Atlantic rollers come surging in with a majesty that is quite unsurpassed either on the much-advertised Cornish coast or elsewhere.



CAREW CASTLE.



WHEN YOU GO TOURING.

The original ideas and helpful suggestions for successful motoring holidays which will be found in this article are sure to prove of interest and value to car owners, both new and old, who are preparing for their Whitsun tours. As the writer points out, touring may be arranged to suit all inclinations; with a good car and the countryside before them, it is the tourists' own fault if they fail to enjoy their holiday through omitting to make full preparations.

ONE of the most popular forms of holiday-making in 1927 will certainly be motor touring. For pure pleasure and complete change of scene, which makes a holiday so beneficial, there is nothing to equal it. A motorcar allows us to explore for ourselves all the beauty-spots of England, Wales and Scotland in a most delightful way, and even quite a short tour can be so arranged that it opens up some of the most beautiful and attractive holiday fields in Britain.

It is advisable, if not necessary, to select the route and to organize the trip in a businesslike manner, leaving little or nothing to chance. Ensuring hotel accommodation in advance is one of the most troublesome difficulties, especially in "straight-ahead" touring, for it is not easy to map out a tour for a week or a fortnight in such a manner as to calculate just where you will desire to stay each night. On the other hand, failure to arrange accommodation in advance may result in one's party having to take "pot luck" on the road. Thus, one night the hotel visited may be all that can be desired, whilst the next may be just "put-up-able" with, if such an expression may be coined.

Touring without an object is liable to fizzle out aimlessly, and tourists who take the road minus definite plans soon begin to argue among themselves with regard to where they shall "make for" next. There is no satisfaction about such touring, and it is much better to make plans, map out a route, arrange as adequately as possible for accommodation ahead and be determined to work to schedule. You will then get the most out of the time at your disposal.

Forming a Plan.

There are various plans which may be adopted. You can work from a centre, for instance, or indulge in "straight-ahead" touring, with a different place to sleep in each night. The former is the better choice if you desire thoroughly to explore some particular region. You drive out by easy stages to the definite centre that has been chosen, there establishing your "G.H.Q.," and from that spot daily runs are taken throughout the surrounding district, covering as many miles as desired each day. In this way a very good knowledge of the topography of the selected piece of countryside is gained. Those who do this are able to secure good hotel accommodation well in advance; or, at least, they are in a position to find the kind of "digs" they want after arrival at their "H.Q." and they have the assurance that it will be available for the whole of their holiday if needed.

Touring from a central headquarters is an excellent arrangement when it is desired to explore the whole or part of a district in detail. For instance, the tourist passing through the Lake District sees but little

of the beauties of the lakes and mountains, whereas those with a centre to work from can seek out all the most charming views and beauty-spots. One drawback, of course, where touring from a centre is concerned, is that it is often necessary to cover much of the same road day after day when setting out on a run and on the return journey.

In "straight-ahead" touring a wider and more general knowledge of the countryside is gained under varying conditions, but it is less accurate and detailed. If such a trip is carefully mapped out and hotel accommodation arranged for so far as possible in advance, there should be no hitch. Some tourists find that it is not advisable to tie themselves to a definite venue each night, as, where accommodation is booked ahead, it means that they must keep strictly to schedule. They therefore prefer to take "pot luck," which is a good plan in some districts and a very bad one in others.

"Point-to-point" Touring.

Another method is a sort of compromise between touring from a central headquarters and "point-to-point" touring. It consists of arranging a trip with a stay of two or three days at each of as many centres of interest as the time at one's disposal will permit. Thus, in a fortnight's holiday you may stay at some half-a-dozen places, spending a couple of days or so at each and exploring the vicinity. This is an excellent plan where the tourist desires to cover a fair mileage and at the same time to visit interesting and attractive places en route. There is less need to keep strictly to schedule as in "straight-ahead" touring, and one can vary the programme from time to time if one wishes to do so.

It is as well to consider, too, the increasing popularity of motor camping. With a tent you are independent of hotels to a great extent, and an enjoyable roving holiday can be planned with a car and a canvas shelter. Provided the weather is fine and warm there is much to be said in favour of it, and the question of camping sites need be no trouble, for it is always possible to find a corner somewhere. For that matter, in many inland resorts to-day there are special facilities for camping.

At one time the motor-camper's equipment was a drawback, as there is nothing more ludicrous than to try to stuff a bulky outfit into the rear compartment of, say, a small coupé; but this is all changed. Tents that are the last word in compactness, easy portability and lightness are now obtainable; chairs and tables are to be had that fold up into a surprisingly small compass, and camp kitchenettes and special devices designed to meet the motor camper's requirements are now available at popular prices. Undoubtedly the

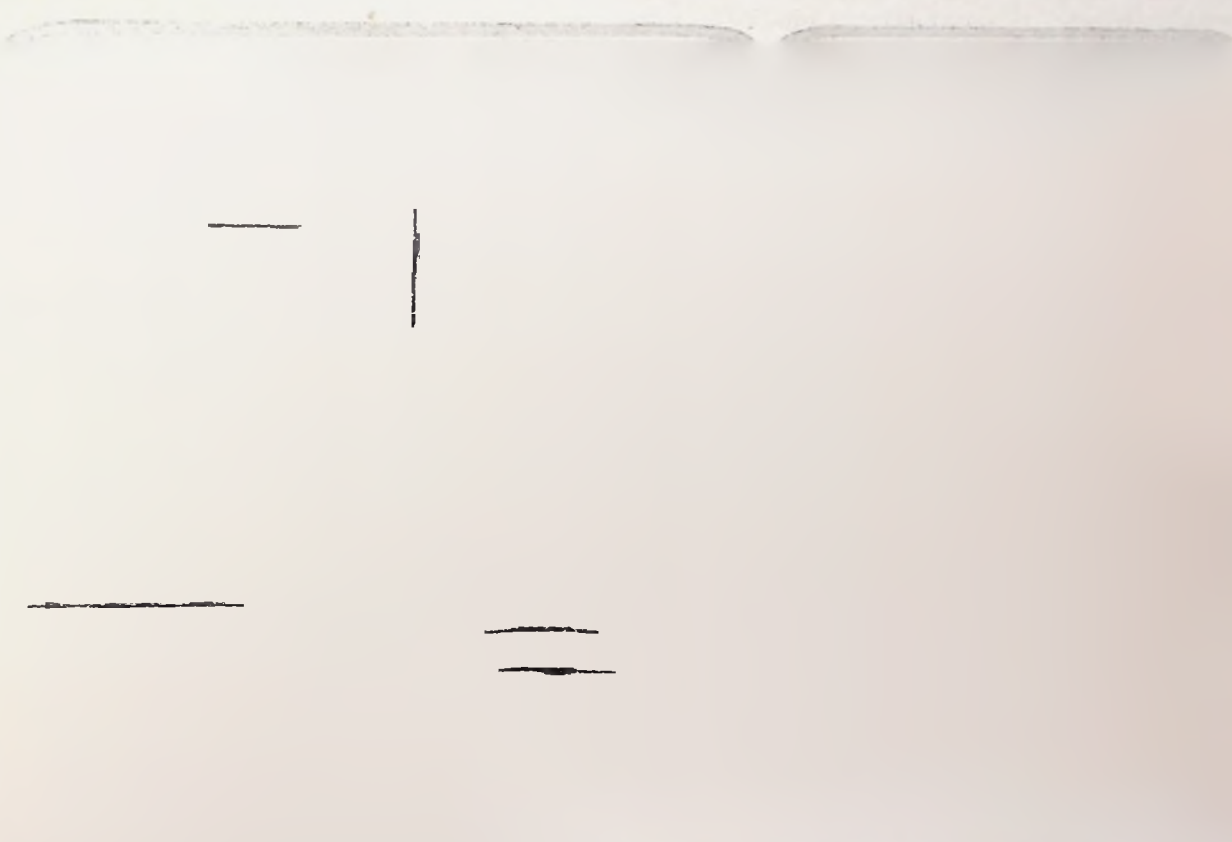
most useful kind of tent is one that can be folded up and packed into a neat roll and carried on the running board of the car. In America the umbrella tent is very popular with motorists, but one doubts whether it is inferior to the more popular patterns commonly used in England.

There is no reason why a camping and motoring holiday should not be a success and prove as fascinating in reality as it sounds in anticipation. The advantages are easily summed up—one gains a sense of independence during the height of the season, when inns and hotels are overcrowded and accommodation, unless booked in advance, is something of a gamble. The tent may be carried anywhere and pitched as and when required.

The disadvantages are fairly obvious. Some time is taken up in cooking breakfast, striking camp and generally cleaning up; then time must be allowed at the end of the day's run for finding a camping site, pitching the tent—or tents if the party is large—and getting the evening meal ready. Still, it is worth con-

sideration as a novel and health-giving form of holiday. The motor tourist should have a definite system: it does not matter so very much what the system is, and it will be obvious that any systems must vary with the character of the tour and the country to be traversed. For instance, one may elect to "do" some picturesque county, explore a river valley, make a tour of old castles or a range of hills. Ultimately, you may decide to make a pilgrimage through some famous district—Hardy's Dorset, the Lorna Doone region of Devonshire, the land of Scott, the Yorkshire Dales, Derbyshire and the Peak, the Lake District, the New Forest, and Northumberland or the Border Country. Many find pleasure in touring the districts adjoining our great main roads or following in the tracks of the Romans.

Touring, indeed, may be arranged to suit all inclinations and temperaments. With a good car you make your plans and the countryside is before you—to do as you like with, as it were. Yours is the fault if you fail to enjoy your holiday.



LOVELY LUDLOW.

WHITSUNTIDE tourists to Ludlow will probably number many thousands, for it is one of the most ancient, historical and well-preserved towns in England. Apart from the facts that its castle dates from the 11th century and that there are many other buildings of almost equal interest—if not antiquity—the town is attractive by reason of its very pleasant setting.

Ludlow is only 147 miles from London and is a very easy run from the big towns of the Midlands. It is on the main road from Hereford to Shrewsbury, and can be conveniently passed through by those en route for North or Central Wales from Worcester. There is in the town a very old half-timbered hotel, the "Feathers," which has been described as the most-photographed hotel in the country.

(Above) The approach to the town is by a saw-tooth bridge which spans the River Teme. (Right) A study in different styles of architecture, and an example of a really dangerous corner. (Below) A relic of the days when a shower of molten lead greeted unwanted visitors to the town.

HERE is surely nothing more enjoyable than bathing, and there is certainly no finer exercise than a swim in the sea. Bathing, too, is everybody's privilege. The tramp is just as much entitled to strip off his rags and plunge into the water as is the millionaire to change his flannels for bathing slips and extend the muscles of his

pampered body in the waves.

I am very sorry indeed that bathing is not even more free to all than it is. There are, unfortunately, many seaside resorts where stupid restrictions are imposed, whilst river bathing in several districts is hedged around with restrictions which serve no useful purpose and are exceedingly annoying. Even so, however, if you have a car and are keen on a bathe there is the chance of one within an hour's run, no matter in what part of the country you may be.

My own recollections of bathing, both in England and abroad, go back a great many years. I remember dabbling baby toes in the waves at Torquay; the hearty splash I made at nine years of age after being pushed off the diving board into 6 ft. of Thames water when I visited the school bathing place for the first time; the long-drawn-out struggles to regain the beach after swimming too far out to sea as a lad in my late teens; the ill-concealed blushes of a young man and his fiancé taking their first sea bathe together; the jolly family picnic bathing parties of more recent years and, standing out as the most delightful memory of all, a bathing tour by light car along the shores of the Mediterranean.

Happy Memories.

I can imagine no more delightful holiday than those all-too-brief days which we spent pottering along from Genoa, through San Remo, Nice and Toulon to Marseilles. We had no schedule, very little luggage and we had made no plans of any kind beyond taking every opportunity which presented itself to lounge in the blue waters and swelter almost naked on the sun-baked beach.

Organized bathing was avoided. We chose secluded stretches of beach where we could slip off our flannels and plunge straight into the water. The seeking of suitable quiet little bays where we could amuse ourselves without interference provided a *raison d'être* for keeping on the move,



A Whitsun Suggestion by "Foc"

whilst adding just that little spice of adventure which makes impromptu touring so very delightful.

Our course was decided with the aid of a large-scale map, and each day we simply chose the road which followed closest to the sea, investigating each little side road to our left to see whether it led to the type of beach which we had in mind. Sometimes it did, but more often it did not! On two occasions a firmish road became a sandy lane, then more sand and still more until we could get no farther. On the first of these occasions bottom gear was used until the soft sand, then perhaps a foot deep, brought the car to an absolute standstill. It was then discovered that the reverse-gear ratio was higher than the first! The car regained the hard road stern first behind two mules.

I believe that little adventures of that kind could be enjoyed just as well in England, Scotland and Wales. We have a most interesting coastline; here flat and sandy, there steep, rocky and forbidding. In parts the coast is dotted with watering places so close together and so similar in appearance that it is hard to tell "t'other from which," whilst not many miles away from these popular and populous districts there is seclusion



A BATHING TOUR?

I know, in fact, of two married couples who regularly share an ex-Army bell tent when on tour, whilst girls are much more of a help than a hindrance to the success of bathing and camping holidays and need cause no complications on account of the conventions if they are of the healthy open-air type to which a holiday of this kind appeals.

For those who prefer fresh-water bathing to the more exhilarating sport of swimming in the sea, the Thames Valley extends wonderful opportunities for a bathing tour, but there are troublesome restrictions in many places. Perhaps these are compensated for by the attraction of the countryside bordering the river, which extends opportunities for most interesting journeys awheel during the hours that bathing is *verboten*.

In the north and west there are river valleys which are well worth while exploring, but for the most part bathing is not advisable except for fairly strong swimmers, as organized bathing places are not provided and deep pools and strong currents are by no means unknown.

A Dip in Every Lake.

One can enjoy wonderful bathing in the Lake District, and I should say that an excellent *raison d'être* for a fortnight's holiday up there would be provided if one set out determined to plunge each day into the waters of a different lake, river or stream. The achieving of a goal of this kind would call for a fairly considerable mileage being covered in exploring for new bathing places, and certainly would afford one with something really novel to boast about when the holiday was over.

For a bathing hut, whenever one takes a dip, a four-seater with the hood and side curtains erected serves quite well. The towels can be used as blinds over the side screens, or a special set can be made from unbleached calico or some other inexpensive and serviceable fabric. A special blind for the windscreen may also be made if it is considered to be necessary.

After the dip there is nothing like a few minutes spent in strenuous exercise, whilst the Primus is busy with the kettle. Rounders, leap-frog, or, in the case of more dignified folk, organized "physical jerks," restore the blood circulation and make the whole system absolutely glow with a feeling of perfect fitness. Writing with the experience of my Mediterranean tour in mind I can vouch for the fact that there will be few crumbs left in the picnic basket if this routine is carried out.

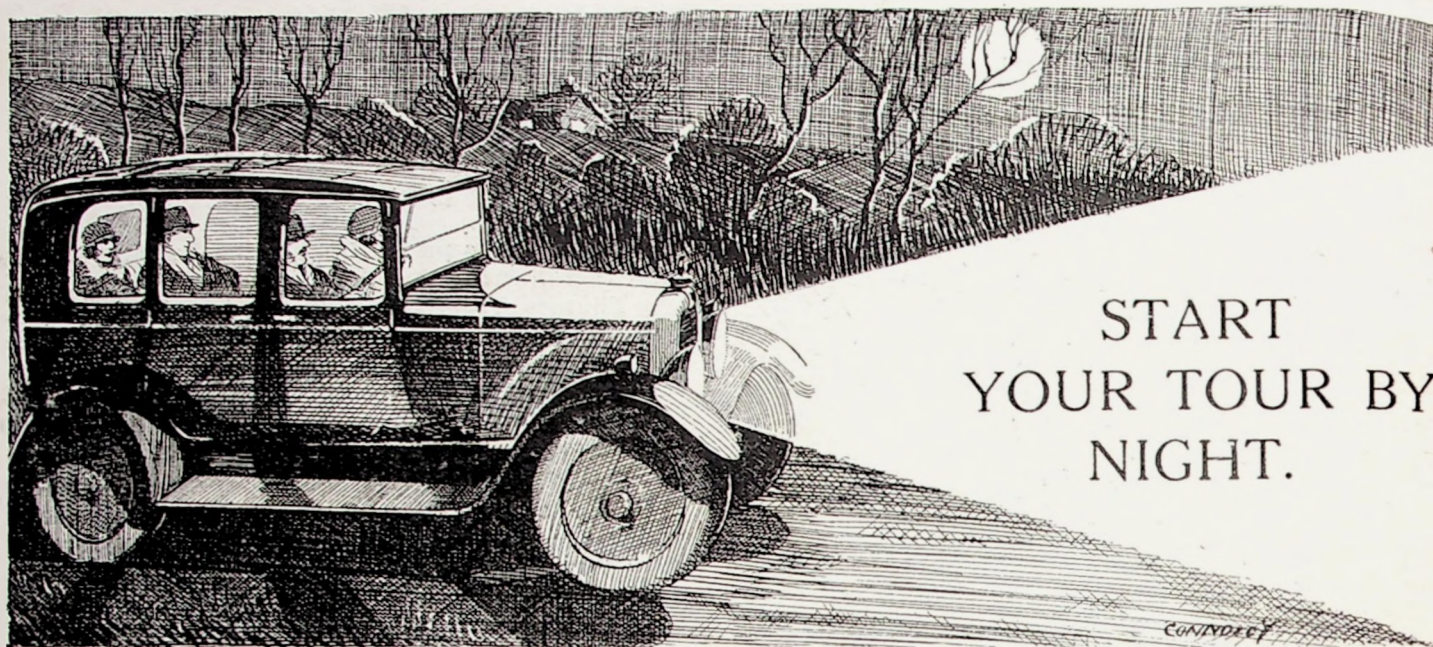
" in His Most Original Vein.

absolute and miles of seashore where one can picnic and bathe without there being a soul in sight or a habitation within miles.

In Scotland and Wales these deserted stretches of beach are easy to find, but in England they are much fewer; even so, however, I know of many, particularly in Devon, Cornwall, Suffolk, Norfolk, Lincolnshire and Yorkshire. The south coast is more crowded, but, never having appealed to me, I do not know it very well.

The idea which I have in mind would be to form a party with one or more cars and plan a bathing tour with no set route and no time-table. A tent or tents might be taken, or alternatively small hotels could be patronized. The former plan probably would be more enjoyable as it allows convention to be thrown to the winds, old clothes can be worn and one could very often spend nights on the seashore.

The constitution of the party would, of course, be an all-important matter. Some might prefer it to be a purely bachelor affair, whilst others, from necessity or choice, might like to make it mixed. In these days the latter plan can be carried out without too much interference from Mrs. Grundy.



START YOUR TOUR BY NIGHT.

AT HOLIDAY TIMES, ESPECIALLY, THE ADVANTAGES OF NIGHT TOURING ARE WORTHY OF SERIOUS CONSIDERATION. SOME USEFUL PRACTICAL HINTS AND INFORMATION ARE GIVEN IN THIS ARTICLE.

AT holiday times, when many roads are crowded beyond the limits of comfort for nearly twenty hours of the twenty-four, the question of making full use of the hours between midnight and breakfast time is one that is worthy of serious consideration. Given a reasonably reliable car, equipped with a dependable lighting set—(and what modern light car fails in these requirements?)—an all-night run will be found to be thoroughly enjoyable, especially if it is tackled seriously and nothing is left to chance. The idea that reeling off mile after mile with nothing to look at but the hedgerows on each side is in any way dull or uninteresting is quite erroneous, as anybody who has much experience of it will agree.

Night driving is, perhaps, an acquired taste, but it has a peculiar fascination. The habit, once acquired, is seldom lost, for one learns that it is better to have the road to oneself, with only the occasional flash of the eyes of some animal for company, as it stares spellbound at the oncoming blaze of light, than to share it with thousands of others. On certain of the main roads, such as those connecting London and the Midlands, a fair amount of lorry traffic runs right through the night, but this, compared with the ordinary traffic of the day, troubles the light car driver little, whilst higher average speeds can be maintained with safety on account of diminished traffic and of increased safety at cross roads and turnings.

Sleep is Essential.

"Turning night into day is no good to me," says the sceptic. "I like my bed." And with him, up to a point, the writer agrees—there is no sense at all in attempting to perform feats of physical endurance at a time when the holiday spirit is abroad. To attempt to do without sleep may be, in fact, in the case of many individuals, to court disaster—the Napoleonic type of constitution is a rarity. Sleep is essential both for comfort and safety, and it is important, when planning a night run, to arrange to get it.

On the average run of say 200 miles—and it is hardly worth while travelling at night if the run is to be much shorter than this—the writer invariably arranges to get a few hours' sleep before starting.

Rising at about midnight there is time for a light snack meal, with tea or coffee, before making a start at about 1 a.m. Reaching the destination about breakfast time, the party will then be quite fresh for the rest of the morning after a wash and a meal, and with a *siesta* in the afternoon they will find themselves in no way inconvenienced for the rest of the day.

One good meal will be required in the course of the run. It is best to pack a picnic basket and make a



A good spotlight is a very useful if not an essential fixture on the car that is used for long runs by night.

proper meal of it rather than to keep on nibbling through the night. Hot coffee is the most favoured drink, and it is surprising how much of this can be consumed in the course of the run; it is a good plan to borrow as many vacuum flasks as possible and to fill them all. For those who prefer alcoholic beverages



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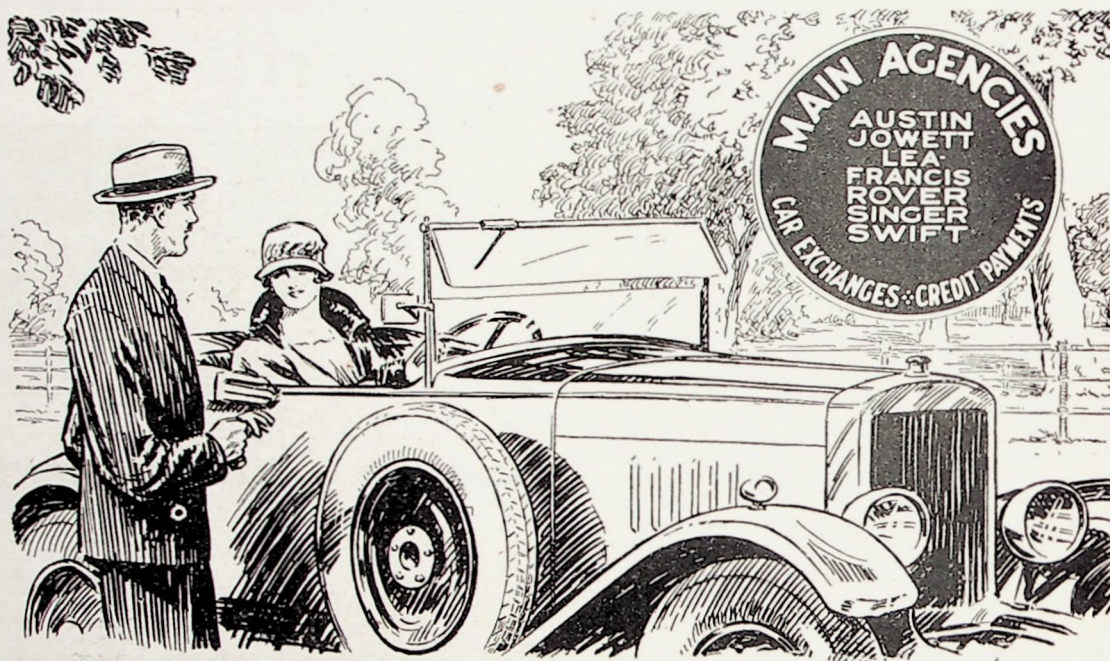
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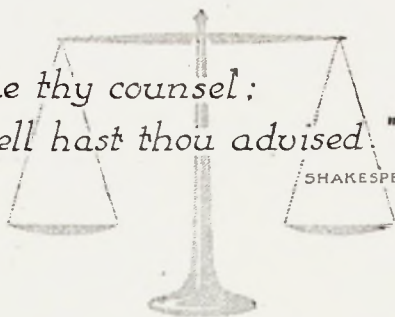
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Incidentally I came up Handcross on top, never dropping below 42, and Reigate—an old friend of ours—at 34.

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Yours sincerely,

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ages, something fairly light, such as a white wine, is to be recommended. Excepting, perhaps, for those accustomed to them, spirits are best avoided, as, even if taken in strict moderation, they are apt to induce sleepiness.

Dawn is the ideal time for the meal, but it is a mistaken policy to put it off if the party has become affected by cold or drowsiness earlier than this. Planning the run on the lines already indicated, however, it is unlikely that this will be the case.



Dawn or a little later is the ideal breakfast-time when the sun has risen to cheer the spirits of the party.

If there is one certain method of ensuring misery for all concerned, it is to insist on carrying on in these circumstances. A run round to restore circulation, some food and a hot drink, and chill and drowsiness will be banished completely—but if the early symptoms are neglected, the few cold hours around dawn will be full of misery.

While on the subject of keeping warm, it should be mentioned that the question of clothing is one that requires careful attention. It is quite possible at this time of the year to have clothing that is much too heavy. Leather outer garments may be preferred by sports car men, but they are by no means essential. For the passengers in the rear seats, one or two large rugs—old army blankets do well—are very acceptable as, having no warm draught from under the bonnet, they are apt to suffer from coldness around the feet and legs. Apart from the rugs, no other special covering will be needed, whilst with the hood and side curtains in place even they may be unnecessary.

Arranging for Supplies.

The principal needs of the car during the night will be, of course, petrol and oil, and a certain amount of thought may be required to avoid getting stranded. Probably in the course of the run at least one city can be included where there is an all-night filling station, but careful inquiries must be made to be sure of supplies. The entire absence of facilities for getting supplies at night in certain quite large cities in this country is one of the things that puzzles many overseas visitors. A couple of full petrol cans can however be carried on the average luggage grid, in the dickey seat, or on the running boards, but it is not wise to carry these inside the body of the car. The stoppers must be screwed well down and the cans must be fixed so that there is no danger of their shifting. Do not forget a funnel, so that petrol can be transferred to the tank without loss.

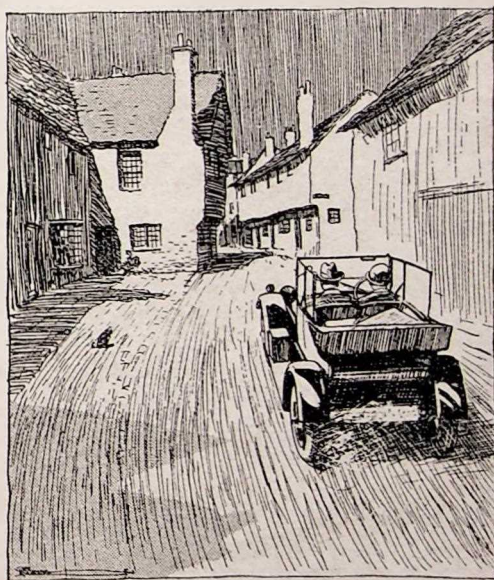
Certain additional accessories are well worth getting if night runs are to be made at all frequently.

First and most important is a set of spare lamp bulbs—and a case for them. Equally useful are a good electric torch, an inspection lamp and a spotlight. Another very useful gadget is a windscreen visor, or a piece of dark blue glass or celluloid to attach to the windscreen, so that the driver can look through it when necessary, to avoid being dazzled by oncoming traffic. A spare inner tube should be carried in addition to the spare wheel.

Apart from ordinary routine points of maintenance to ensure absolute reliability of every part of the car, the careful focusing of the headlamps is about the only outstanding point calling for special attention. To keep up any kind of average behind lamps that throw their beams up into the boughs of the trees is all but impossible, while anything in the nature of a "blind spot" in the beam has a marked soporific effect on the driver.

Attention to the Lighting System.

The electrical system of the average modern light car is fairly well "balanced" so that charge approximately equals discharge with all the lamps alight. The average battery will comfortably stand an excess discharge of two amps. or so for some hours, but should the excess of discharge exceed this, the headlamp bulbs should be changed for a set consuming less current. The gas-filled variety are especially useful.



Ordinary courtesy demands that the minimum of noise shall be made when passing through villages during the silent watches of the night.

On the road, remember that ordinary courtesy demands that the minimum of noise shall be made. Remember, too, that special care is needed at all times when the road is not clear straight ahead—the best headlight beam unfortunately will not bend itself accommodatingly round ordinary curves which in daylight would worry nobody.

Remember your driving licence. Between midnight and dawn the police are nearly always searching for some malefactor, real or illusory, and he who ventures forth without proper credentials is likely to have a bed provided for him at the taxpayers' expense.

A night run nowadays is by no means the adventure it was years ago. Arranged on systematic and common-sense lines, there is no reason why there should be trouble of any kind. The experiment once tried at holiday time is likely to be repeated.

Lakeland

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TOURISTS ON ACCOUNT
OF THE VARIETY AND
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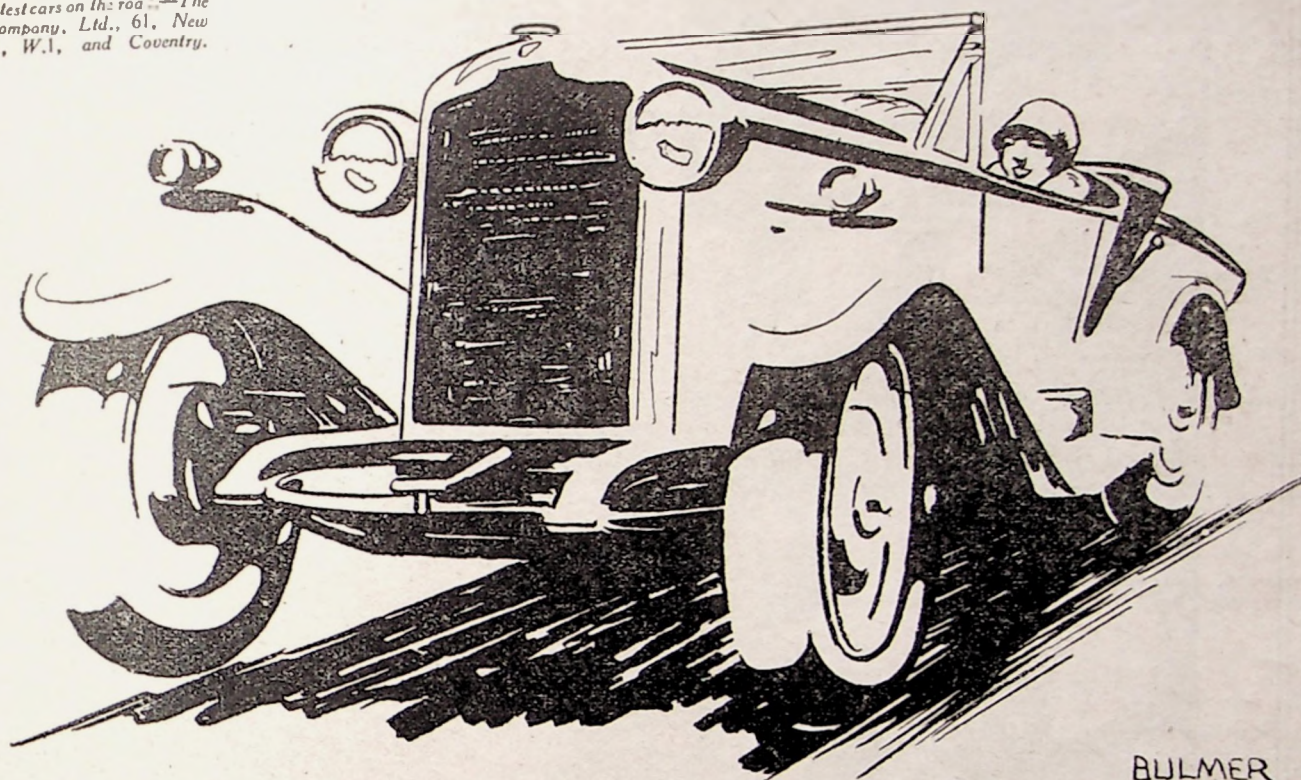
The gracefully graded ascent on the eastern shores of Ullswater, which has often been called "a miniature Stelvio."

(Above) A charming spot on the road along the banks of Ullswater, from Pooley Bridge to the foot of Kirkstone Pass, which is still a formidable climb even for 1927 models. (Below) The rustic White Lion Hotel in the little slate-mining village of Chapel Style.

(Above) A corner of Chapel Style, showing "the church that Adam and Eve were married in," so called because the first couple to be recorded on the register in 1835 were respectively named Adam Fleming and Eve Fleming; their names thus remained unchanged and gave rise to the curious nickname of the church.

FOR RAPIDITY

Allowing for artist's licence, this is an illustration of the Semi-Sports 2-seater. We think it is one of the very smartest cars on the road.—The Rover Company, Ltd., 61, New Bond St., W.1, and Coventry.



BULMER

9/20 h.p. ROVER MODELS

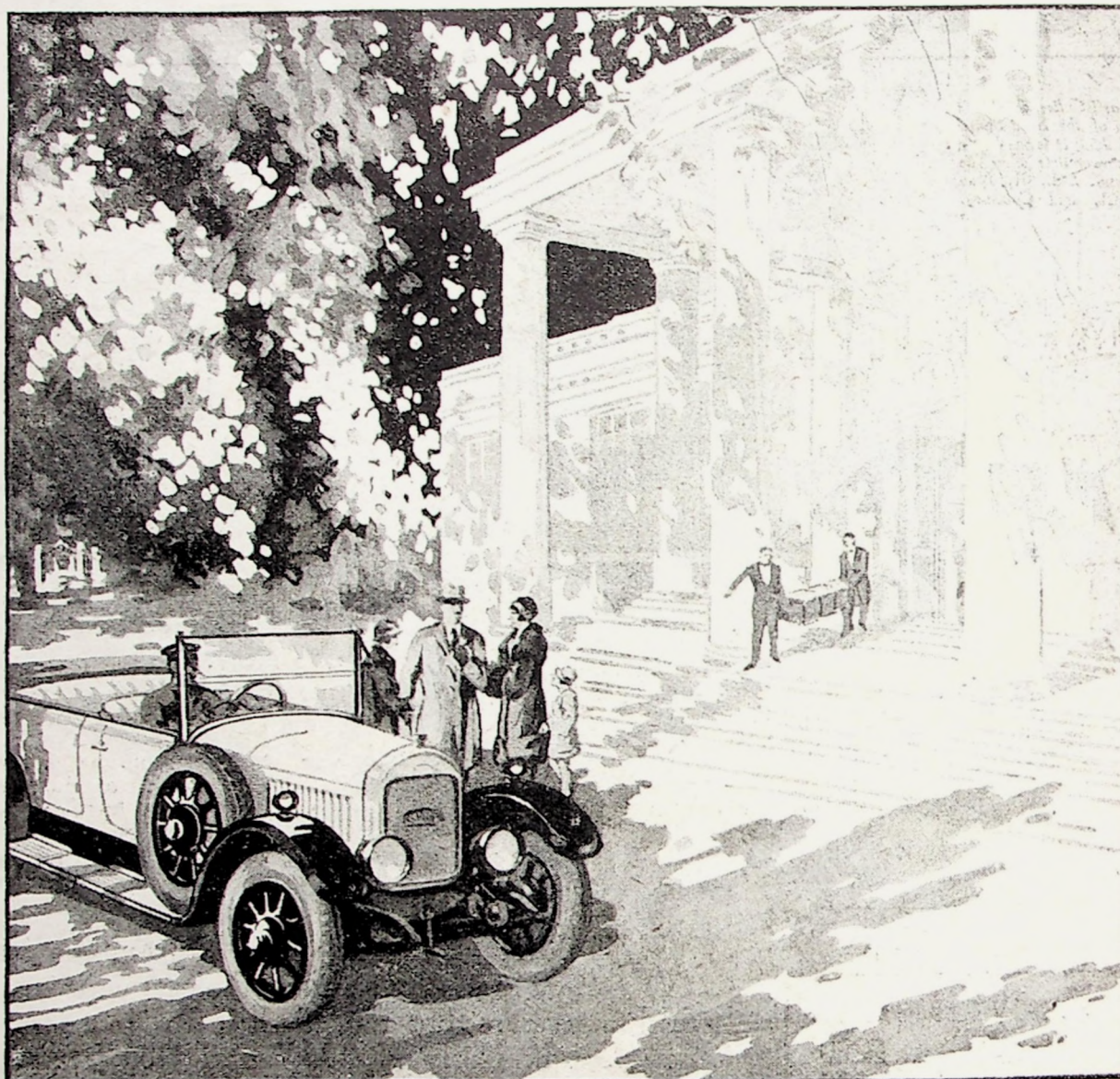
2-seater touring ..	£220
4-seater touring ..	£225
Coupe (detachable head)	£235
Four-door Saloon ..	£250
Semi-Sports, 2-seater ..	£260
Semi-Sports, 4-seater ..	£260

WE don't claim that the "Nippy Nine" is an 80 m.p.h. car ; nevertheless, you won't find many cars that can "dust it up" in a scrap. People talk glibly of "75" and "80" m.p.h. when a genuine 60 would be nearer the mark, so we'll make no claims for our Semi-Sports in m.p.h. But it's a pretty nippy car, anyhow. Nippy and pretty, in its harmonious "dual-tone" cellulose finish. Not to mention comfortable and economical. Why not write for the latest folder in colours—*now*?

9/20 H.P.

ROVER CARS

"STURDY AS AN OLD SEA ROVER"



Touring with a

SINGER

is touring in comfort

A healthful, restful holiday from the moment you start on your journey to the time you step out at the end. No trains or time-tables to bother about, just the perfect freedom of the road and the reliability of the Singer. Why not enjoy this freedom this Summer? Catalogues from Singer & Co., Ltd., Coventry. London Showrooms: 202, Great Portland St., W.1.

IN SEARCH of a SECOND-HAND BARGAIN.



Beware of the car which has been polished up well, but is a "ruin" mechanically.

The reasons why it is possible just now to obtain really good second-hand bargains are discussed below in all their interesting details, whilst the writer gives, in addition, a considerable amount of advice which should be most useful to readers who are about to buy a second-hand car in readiness for the Whitsun holiday.

THE man who sets out with money in his pocket to buy a second-hand car is probably, without knowing it, the very man whom literally thousands of his fellow-men would like to meet. For there is a glut of second-hand cars on the market.

Dealers in second-hand models and agents in a very big way of business agree that the used-car problem is to-day a very serious matter. The trouble is that everyone who buys a new car insists upon their old model being taken in part exchange, and this problem naturally becomes more and more acute as the years go by.

Not very long ago the large majority of new cars were being sold to people who were taking up motoring for the first time. To-day, however, the position is changed. There are in Great Britain something like a million and a quarter licensed motor vehicles, and the probability is that in every twelve months at least half of them change hands, some of their owners buying new vehicles and others buying second-hand ones in better condition.

It is, doubtless, fair to estimate—accurate figures being, of course, unobtainable—that there are, therefore, about half a million used motor vehicles being sold every year. Of these, probably half are motorcycles, the balance being made up of a large proportion of private cars and a small proportion of vans, lorries and buses.

A Difficult Problem.

The "unloading" of this very large number of vehicles is naturally a problem, and it is a problem which is made exceptionally difficult to solve on account of there being a glut of new cars selling at very attractive prices and offered to the public on terms which make their purchase a very simple matter.

The cheapest cars, of course, are produced in the largest numbers. They are obtainable on the easiest terms and they are advertised in the most attractive manner. To-day a man who has no car can obtain delivery of a new one costing £150 or so on payment of a deposit of only £15, or even less, whilst such additional advantages as free tuition are offered, and even the insurance premium has not to be paid for "on the nail." Can it be wondered, this being the case, that a man with £100 in his pocket and a keen desire to buy a second-hand car has the market at his feet?

If he wishes to buy from a private owner he has only to turn to the advertisement columns of the motor papers to find any number of private owners with cars

for sale, and the large majority of these will be only too pleased to welcome him at their homes and give him reasonable facilities for examining and testing the cars which they have for sale.

In dealing with the trade, he finds that a similar state of affairs prevails. If he asks for a trial run it is invariably granted; if he wishes to have the top of the gearbox removed there are plenty of mechanics at hand ready and willing to oblige him, whilst if he wants the entire car vetted by an engineer no difficulties are made. The reason is, of course, because cash buyers of second-hand cars are very difficult to find, whilst the cars themselves are for the most part in quite good condition.

In the £100 Class.

For £100 to-day it is possible to buy a reasonably up-to-date model which could be honestly described as "in perfect mechanical condition." It is a drug on the market, simply because the man who has it for sale, if he is a dealer, has to compete against other dealers with new cars for sale on very attractive terms, whilst if he is a private owner he has not only the new car agents to compete against but the second-hand dealers in addition.

The latter to-day do business in a very different manner from that which was common even so recently as two or three years ago. Some of them did not hesitate in those days to foist any kind of a car on to a man who was an obvious mug. There were rumours which had some foundation, in fact, of used cars being faked up by traders to make them "go well enough to sell," and it was not uncommon for a certain class of dealer to refuse to be responsible in any way for a second-hand car once it had left his premises.

To-day all this has changed, for those who are in business as second-hand dealers cannot afford to make enemies, whilst they have learned that it pays better to put a car into proper running order before selling it than to botch it up and have endless trouble with the purchaser once it has been "unloaded."

This applies with just as much force in the case of a car bought by deferred payments as with one which is purchased for cash, but cash buyers generally manage to secure a better bargain. This is because a man who approaches a dealer to buy a car from him by deferred payments usually does so in the belief that he is asking a favour of the dealer, and, in consequence, he is less inclined to "haggle" than if he had the full amount in cash in his pocket. Why this should be so

It is difficult to explain. Dealers do their best to put deferred-payment purchasers at their ease, whilst the fact that they are keen to effect transactions of this kind is made more than evident by the extensive manner in which they advertise their willingness to sell cars "by degrees."

Points which buyers of second-hand cars should bear in mind have been dealt with in detail on many occasions in this journal. It has been shown that special attention should be given to ascertaining that the



The mileage reading of a speedometer should not be taken as giving a definite indication of the actual mileage which a secondhand car has covered.

general mechanical condition of the car is sound, and it has been emphasized that a good external appearance should not necessarily be regarded as any criterion of the true value of the car.

It is easy to have a light car repainted and polished up so that it presents a very good appearance, and this practice is resorted to by many people with cars for sale. Wary buyers will be on their guard against cars which obviously have just been repainted, but it is quite wrong to assume that because a car has had a coat of paint it is on that account necessarily defective mechanically.

Golden Rules.

For those who do not know a great deal about a car there are a few golden rules to be observed when they are buying one second-hand. The first is to satisfy themselves that the car has been properly looked after by its owner. This can be done by examining all visible moving parts of the chassis to make sure that they have been properly oiled and greased. If they have not, there will be traces of rust and the various greasers will show obvious signs of having been neglected.

The contents of the tool box will give a fair indication of whether the owner of the car is a careful or clumsy mechanic, whilst the condition of the various nuts and bolts about the car which need tightening from time to time will also provide a clue with regard to the capabilities of the owner. If the edges of the nuts are all burred over, they provide a clear indication of the fact that the man who has had charge of the car has not tackled maintenance work in a painstaking manner.

The speedometer reading should be noted, but it must not be regarded as providing accurate information

concerning the mileage which the car has covered. This is much more accurately determined in the case of a fairly new car by the condition of the tyres, whilst the state of the control pedals will also furnish a clue concerning the amount of use which the car has had. The condition of the starter teeth on the flywheel, the amount of brake adjustment which remains to be taken up and the back-lash present in the steering are also points to be noted.

When the car is taken on the road it is a good plan to get the driver to take it along slowly, watching, meantime, from the footpath to make sure that all the wheels revolve truly. A back wheel which wobbles is a sure indication either that one of the axle shafts is bent or that the wheel is out of truth. If the spare wheel is fitted and this, in turn, wobbles, then it may be depended upon that it is an axle shaft which is at fault.

On the Road.

Whilst taking a test run in the car, insist upon the owner driving it slowly in top gear. The manner in which the car accelerates from about 5 m.p.h. in top will furnish useful information in connection with the condition of the engine and the transmission. If it pulls away quite steadily there is nothing much wrong, but if there is pronounced snatching and jerking, possibly accompanied by rumbling noises from beneath the floorboards, then it is certain that an overhaul will be necessary before very long.

The great thing for buyers of second-hand cars to



Find out as much as possible concerning the past history of a used car which is offered for sale, and deal with a man to whom you can return if the car is not a success.

remember is that it is essential to be able to discriminate between defects which are easily remedied and those which would involve a fairly heavy repair bill. It is for that reason that the services of an experienced friend are so desirable when the choice is being made.

It is always a good plan, when buying a second-hand car, to ascertain as much as possible concerning its past history; the registration book will furnish useful information in this connection and it should always be examined before a deal is completed. A car which has had only one previous owner is certain to be in better condition than one which has been through many hands.

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Introducing "Alvista."

A new flexible Saloon body on the famous Alvis 12-50 Chassis.

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Supreme in the world of Saloons.

Fully patented and only available on Alvis Chassis.

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June 11th.

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Essex Special GOLD MEDAL

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6-Hour Reliability

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MR. J. P. DINGLE,
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the entrant, who, with
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—one more proof of the performance-value of “England” Light-weight Bodywork. The distance covered was 250.57 miles! — 16.57 miles above the required mileage for the 750 c.c. class. The average speed was 41.7 m.p.h. — 6.9% in excess of the stipulated speed. Three larger cars were beaten on formula. The car used—and it ran without a hitch the whole time and was in perfect order at the end of the race—was an absolutely standard model.

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IMMEDIATE DELIVERY.—GORDON ENGLAND, LTD., 28, South Molton Street, W.1. (Phone: Mayfair 6378), can give immediate delivery of the following Austin 7s:—“England” Silent Saloon, £195; “England” Cup Model, £165; standard Chummy, £145; and good used Austin 7s of all models at bargain prices.

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

BUYING BY INSTALMENTS.

Helpful Information About Modern Hire-purchase Schemes.

purchase schemes following a decision by the Motor Trade Association, which has just passed a resolution to the effect that dealers may give delivery of a car upon payment of the first monthly instalment. Several large concerns are already prepared to supply cars on this basis.

Previously, it will be remembered, a quarter of the purchase price was normally charged as a deposit, the interest on the balance usually being at the rate of 5 per cent. for 12 monthly payments and 7½ per cent. when the instalments were spread over 18 months. With the new system the buyer pays slightly more because the total of the instalments is greater, but, of course, has the advantage of a much smaller first payment.

Readers who are contemplating a deferred payment transaction merely to save disturbing their investments would do well to consider the idea of obtaining a loan from their bank and actually paying cash down for the car. Provided a customer can furnish sufficient security in the shape of stock or bonds, a bank will always make a loan; the interest charged varies slightly, but is usually about 5 per cent.

The advantage of this scheme is that the sum charged for interest decreases as the loan is repaid, whereas with a deferred payment transaction interest is charged on the whole of the balance for the entire period, although a considerable part of it is paid off in a few months. This plan, incidentally, is very convenient, for a customer can arrange for his account to be debited periodically by the bank to pay off the loan. Any reader to whom this scheme appeals should certainly have a chat with the manager of the local branch of his bank, who will, of course, be pleased to discuss details.

DESPITE the prejudice of people who "as a matter of principle," to use their own expression, will not buy a car unless they can pay cash down, an ever-growing number of motorists are buying both new and second-hand cars under hire-purchase schemes, and it is not too much to say that in a few years' time the proportion of cash transactions will be very small. Indeed, there is much to recommend the deferred payment system, and its "snags" exist only in the minds of harsh critics. After all, 90 per cent. of those whose principles would not allow them to buy a car in this way would have no hesitation in purchasing a house on a system which, although having a different name, is essentially the same.

There is really no risk in buying a car by monthly payments, for even should unforeseen circumstances arise which prevent the payments being continued, any reputable dealer would either buy the car back or agree to its being sold to pay off the outstanding balance. Those who are considering the purchase of their first car, but are doubtful whether to buy now by instalments or to wait another year and then pay cash down, would do well to rid their minds of any prejudice before making a decision.

Nowadays there are no annoying formalities to be complied with, and all transactions are carried out on a confidential basis, many dealers, in fact, not even requiring references.

A special attraction has recently been added to hire-

WHEN IT PAYS TO PART-EXCHANGE.

THERE comes a time in the history of a car when it pays the owner to exchange it for another. This time naturally varies according to the type of work which the car is called upon to do and the particular requirements of individual owners.

Commercial travellers find that it pays them handsomely to part exchange their cars for a new one every year; probably in the course of 12 months they have covered a mileage of 15,000 or even 20,000, and at the end of this period a car is ready for a general overhaul, which may entail it being laid up for two or three weeks or even longer, whilst the bill, including tyre renewals and so forth, may run into £30 or £40. Even then, of course, the car would not be nearly so smart as a new one and smartness pays in the case of men who are "on the road."

The new-car-a-year plan therefore has clearly much to recommend it from the point of view of business men, but for folk who run cars principally for pleasure

it is extravagant and quite unnecessary. In the ordinary course of events a man who buys a new car for use at week-ends and short runs on summer evenings can keep it with advantage for three or four years before he parts with it in exchange for a new one, whilst if he is mechanically minded and is capable of maintaining its condition and reliability without calling in the assistance of a repair shop, he may find that it is a paying proposition to keep a car for an even longer period.

A difficulty which arises, of course, is that a car which is three or four years old begins to look somewhat out of date, whilst it lacks the most modern items of equipment and gives neither the performance nor the comfort which other motorists are enjoying.

Both performance and comfort, however, are expensive luxuries, and there are many motorists who declare that, as a car has depreciated after five years as much as it is likely to depreciate for a very con-

siderable period, it is usually wiser from the financial point of view to keep it until it "falls to pieces."

On the other hand, there are many very old cars which are still giving yeoman service simply because their owners have never allowed troubles to accumulate. Immediately anything has been found to be going wrong it has been remedied. Cars like this, which have been properly treated, can be picked up from time to time in the second-hand market, and owners of cars in an advanced stage of dilapidation are better advised to do a part-exchange deal for another well-cared-for car than to go to the expense of having their own worn-out model overhauled.

The business which is done in exchanging second-hand cars for others in better condition is very extensive, a fact which is made clear from a study of our advertisement columns. Those who effect transactions of this kind are usually folk who are content to have a car which is not the last word in "up-to-dateness," but who, at the same time, do not wish to be annoyed with perpetual petty troubles.

They have realized that for their particular needs a second-hand car, which has already depreciated to the tune of something like 30 per cent., is often a better proposition than a new one, particularly as they can

run it for a year or two and then do another part-exchange deal without dropping more than £20 or so. In this manner they always have a reasonably modern car without having to bear heavy depreciation losses.

It is an open point whether an advantage is to be gained by doing a part-exchange deal instead of selling the old car and thus having a free hand to explore the market without being fettered with an old car for the seller to take in part exchange. Certainly if one has the time and the patience it is a better proposition first to dispose of the old car, but in these days when the second-hand market is so flooded and when private sellers have to compete against traders who have brought the disposing of used cars to a fine art, it is undeniable that private sales are rather hard to make unless an exceptionally attractive car is being offered.

The question is sometimes asked where dealers dispose of cars which some folk would regard practically as junk, and it is a question which it is very difficult to answer. Undoubtedly there is a sale for very old cars so long as the manufacturers are in business and spare parts can be obtained. When this is not the case they usually fall into the hands of concerns which specialize in breaking up old cars and ultimately are sold in the form of spare parts.

WHY NOT HIRE A CAR FOR WHITSUN?

ALTHOUGH it is the ambition of most people to have a car of their own, often for financial and other reasons this ambition cannot be realized. Because of this, however, there is no reason why anyone who is able to drive should not enjoy the pleasures of motoring occasionally, as it is possible nowadays to hire really good cars for short or long periods.

So far as light cars are concerned a number of quite good makes are available for hire purposes by certain concerns specializing in this business, and the cost is by no means excessive. As a rule, a light car of about 10 h.p. can be hired for £1 per day for a period of a week or more, but shorter periods, such as week-ends, are charged for at slightly higher rates—about £3 10s. to £4 4s. being the price asked for Saturday to Monday hire.

For long period hire the car is insured by the owners and the hirer is involved in no expense other than that of the hire charges and the cost of petrol and oil. A deposit, amounting as a rule to about £10, is required by the owners before the car is driven away, and naturally they require to satisfy themselves that the hirer is a good driver.

It is usual also to require the full amount for the hire of the car to be paid in advance, and the hirer can satisfy himself that the car offered is in good working order before he takes it over.

No restrictions are placed upon the mileage that can be covered in a given period.

In the event of a new tyre or other replacement being necessary whilst the car is on hire, the owners require, as a rule, that it shall be obtained from them. Thus, should the hirer have the misfortune to burst a tyre beyond repair he must wire the owners requesting them

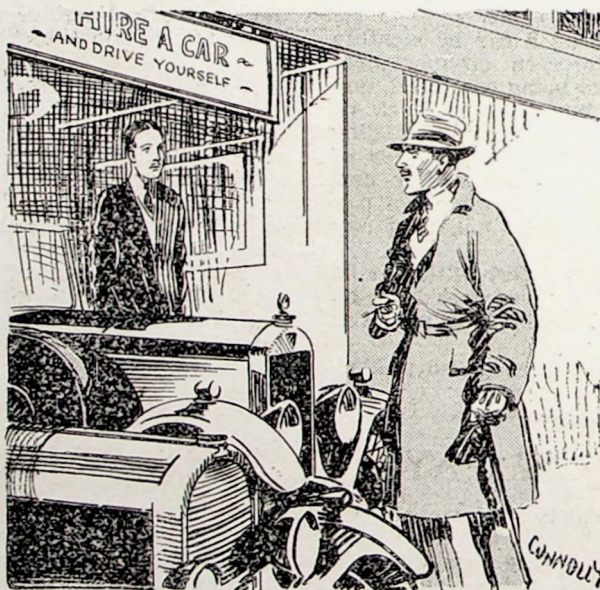
to send off another tyre immediately, because obviously this, so far as the owners are concerned, is the cheapest course. If the tyre were bought by the hirer he would have to pay for it at normal retail prices, whereas the owners of the car, being established traders, can obtain tyres at trade prices. Another point is that if the hirer bought the tyre himself he would expect some reimbursement when he returned the car and it might be difficult to arrive at a fair price.

When the car is returned to the owners after being hired, they examine it in order to see that no damage has been done—fair wear and tear excepted—and naturally they find it necessary to make the examination fairly thorough, because careless or unscrupulous hirers have, before now, been known to run the engine with insufficient oil, with the result that the bearings have been badly damaged.

It is for this reason that a deposit is required. If the car is returned in good condition the deposit is refunded in full. If, however, it can be proved that, due to carelessness, some part of the car has been damaged which will involve the owners in a

certain amount of expense, the estimated cost of the repairs will be deducted from the deposit.

The general system of hiring, however, is very satisfactory to the hirer, and those who wish to obtain a car for short periods will find that their needs will be met in a very convenient manner, and if they treat the hired car carefully the owners will always be ready to do business with them in future and probably will be quite prepared to make various small concessions in their favour with regard to costs and so forth.



Anyone able to drive can hire a good car for the holidays for a quite moderate sum.

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**A vital constituent of
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just as important as
Rubber.**

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Be sure
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**"MADE IN
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on your tyres.

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In the Six Hours Endurance Race, Dunlop equipped cars occupied 1st, 2nd and 3rd positions in Classes 4, 5, and 7, also 1st in Class 2.

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

LAUGHTER IN COURT

Mr. W. Heath Robinson's
Inimitable Humour.

S.P.C.M. PROSECUTION
NOT UPHELD.

Hearty laughter punctuated the hearing of an appeal by a motorist against an S.P.C.M. prosecution, in which an Inspector of the Society (The Society For The Prevention of Cruelty To Motors) had alleged wanton neglect of a car engine by using an inferior grade of lubricating oil.

The motorist protested that he had, on the very day of the alleged offence, purchased the very finest lubricating oil in the world, and he appeared in the witness box carrying the actual tin. He explained that he had become convinced that there was only one lubricating oil which really *did* give More Power, Easier Starting and Less Carbon, and produced a copy of a book entitled "Technical Talks" which gave absolute proof of this contention. The book was handed to the Jury, and to the surprise of the

Provincial Court, each one in turn gave vent to hearty laughter. Mr. Justice Speed angrily demanded the reason, but on looking through the pages could not restrain his own mirth.



"THE PROVINCIAL COURT."

"I see that this book is illustrated by Mr. W. Heath Robinson," explained the Judge," and his fanciful ideas as to how ADCOL, The New Process Oil, is perfected for motor lubrication are quite sufficient excuse for this disturbance of the gravity of the Court." To come back to the case in hand, he was quite clear on one point, that the defendant had

acted with the best intentions, but had omitted to drain the sump of the previously used oil of inferior grade before refilling with ADCOL. Also, the heavy carbon deposits had not been removed. "With a clean engine and ADCOL OIL," said the learned Judge, "there need never be any fear of excessive carbon. I use ADCOL myself, and I am sure that there is no happier engine in the land than that which propels my own car."



"CARRYING THE ACTUAL TIN."

MR. W. HEATH ROBINSON.

A remarkably interesting and informative booklet on lubrication and other problems for car owners is specially issued by Messrs. Alexander Duckham. It is entitled "Technical Talks" and is illustrated by Mr. W. HEATH ROBINSON, the world-famous humorist, in his own inimitable style. A copy will be sent on receipt of a post card addressed to Messrs. Alexander Duckham & Co., Ltd., 6, Broad Street Place, London, E.C.2.

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UNFAILING HIGH QUALITY.



The number of Motorists using them is increasing every day and they are chosen because there is **no other tyre so good,** no matter **where** it is made.

YOUR MILEAGE IS ASSURED.

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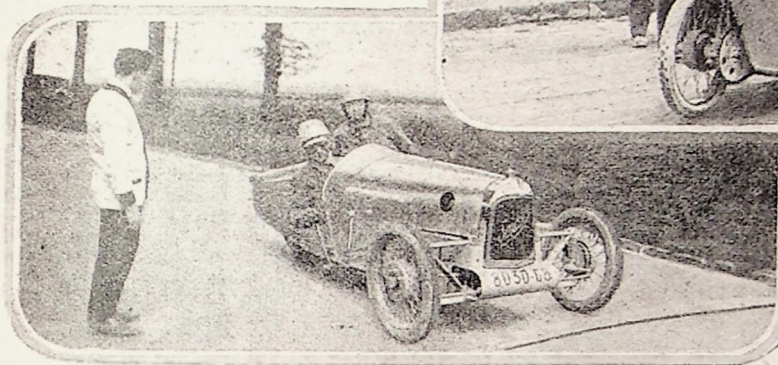
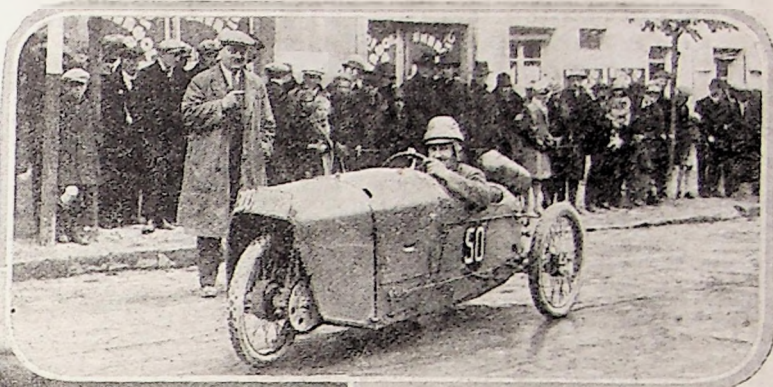
Ashe Quay, FERMOY.

3, Crow Street, DUBLIN.

CYCLECAR COMMENTS.

By SHACKLEPIN.

THE CYCLECAR MOVEMENT IN FRANCE—A LARGE CHOICE OF MACHINES—FOUR-WHEELERS AND THREE-WHEELERS—BUILDING TO ORDER.



These photographs depict (above) the Villard and (left) the Sandford. They are respectively the cheapest and most expensive three-wheelers in France.

MOST of my readers will, I am sure, be interested to hear how the cyclecar movement, as a whole, is faring on the other side of the Channel. In France there are so many really excellent small cars available, with engines of 1,100 c.c. or below, that the continued existence of true cyclecars in that country may appear surprising. The movement can scarcely be said to flourish, perhaps, but there are at least half a dozen French cyclecar firms actually doing business with a reasonable production. A few others have been in existence for many years, but their production is so limited that one seldom hears of them.

Dealing first with cyclecars well known to the public, we have, amongst four-wheeled vehicles, the Lafitte, the Sima-Violette and the Alcyon. The last-mentioned cyclecar is simply a reproduction of the Sima-Violette, built under licence by the Alcyon Motorcycle Co. Well-known three-wheelers include the Morgan, Sandford, D'Yrsan and Villard. The Morgan, as in England, is entirely in a class by itself. It is the one true cyclecar which has proved a big commercial success in both countries.

The Sima-Violette and the Lafitte are utility machines. The former has certainly been kept in the public eye by the astonishing exploits of its designer with specially built racing machines; but it is as a cheap and practical runabout that the Sima-Violette has made its appeal rather than as a sporting outfit.

The Lafitte provides an exceptional degree of comfort for a cyclecar. It has all the appearance of a small car, but there is nothing what-

ever of small-car design about the chassis. The Lafitte makes no pretence to very high speeds. It is quite fast enough for all ordinary purposes, whilst its sterling qualities in the way of hard work and reliability are rapidly overcoming a certain prejudice against the very unorthodox layout of the chassis.

The Villard is a quaint-looking but thoroughly practical little machine with front-wheel drive. It has the distinction of being unquestionably the cheapest practical two-seater in the world. I know of no other £60 cyclecar upon which I would set out upon a 2,000-mile trip over French roads with any anticipation of a no-trouble run.

The Sandford is the extreme opposite of the machine just referred to. It is essentially a cyclecar de luxe, built for speed enthusiasts. The latest type of Sandford costs over £200, or more than many French light cars!

Mr. Sandford is an Englishman, settled in France for many years, who has managed to turn a hobby of racing to practical account. He has specialized in fast three-wheelers and succeeded in producing a very high-grade machine indeed. The Sandford output is quite small—actually about 50 cars a year. Mr. Sandford will not increase it, although the demand for the machine exceeds the supply.

This policy is quite a sound one. Each machine receives individual attention and is built with the same care as a racing car. As a result, the maker knows that every Sandford leaving the works will maintain the firm's fine sporting reputation.

The D'Yrsan offers a combination

of speed with comfort. It is another high-grade machine with a really excellent suspension system, designed for fast touring over bad Continental roads. Both the Sandford and D'Yrsan cyclecars have four-cylinder car-type engines. Builders of small vehicles in France are fortunate in having a variety of first-class proprietary engines from which to choose. There are five or six engine-building firms in the country which specialize in units of from 750 c.c. to 1,100 c.c.

Turning to the lesser known makes, there are quite seven or eight of these, but in some cases the makers persist in turning out really ratty machines which no one wants to buy. In others the cyclecars are really good, but are built only "to order," like an expensive suit of clothes.

The client, when one can be found, orders a car and pays a deposit. He also chooses the colour and shape of the body and specifies such details as the length of the wheelbase and the h.p. of engine he requires. The deposit provides funds to purchase an engine, and with this the manufacturer proceeds to a shed at the bottom of his garden where there are sure to be sufficient bits and pieces lying about to build the chassis.

In two or three months' time the cyclecar will be delivered.

Most astonishing of all, perhaps, it will probably run very well indeed and give an excellent account of itself in competitions.

Do not think that the above is a mere flight of fancy; I am writing with a very intimate knowledge of the subject. Some of these cyclecars show great originality in design, and if taken up by a business concern might quite possibly prove commercial successes.

MIDDLESEX COUNTY A.C. AT BROOKLANDS.

A WELL-ATTENDED MEETING, WHICH PROVIDED GOOD SPORT.

THE number of spectators at Brooklands last Saturday when the Middlesex County Automobile Club held its annual meeting, was very satisfactory and quite up to the total usually found at a private meeting, whilst the club was fortunate also in having obtained a large number of entries for all the seven events in the programme.

The proceedings opened with a speed-judging competition in which the speedometers of the competing cars were covered and watches were not allowed to be carried. Competitors had to cover one lap with a flying start, and before starting each was told the speed at which he was required to drive, the competitor approaching closest to this speed being judged the winner. A large number of cars, both large and small, took part in this event, but no light car figured in the results. The winner was E. C. Hopkins (Vauxhall) who maintained the exact speed at which he had been told to drive.

A number of light cars took part in the short handicap race over a distance of two laps, the starting and finishing lines being at the fork. K. M. Asprey, driving a two-cylinder 1,498 G.N., was scratch man, and although he got away very well he could not hope to catch some of the very fast cars which were also competing, and the race went to G. Fairrie driving a 1,990 c.c. straight-eight Bugatti. The second man, R. M. V. Sutton (Lea-Francis), was only 100 yards behind Fairrie, whilst third place was taken by the Hon. Mrs. Victor Bruce in a 1,991 c.c. Acedes saloon. The winner's speed was 79.93 m.p.h.

Supercharged Cars.

The next event was also a short handicap race in which several supercharged cars were entered, and in which, also, there was considerable added interest from the fact that Mr. George Duller and Capt. Malcolm Campbell were competing. Both of these drivers were using straight-eight Bugattis, Duller's being a 1,990 c.c. type whilst Campbell's was a supercharged 1,492 c.c. model. They started together from scratch, and there was every possibility of an exciting duel between them. Un-

A Lea-Francis, an Aston-Martin and an Alvis starting together in the 50-mile race. Light cars swept the board in this event.

fortunately, however, Capt. Campbell was compelled to retire owing to an exhaust pipe coming loose, and the race went to Mr. W. B. Scott (1,990 c.c. Bugatti) with Duller second and V. Gillow (Riley) third. Mr. Scott's speed was 85.22 m.p.h.



G. E. T. Eyston (Aston-Martin), winner of the 50-mile race.

As a variation from racing the fourth event took the form of a starting and stopping competition, the winning car being that which occupied the shortest time in starting from a given point and stopping within a space between two lines marked on the track. The competition provided a fair amount of amusement as several competitors overshoot the mark and had to reverse, whilst

others judged their distances so inaccurately that they stopped dead before reaching the mark. First, second and third places were taken by large cars.

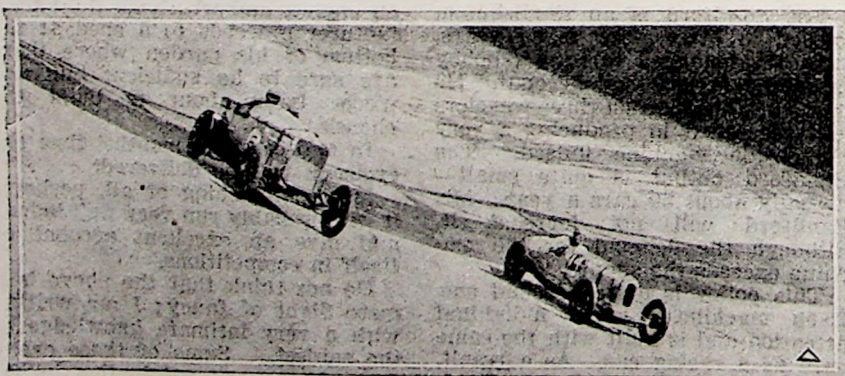
In the long open handicap over a distance of 8½ miles there were sixteen starters, a large number of which were light cars. A notable feature of this event was the remarkable acceleration of the Burt Special which was driven by R. S. Messervy. The supercharged E.H.P., driven by G. W. Olive was compelled to retire, and trouble also beset B. Eyston (Aston-Martin). G. E. T. Eyston (Aston-Martin) and R. M. V. Sutton (Lea-Francis) fought a determined duel for first place, but the winner proved to be G. Fairrie (1,990 c.c. Bugatti) with B. E. Lewis, driving Capt. Malcolm Campbell's 1,496 c.c. Bugatti, second, and G. E. T. Eyston (Aston-Martin) third. The winner's speed was 87.68 m.p.h.

The 50-mile Race.

The most interesting event of the afternoon was undoubtedly the 50-mile handicap race which resulted in light cars sweeping the board by coming in first, second, third and fourth. A very hot pace was set, and this resulted in a number of retirements, G. Newman (Salmson) being particularly unfortunate in suffering a broken petrol pipe on his third lap. I. Macdonald (Alvis) and B. Eyston (Aston-Martin) retired after completing about 15 out of the 19 laps.

G. E. T. Eyston (Aston-Martin) and R. F. Oats (1,991 c.c. O.M.) had been running in close company for some time, although Eyston was one lap ahead of Oats, and on the fifteenth lap Eyston opened out still further to increase his lead, and in doing so went away from the rest of the field to win by about half a lap, with W. U. Dykes (Alvis) second and H. W. Purdy (Bugatti) third, a good fourth being made by Dr. J. D. Benjafield (Salmson). The winner's speed was 86.17 m.p.h.

The final event was a hill-climbing competition up the test hill, but a sharp rain storm rather spoiled it. The cars were required to make the climb from a standing start, and all of them went up in first gear, no attempt being made, of course, to change up. Several light cars were entered for this event, and all climbed well, but the results (which will be on time and formula) were not announced at the meeting.



ON THE
BANKING.

The winning Aston-Martin leading a 1,991 c.c. O.M. These two cars remained in close company for several laps of the 50-mile race.

BY APPOINTMENT

Wakefield

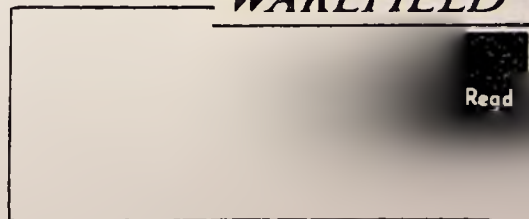
is used by all who achieve outstanding feats of speed, reliability and endurance.

The unique lubricating properties which dictate this unanimous choice will enable *your* engine to give of its best. With quality irreproachable, proved irrefutably, there is no wonder that Wakefield CASTROL is recommended by over 200 Motor Manufacturers.

Wakefield CASTROL, although an Aristocrat, will mix with other brands of oil, but naturally 100% CASTROL gives best results. For economy order a drum from your local dealer, or on the road buy from the Wakefield Branded Cabinets at our recommended price of 1/6 for a quart of CASTROL "CW" or "AA," or 1/10 for CASTROL "XL."

The quality of the lubricant you use can make or mar the running of your car. Make sure of satisfaction this Whitsun, therefore, by insisting on—

WAKEFIELD

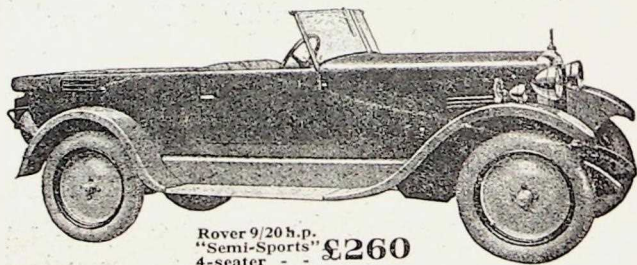


TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

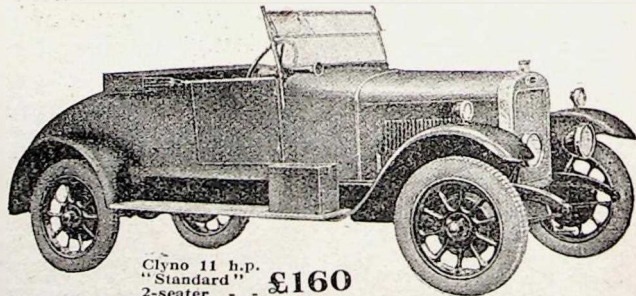
yourself and in which privacy is the dominant feature—you want a sensible Road Service which "gets things done"—you may want an Exchange in which generosity and full value are self-evident and Deferred Payments which are so small you hardly notice them—then, you want Allen-Bennett's.

The car you want is here actually in stock ready for you to drive away; keen motorists all over Great Britain come to Allen-Bennett's just to get personal service, personal Deferred Terms, and that lasting personal interest and friendship.

Of course, there are 150 Used Cars to choose from if you do not want to pay so much—all in good running order, all sound in "wind and limb, and the ownership of an "Allen-Bennett" Used Car is guaranteed by our reputation as one of the biggest Second hand Car agents in the country. Get it before Whitsun—get it NOW—it's here at Allen-Bennett's waiting for YOU. Full particulars on request.



Rover 9/20 h.p.
"Semi-Sports" £260
4-seater - -



Clyno 11 h.p.
"Standard" £160
2-seater - -

Write for the
Allen - Bennett
Catalogue—it is
packed full of
interesting in-
formation.

Allen-Bennett

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Lea - Francis
12/22 h.p. £225
2-seater ..

NEW MODELS

AUSTIN 7 h.p. Models.
Four-seater .. £145
Gordon England Sports .. £165
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Four-seater .. £220
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CLYNO 11 h.p. Models.
Two-seater .. £160
Four-seater .. £172-10
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4-speed Models.
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ROVER 9/20 h.p. Models.
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painted ..

A-C, 1925-6, 12 h.p., Royal 2/3-seater, perfect .. £145

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AUSTIN, 1926, 7 h.p., Chummy, as new .. £110

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AUSTIN, 1926, 7 h.p., G. England 2-seater sports .. £125

AUSTIN, 1926, 7 h.p., Brooklands sports, as new .. £175

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SINGER, 1925, 10/26 h.p., 4-door Saloon .. £135

SINGER, 1926 10/26 h.p., 4-seater de Luxe .. £145

TALBOT, 1923, 8 h.p., 2 seater and dickey .. £78

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Allen-Bennett

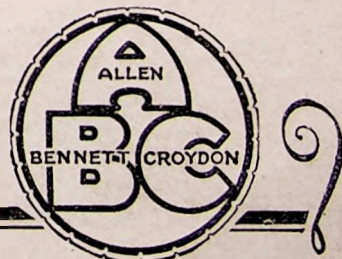
MOTOR COMPANY, LIMITED,

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Phone—Croydon 2450-1, 0968. "Grams—" Track, Croydon."

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



12/40 h.p. Lea-Francis 4-seater,

£285*Notes and Diversions of
a Lea-Francis Owner.*

HANDSOME is as handsome does. The Lea-Francis is a friend and not merely a car. I own a Lea-Francis and am not mechanically minded. I confess I do not understand the why of driving, and a good many are like me. If I did, I should treat her better, but I just do not know.

But her reliability is such that I do not suffer from my ignorance. If I am outrageously neglectful she complains, but I have to try her very high before she does. And her engine never complains, and her brakes never fail me in my flushes of carelessness. She leaps forward in sharp response when I want to cut in, and stops me dead when I have played the fool in traffic. I am rather ashamed of misquoting Robert Louis Stevenson, but "steel-blue, blade-straight, the artificer made my mate" is not an exaggeration.

A friendly responsive car is the motorist's mate, and I am faithful to the Lea-Francis.

210**LEA-FRANCIS****LEA & FRANCIS, Ltd., COVENTRY.**

London Showrooms - - - 118, GT. PORTLAND STREET, W.1
Telephone: Museum 8720.

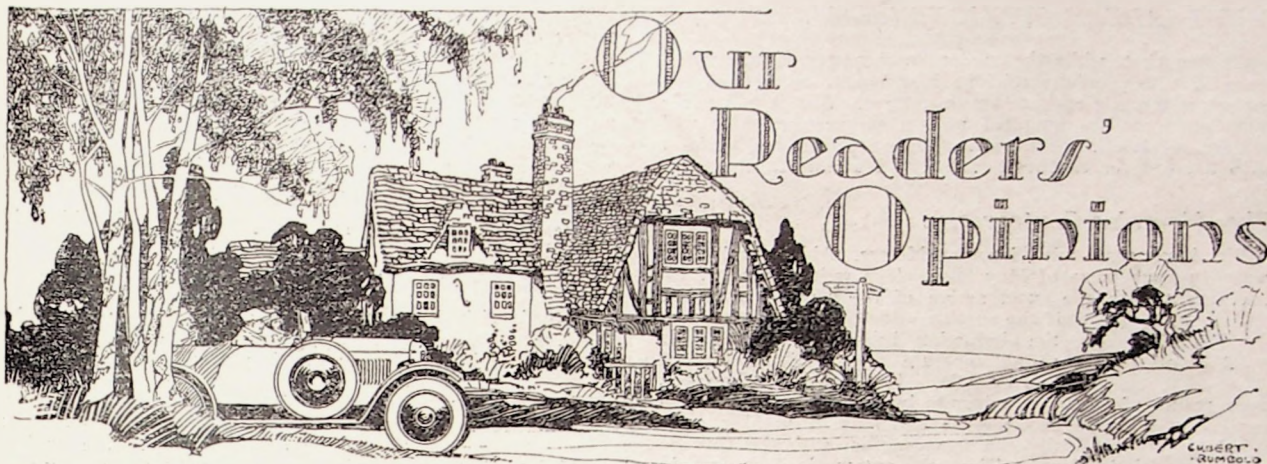
10 h.p. Models from **£210**12 h.p. Models from **£285**12/40 h.p. Sports
Models from .. **£370**

Deferred Payments and Part
Exchanges can be arranged.

Over 100 awards have been secured
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in open competition, including

SPECIAL AWARD
by the Royal Automobile Club
in their 1,000 miles small car trial for
Hill Climbing, Constant Reliability
and Condition after Trial.

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



We welcome letters for publication in these columns, but take no responsibility for the opinions expressed. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. We reserve the right to make any alteration or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

EXTRA-AIR VALVES.

The Controversy Continues—A Test to Materialize?

Carburettor Design.

The elegant tribute which your correspondent, "C.B.M.-B.," pays to the wisdom of carburettor designers and the sound judgment of engine manufacturers, in the issue of *The Light Car and Cyclecar* for May 20th is certainly well merited. "C.B.M.-B.," however, has overlooked one important point. The gentlemen to whom he refers have to consider not only the subject of carburation, but also that very important element which enters so largely into all commercial undertakings, viz., popular demand.

Now, the motoring public have demanded a carburettor which is controlled by a single lever. That being so, the designers have a very serious limit placed upon their freedom. I suggest to "C.B.M.-B.," and others who regard the modern carburettor as the acme of perfection, that if motorists would tolerate a two-lever control, a very marked change would rapidly take place in carburettor design. Those best able to judge are, however, of the opinion that a large proportion of motorists have no knowledge of carburation, and many of them no interest in it. To such, double-lever control would be more plague than profit.

A carburettor of this type would, however, have no use for an extra-air valve, but in existing circumstances the extra-air valve is a step in the direction of remedying an error (for those who care to use it) which is imposed upon us all by the demands of the majority. A.H.S.

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Why They Are Still "Extras."

May I be permitted just a little of your space to reply to "C.B.M.-B." regarding modern carburettors and extra-air valves, as the matter concerns us intimately and, I hope, interests your readers. The first and

The Car Makers' second halves of your contributor's letter seem rather contradictory. However,

just a few facts and observations. Is it likely that a car manufacturer will go to the expense of fitting an air valve if he can sell cars without them? He probably argues: "Why not let the owner pay for one if he wants one?" Then, again, if a maker turns out 2,000 cars per annum, and he fits something costing, say, £1 more, his production expenses are increased by £2,000. Further, we have yet to find a carburettor (or any other) manufacturer who likes to admit that his product can be improved by an additional fitting.

"C.B.M.-B." obviously overlooks one great advantage of a hand-controlled extra-air valve—its use as an air brake when descending hills.

Can anyone name a carburettor which adjusts itself to the very varying changes of engine and atmospheric temperature and conditions? These changes greatly affect carburation, but compensation for them is instantly available when a hand-controlled air valve is fitted. I think most motorists know that if the carburettor is set to give nice running when starting from cold, the mixture is far too rich when properly warmed up.

H. HIBBERT,
FOR THE ARC MANUFACTURING CO.

Intelligence Necessary for Good Results.

Your correspondent, "Curious," calls for a statement (presumably from anybody who can deal with the subject) as to why extra-air valves are condemned in practice. May

I, as one who has studied the subject **The Carburettor** both in theory and practice for more **Makers' Attitude.** than a dozen years, venture to make one or two somewhat dogmatic statements? In the first place, all extra-air devices are a round-about attempt to obtain, either by volitional, automatic or semi-automatic adjustment, that perfect carburation at all engine speeds which the carburettor, if it were a perfect instrument, would achieve.

The use of an extra-air device is like giving a patient morphia to relieve pain. It relieves pain by temporarily lulling the nervous system into a condition of rest, but it does not get at the root of the trouble—nor does an extra-air fitment. Not only that, but it upsets carburation by varying the choke-tube velocity and, consequently, the atomization of petrol from the jets. It is a well-known fact that air leaks upset carburation, make slow-running impossible and generally increase petrol consumption. An extra-air device—if kept open continuously—merely produces this condition of affairs, which means that the hand-operated type must be used by a driver with an intelligent understanding of the requirements of his engine.

At high speeds, an extra-air valve (intelligently operated) increases the proportion of air to petrol which is drawn into the cylinders, and this is a desirable object, but if the carburettor were giving a perfect mixture at all speeds the device would not be necessary. It will now be apparent why manufacturers, who claim that their carburettors are perfectly automatic, decry the use of the attachment. I have yet to be convinced, however, that the carburettor which is absolutely and perfectly automatic has arrived, and my experiments cover practically all well-known makes.

In any event, the very fact that discerning motorists on every hand either fit or contemplate some compensating device to assist and improve carburation is, in itself, an

OUR READERS' OPINIONS (contd.).

indication that, while the modern carburetter of recognized make is a wonderfully efficient instrument, the day of the perfect automatic carburetter is not yet. And it will never come until we are supplied with a carburetter which will achieve, of itself, what an intelligent driver can perform with a two-lever carburetter.

NORMAN R. ROLPH.

The Air-valve Controversy.

We have read with interest Messrs. Aldam and Co.'s reply in your issue of May 20th. The writer is not fully conversant with the exact action of the new Mosaire, but

A Test Agreed To.

if the suction orifice communicates with the induction behind the throttle, it should operate and synchronize with the throttle. Unfortunately, however, as a result of many experiments in this direction, no two cars seem alike in this respect and quite a number exist which exert practically the same suction with the throttle open as with it closed. Thus the automatic device would close the valve when most required to be open, that is, when running fast. It would also seem that closing the valve with the throttle prevents it being used as an air brake, one of the most desirable advantages of an extra-air inlet.

We would again repeat that the price of the Arc atomizer was reduced before the Mosaire made its appearance. Messrs. Aldam and Co.'s reason for the price reduction is not convincing in view of the statements they made in the first part of their advertisement. It is impossible to argue both ways even in print.

It is to try to find out if the Mosaire device does actually spray the air, spirally or otherwise, into the induction pipe, that we proposed a comparative test, as the Arc atomizer certainly does give the spraying effect. We have challenged Messrs. Aldam to a very definite and fair test, to try to find out which air valve atomizes or diffuses the air the better and under conditions which are a duplication of actual working conditions. We are quite prepared that it shall be carried out by the person in question (a technical contributor to *The Light Car and Cyclecar*) without either party being present, and we are writing Messrs. Aldam and Co. direct regarding the proposed test.

THE "ARC" MANUFACTURING CO.

- * * By the same post as the above letter we received the
- * following from Messrs. Aldam and Co., makers of the Mosaire device.—Ed. :—

The Arc company have consented to a test made by the writer of the recent article. The only proviso we suggest is that the method of testing the efficacy of the device as a diffuser must be left entirely to the discretion of the person making the test, because, as you say, he has every facility, and we do not want any amateurish experience, but an up-to-date scientific method.

ALDAM AND CO.

- * * We have put Messrs. Aldam and Co. and Messrs. The
- * Arc Manufacturing Co. in touch with our contributor whose report we shall be prepared to publish after the test has been carried out.—Ed.

The Cox-Atmos Fuel Cut-off

I read with interest the very lucid letter from Mr. J. W. G. Brooker on the subject of extra-air valves. I had a Rover Eight fitted with an Arc atomizer and I found

Experiences Wanted.

this very useful, especially when descending hills and in reducing petrol consumption, as I obtained 50 miles to the gallon on long runs. I now have an 11 h.p. Clyno car, which has a Cox-Atmos carburetter, model B. The makers of this carburetter do not recommend the type of extra-air valve which admits air on the engine side of the carburetter choke, stating that air admitted at this point seldom, if ever, properly blends with the carburetted mixture delivered from the choke, and tends to set up "stratification."

The Cox people have a fuel cut-off which, they claim, absolutely eliminates any fear of stratification. In the choke are two double rows of holes, and the fuel cut-off device is in the form of a plug which works inside the choke, enabling one to close the holes entirely, and by opening the throttle fully the fuel is cut off until one reverses the operation, when the engine immediately takes up its work again.

In the case of my Clyno, I found that by replacing the 95-size jet with a size 90 my car would take hills of about 1 in 12 in top gear, which it would not do with the larger jet, but for steeper hills requiring second gear, or for speed on the level, I find the larger jet far more efficient. This apparently proves that an extra-air device has its advantages.

As I have only two years' motoring experience I should like to hear the views of any of your readers who have fitted the Cox fuel cut-off device. I very much appreciate the useful help which I am continually receiving from your interesting paper.

CLYNO.

Preserving Rural Beauty—Engine Cooling.

An Excellent Move.

I was very glad to see in last week's issue of your journal that the British Petroleum Co. has decided to have the petrol pumps under its control repainted in a colour more in keeping with rural surround-

Repainting Petrol Pumps. This should do much to improve the appearance of the quaint old villages which are such a fine feature

of the English countryside, and I hope other petrol companies will follow suit so that our villages may be restored, so far as possible, to their original beauty.

The average country garage, with its conglomeration of multi-coloured signs and advertisements, is unquestionably a blot on the landscape, and I am convinced that the untidy splash of discordant colour which characterizes most garages is in some measure responsible for the prejudice of anti-motorists. How often does one hear the phrase "these untidy motorists"? Unfortunately, it is a just one in many respects.

After all, there is no reason why garages should be so objectionally conspicuous. Their proprietors will tell you that if they are not conspicuous they will not attract custom; but is this the case? Country hotels and inns are in exactly the same position as garages, but their walls are not covered with bright yellow and red signs. True, an advertisement for somebody's beer is usually to be found outside, but it is invariably painted in a pleasing shade of green or some other sober colour. Why cannot garages follow suit? I feel sure that they would not lose any custom by it. If a move is made in this direction I, for one, would make a point of patronizing artistic garages so far as possible, and I am convinced that other lovers of rural

beauty will do the same. Perhaps some garage proprietors have a few remarks to offer in defence of their untidiness. If so, your readers would probably be glad to hear their arguments; I fear, however, that they will not be very convincing.

H. FISHER.

Cooling Systems of the Future.

I have been interested in reading the opinions of your correspondents on the relative merits of air and water-cooling. After many years satisfactory experience of air-cooled cars and cyclecars of various

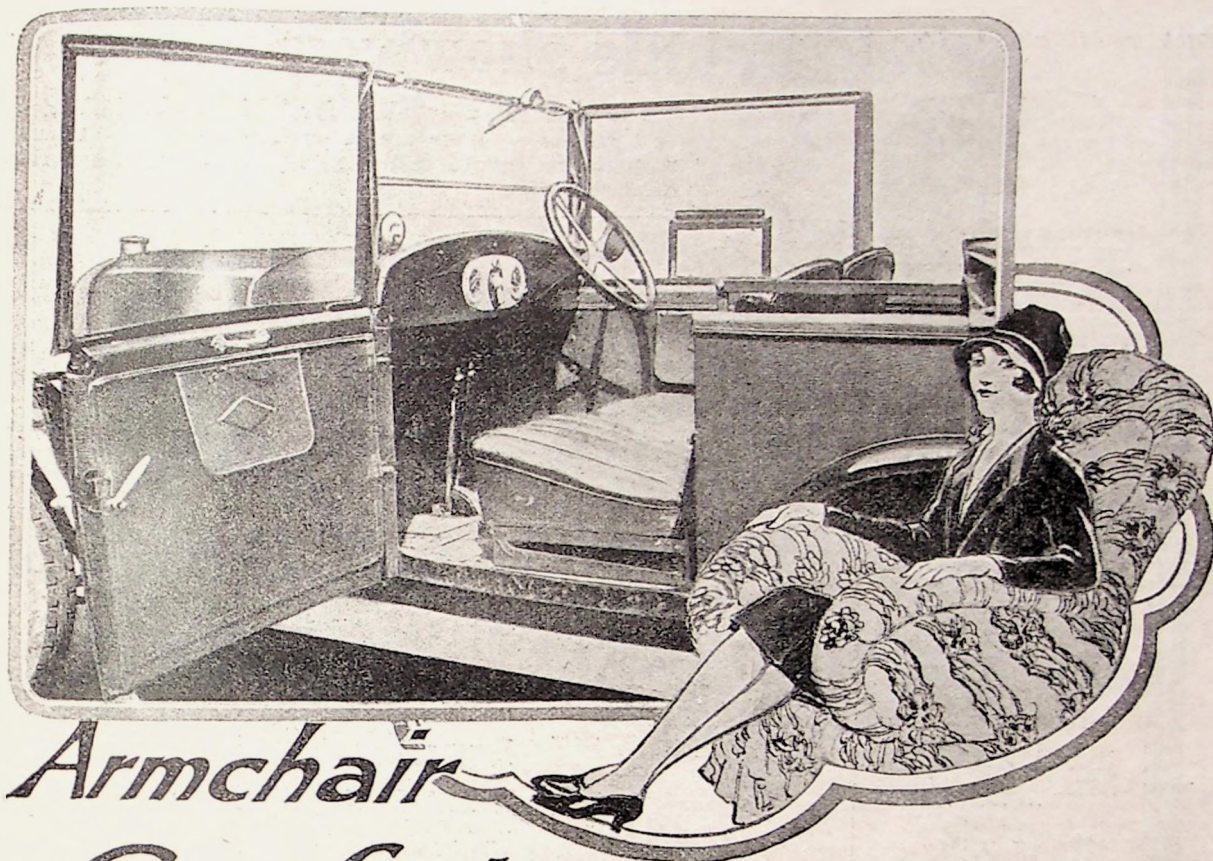
Neither Air Nor Water.

types, including (in America) the six-cylinder Franklin, I am fully alive to its advantages. Nevertheless, I am strongly of the opinion that finality of design as regards the all-important problem of cooling has not yet been reached.

Of the drawbacks of air-cooling every novice is well aware. Water-cooling as now employed does not differ fundamentally from the practice of twenty-five years ago. Even the most modern light car takes two or three miles in which to warm up, and then there is the danger of the cooling water freezing in cold weather.

In my opinion, the cooling system of the future will be of the boiling type, but the liquid employed will not be water. Some liquid will be used (any first-year student of chemistry could suggest several) having a boiling-point around 150 degrees C. and a freezing-point well below the danger mark. Such a system should give ideal results and so far as I can see, would require absolutely no attention.

DISSATISFIED.



*Armchair
Comfort in the 7/12 h.p.*

Peugeot
(PRONOUNCE IT PUR-JO)

Sit down, lean back, and rest! You might close your eyes and imagine that your seat in the Peugeot was that capacious, comfy, welcoming arm-chair at home.

No wonder ladies acclaim the Peugeot! They like a car that is really comfortable to ride in, and that's what the Peugeot undoubtedly is. Roomy, too. *And* speedy. *And* lively in acceleration. All the virtues a small car should possess—you will find them here.

Come along and see all the Peugeot models, inspect them, take a trial drive.

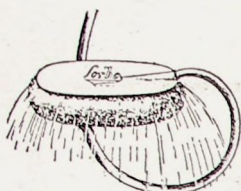
And then reflect on the wonderful value of this splendid car with the wonderful economy. Fifty miles to the gallon! Only seven pounds to pay for tax!



TAX £7

PEUGEOT (ENGLAND) LTD. 78/80, Brompton Rd., London, S.W.3

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



THE SORBO CAR WASHER
consists of a soft red rubber sponge with a solid back and a hose fitted with graduated union for attaching to any size of water hose. Stream of water gently loosens dirt, and washes away grit without risk of scratching the finest varnish. In two sizes.
Medium 4/9 (No. 6522/80).
Large, 6/- (No. 6524/80). Post free.



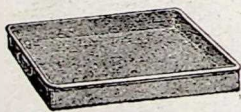
DE LUXE SPONGES.
Will not scratch the most delicate surface, 7/6, 10/6, and 15/- Post free.



"LUCAS" FORCED FEED OILER.
No. 2924/80 is an exceptionally neat pattern made from solid brass, designed for use on small cars and cyclecars. It is nice to handle. 7/6 Post free.



SIMONIZ AND CLEANER.
In attractive tin with necessary cloth. The secret of Simoniz lies in using suitable cloths. Price 15/- Post free.



GALVANIZED WASTE OIL TRAY.
Strongly made, wired edge at top. This is designed for use in motor garages for the purpose of catching waste oil from motor cars, buses, etc. Size, 2 ft. 6 in. long, 2 ft. wide, 3 in. deep. Price 23/- Carriage forward. Other sizes in stock.

DUNHILLS NEW 250 page CATALOGUE
This comprehensive book will be sent post free to all motorists who fill in and post the Coupon shown opposite.



Dunhills show you the way to

WHATEVER your plans for Whitsun, Dunhills accessories will help. Here are many things which will lessen your work in the garage and enable you to keep the car in first-class condition.

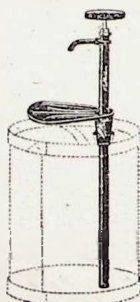


ACCORDIAN FLEXIBLE PAINT.

Restores, renovates, and waterproofs motor hood. Buff, brown, grey and black. 1-gal. (for 2-seater), 9/6; 1-gal. (for 4-seater), 19/- Post free. When ordering state whether canvas or leatherette.



MUDGUARD BRUSH.
Wooden handle. Made in stiff fibre. No. 3302/80. Length 15 in. Double knot. 3/6 each. Post free.



NESTHILL POPULAR OIL PUMP.
Length of barrel for 5-gallon size, 28 in., 7/6.
Length of barrel for 10-gallon size, 36 in., 9/- Post free.



CLEAN YOUR CAR WITHOUT WATER BY USING ATOMIST.

A new and scientific preparation containing essential oils which, when sprayed on your car, will soften mud, grease, and dust, which can then be easily removed by means of a damp cloth, without scratching the varnish.

ATOMIST is absolutely non-injurious to Varnish.

The **ATOMIST** Way is the Quick, Clean and Cheap Way.

8 oz., 2/- 16 oz., 3/6 32 oz., 5/6
SPRAYERS, 3/6 each (These last for years.)

Dunhills serve you as well by post as if you actually called at the Showroom.

EVERYTHING FOR THE GARAGE.



No. 3799/80. **WATER BRUSH** fitted with finest bristles. Tapered end to fit any size hose. Clean water constantly flowing through bristles. 7/6 Post free.



TARTACHE.
Removes all road tar, grease and oil stains without injury to car. 3/- tin. Post free.



CHAMOIS LEATHERS.

Absolutely the finest cleaning leathers obtainable.

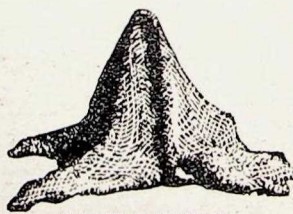
These are one of our special lines and are most carefully selected. They are beautifully soft to handle, consequently they do not scratch even the finest work. The size is large, averaging about 28 in. square.

No. 950. Price 10/6 each. Post free. The best value obtainable in Chamois Leathers. Also 7/6 and 4/6 stocked.



ROLLS OF CLEANING CLOTH.

Special Offer, 50 yards .. 4/6
Best Quality, 50 yards .. 7/6
Post free.



CLEANING CLOTHS.
Stocked in packets of 1 dozen.
No. 978. 3/- per dozen. Post free.



No. 975—HARDING'S LEATHER REVIVER.

Invaluable for dressing hoods, cushions, etc., and all leather parts. Price, per bottle, 3/3 Post free. All colours stocked.

PETROL FILLER.

Well-made Petrol Filler, with flexible extension. Nickel-plated, 3/6 Post free.

Dunhills Limited

MOTERING EQUIPMENT HEADQUARTERS.

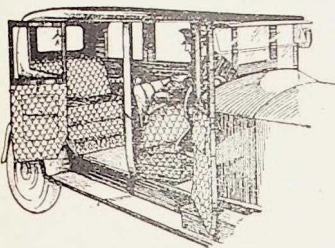
359-361, EUSTON ROAD, LONDON, N.W.1

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

happier motoring this Whitsun

If you intend just picnic trips, or a lengthy tour, Dunhills have just the accessories to make your motoring the joy it should be. Come to headquarters for all your motoring needs.

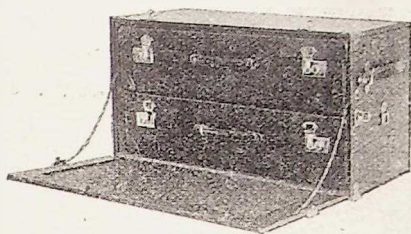
EVERYTHING FOR THE PICNIC OR THE TOUR.



DUNHILLS SEAT COVERS.

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

Patterns on application.



DUNHILLS TWO-IN-ONE TRUNK

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

DUNHILLS STOCK TRUNKS FOR ANY MAKE OF CAR.

THE DUNHILL "ALFRESCO" HOLDALL CASE.

Designed to meet a definite and expressed demand for a case lending itself to varied requirements of the motorist when touring, hunting, fishing or racing. Stock size "A," 31 in. long, 12½ in. wide, 10 in. deep, £3 13 6. Stock size "B," 24 in. long, 12½ in. wide, 11 in. deep, £3 3 6.

Cases can be made to customer's own requirements if desired.

INEXPENSIVE TEA BASKET.

No. 2623. China Cups and Saucers, Polished Tin Plate Fittings. Kettle has Screw Lid and Spout to carry Water.

For 2 Persons, 12" x 9" x 7" £0 18 9

For 4 persons, 15" x 11" x 7" £1 11 6



FOLDING STOOL.

(Patent No. 242751.)

For all purposes, Spring steel supports. Strong canvas seat. Price 7/6 each. BACKREST for above, easily fitted, 3/- each. Post free.

DUNHILLS SERVICE FOR MOTORISTS.

Complete expert service for fitting, renovating and repairing accessories, upholstery, hoods and side screens.



"STADIUM" FLOWER VASE (Non-splash).

FLOWER with Non-splash. Fitted round plate at entirely Nickel-Silver



"STADIUM" FLOWER VASES.

Match the most luxurious interior car fittings. Glass easily detachable from bracket.

4923/80—7½" clear glass with N.P. mounts .. 10/6 ea h

4924/83—7½" frosted glass with N.P. mounts .. 10/6 each.

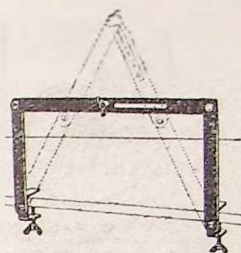
WATERPROOF RUGS.

2158/50. Khaki or Grey DOUBLE TEXTURE WATER-PROOF Twill Rugs, lined wool. Size 72 in. x 54 in. Price £3 13 6

BLACK GRAIN RUBBER SURFACE CLOTH. Size 66 in. by 48 in. Price £3 5 0

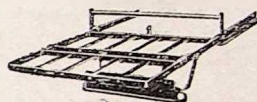
Combined Rug and Ground Sheet Prices from £3 5 0

LARGE SELECTION OF SUMMER RUGS from 18/6



"STADIUM" WEEK-END LUGGAGE GRID.

A small model of the Extensible Luggage Grid specially designed for carrying week-end suitcase or other small luggage on the running board. When fully extended it is 14" wide and stands 6" above the running board level. Can be folded down in a straight line with edge of running board when not in use. Easily taken off and folds into compact width of 24". Weight only 13 lbs. Model 922—Finished in Black Enamel, 6/6 each.

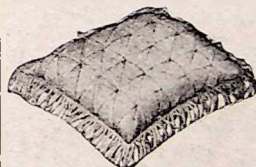


"EASY-FIT" LUGGAGE GRIDS.

Strongly constructed—a necessity for the touring motorist. For Austin 7 cars, 20/-. Other models prices on application. Carriage extra.

DUNHILLS DRIVING CUSHION.

To fit over squab and prevent strained position when driving. In plain Leatherette, in green, brown, blue and black, 27/6. Antique, in Brown, Blue, Red and Grey, 33/- Post free.



LEATHER CUSHIONS.

Patch piece velvet calf motor cushions. Fringed, size 16 in. x 14 in. Price 10/6. Post free. Can be supplied in Rose, Brown, Grey and Green.

This Coupon will bring you Dunhills New Catalogue. Post it to-day.

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

Please send your new 250 page Illustrated Catalogue No. A2 to:—

Name.....

Address.....

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

Warwick Wright Says

**If your problem is your
old car—**

**And you want to buy a new
car—**

Consult us.

NEW FEATURE.
Specially designed high-class finish and maximum comfort available for Touring Type Chassis.
2-seaters from £100
4-seaters from £150

CURRENT PRICES.
4-cylinder Type 40 Touring Model .. £32
Chassis only Type 37.
4-cylinder Grand Prix Model, 2-seater
with standard £55
with racing body

**BUGATTI'S
LATEST
GA
FLORIO**

BUGATTI

ETTORE BUGATTI AUTOMOBILES
1-3, Brixton Road — London, S.W.9.

Telephone: Brixton 0566.

Telegrams: "Bugattimo, Claproad, London."

London Agents: MALCOLM CAMPBELL (London) LTD., 42, Sussex Place,
South Kensington, S.W.7.

(Sole Concessionaires for the sale in Great Britain of our Grand Prix Models.)

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

OUR READERS' OPINIONS (contd.).

Seeing the Eclipse.

Allow me to thank you for your excellent article last week, entitled "Where to See the Eclipse." The information given should prove most helpful, and I for one hope to obtain a day's leave from business and to make a night run to a point where the total eclipse will be visible.

Helpful Information.

As I live in South London it will certainly be a fairly strenuous trip, but I am not anticipating any difficulty in my sports Lea-Francis, which has a good turn of speed and good headlights—both particularly useful for a fast night run up the Great North Road and a "blind" home the following day.

A.J.N.

Motorcycles More Comfortable.

As one who has recently changed over from a motorcycle to a small car on account of the better weather protection and increased comfort (?) I feel I must write to say how disappointed I am with my latest purchase from the latter point of view.

Saddle or Seat Cushions?

With my old motorcycle, which was fitted with a large Terry saddle, I could ride 200 miles a day without feeling in the least bit stiff or cramped, but I cannot say the same for my car.

The seat cushions are hard and, owing to the way the accelerator pedal is placed, it is almost impossible for

me to change my position. If the hand throttle were fitted on the top of the steering wheel, things might be better, for I could then use it instead of the accelerator pedal and thus have a rest on long journeys. As it is, 150 miles is quite enough for me in a day and yet it is said light cars are more comfortable than motorcycles! Perhaps I have been unlucky in my choice of a car, and I should certainly like to hear the views of other ex-motorcyclists who now own a low-priced light car.

EX-MOTORCYCLIST.

Poor Delivery "Tune."

"Pocus's" examples of poor delivery tune are serious enough, but I think my case beats them all. I took delivery of a new car just before Easter, and up to the present have had the following troubles:—(1) Until I

A Bad Case.

fitted lock-nuts the top bracket of the steering column worked loose every 30 miles. (2) An air cushion (standard equipment) leaked badly and had to be revulcanized. (3) After 200 miles the ball-race at the front end of the torque tube gave up work altogether. (4) The front-wheel brakes "judder" so badly that they are useless except for holding the car stationary. (5) A hole, through which access should be gained to one of the greasers, is an inch to one side of the nipple, so that it is quite impossible to get the grease gun properly seated.

Not a bad record for a car made by one of the biggest and oldest firms in the trade!

DUNN-BROWNE.

An Amateur-built Trailer Caravan.

A few months ago I wrote you regarding brakes for the trailer caravan which you described and illustrated in *The Light Car and Cyclecar* for June 25th, 1926. You asked me to let you know how I got on with building the caravan, so I thought I

"The Light Car and Cyclecar" Design.

must write to let you know how we fared on its maiden trip. You will see by the enclosed photos what it looks like, and I can assure you of my heartiest thanks for your article, "Building a Trailer on Practical Lines," which gave me the idea.

I recently took the caravan to Southport, where it is going to be our week-end bungalow—for a while at any rate. We had a perfect run without the least trouble; in fact, my Jowett seemed to run sweeter than ever. It is a 1923 two-seater and took a load of three adults, a little boy and a dog, besides the canvas lean-to, deck chairs and various other things, so you can guess we had a fairly good weight for a 7 h.p. engine to pull.

The distance covered was about 75 miles; we were on the road 3 hours 20 minutes and during this time we stopped for lunch and to take some photos, so I reckon we averaged 25 m.p.h.

I might add that I have had the car nearly four years, running winter and summer, and it has only been decarbonized once, this being the only time that the valves have been touched. I believe in leaving well alone, and after the car's performance with the trailer I do not think there can be much wrong with it.

The caravan is not made exactly as described and illustrated in your article. I made each side and the top and bottom separate, then bolted them all together. The interior is fitted with folding table, seats and wash-basin, whilst there are separate cupboards for pots, pans and eatables. It is fitted with electric light run from a dry battery, and the equipment includes a Valor Perfection two-burner stove and oven.

If any reader would like information on building a similar trailer I shall be very pleased to do my best, but I am only an amateur (my trade is boot repairing). I have built the caravan in my spare time during the winter.

Whilst I was building it a friend, who owns a big car, said, "Who is going to pull it?" and when I replied, "Why, the Jowett, of course," he said, "And who is going to pull the Jowett?" To which I answered, "Oh, the twins under the bonnet will see to that." Anyhow, after the ease with which we got to Southport I should not be afraid of touring anywhere with it. Again thanking you for information and wishing *The Light Car and Cyclecar* every success.

G. KEIGHLEY.

Two photographs of the trailer caravan referred to in the accompanying letter; it was built largely on the lines suggested in an article published in this journal some months ago.

OUR READERS' OPINIONS (contd.).

High Mileages in a Day.

In reply to your correspondent, Mr. J. Rodger Brown, I would like to point out that in 1923 I drove a Gwynne Eight car in the London to Edinburgh reliability trial, arriving in Edinburgh at 9 p.m. on Saturday evening. I left Edinburgh the next morning, Sunday, and drove straight through to Bournemouth in a day, a distance of 527 miles. I understand that this distance has often been exceeded by other Gwynne Eight owners.

527 Miles
Claimed.

J. DEVERELL.

Why Lubricate Springs and then—

It has always been a puzzle to me why car manufacturers carefully enclose the road springs in gaiters and take precautions that they shall be thoroughly lubricated to keep them flexible, when at the same time shock absorbers are fitted to stiffen up their action. Surely this is very inconsistent. I have discussed the matter with several of my friends who profess to know a good deal about motoring, but none of them have been able to give me a satisfactory explanation.

PUZZLED.

"The Light Car & Cyclecar" PHOTOGRAPHS

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

Rates.

		Unmtd.	Mtd.
6" x 4"	or contact print	2/-	2/6
8" x 6"	or whole-plate enlargement	2/6	4/-
10" x 8"	enlargement	3/6	5/6
12" x 10"	"	5/-	8/6
15" x 12"	"	7/6	12/6
20" x 16"	"	12/6	17/6

(Artist's work extra.) Packing and
Postage included. Send Cash with Order.

Insurance Companies' Methods.

I was greatly interested in your remarks on motor insurance in "Topics of the Day" last week. In my own case I had two claims which the "other side" should have paid. When the time came for the renewal of my policy I was told that the risk had not been satisfactory, but they would be pleased to "consider the renewal" if I agreed to bear £5 of any claim, and if it proved during the year that the insurance was more satisfactory they would revise the arrangement. In other words, I could insure if I had no claim! This was one of the leading companies.

H.

Obsolete Cars.

In "Cyclecar Comments" in a recent issue I read of the inadvisability of buying an obsolete bus. Two years ago I purchased a three-wheeler which is now obsolete, but I find that even if spares cannot be obtained from the makers I can get them from other sources. Take gears, for instance. The Standard Gear Cutting Co., of Halifax, will make a spare at quite as reasonable a figure as would have been charged by the makers. Few jobs are beyond the skill of a local mechanic—or even a private owner—if he would but lose that fear that the parts "will not go back where they came from." I knew nothing about petrol engines two years ago, but in my spare moments I love to meddle, and if only others would feel the same I think repairing and adjusting would become a pleasure rather than an irksome performance which calls for expert aid.

ALWAYS MEDDLING.

Damaging Coachwork.

Calling at a large garage for petrol the other day, I was pleased to notice that a stout rubber shield had been fitted under the nozzle to prevent it from scratching paint-work when filling up. The filler orifice on my car is in the scuttle and paint has been scratched off on several occasions by careless garage boys. Why cannot every garage proprietor fit a rubber shield round the nozzle, or, better still, fit a light and more businesslike nozzle?

E. K. HALLIDAY.

Service Stations.

The remarks in "Rich Mixture" last week on service stations are very much to the point, particularly the paragraph headed "Contempt of Cars." The first time I called at a service station for a repair to my car I was moved to very indignant remarks by the careless treatment which my car received. I suppose most motorists look upon their cars as their most valued possessions and hate to see them treated with anything but the greatest care. After a second call at the service station in question I realized that it was hopeless to expect reasonable treatment and all my repairs are now carried out by my local garage. There, at any rate, I can be sure of courteous treatment from the manager and a job properly done.

H. R. HANDS.

The Dazzle Question.

In a recent issue you announced that another anti-dazzle device had just been patented. Why do British motorists not adopt the French system of having one headlamp pointed slightly to the near side of the road and switching off the other headlamp on meeting other traffic? I cannot see the need for any other device, and I have used the French system myself for a long time. It is utterly incomprehensible to me that anyone should seek to cure the dazzle problem by changing a narrow beam into a broad one. Surely what is wanted is a beam to miss the approaching car, and yet to show up cyclists, pedestrians or other traffic with poor or no rear lights. If the light is also slightly depressed, traffic approaching from one's left on a bend need not be inconvenienced. Will someone please inform me why this perfectly good system is not used in this country?

HEADLIGHTS.

Police Persecution.

From time to time I have been interested in the correspondence which has taken place in these columns on the subject of police persecution. While I am at one with the majority of your correspondents that there may have been occasions upon which the Men in Blue have proved over-zealous in the execution of their duties, have we ever thought of this matter from possibly their and the pedestrians' viewpoint?

Motorists to Blame.

For example, a "sporty-boyee" coming home about midnight in his 8 h.p. "Wheezicar," which has an exhaust loud enough to wake up all the ghosts in the neighbourhood, may perchance have a faulty rear light. He passes a policeman who blows his whistle. Our knut (?) stamps on the gas, drowns the whistling and is off like a hare. Result—a dissatisfied "bobbie," and next day the first innocent motorist is stopped and a summons follows for some minor infraction of our hopeless motor laws. Can we wonder at anything else?

E.R.K.

CONDENSED CORRESPONDENCE.

Major H. O. D. Segrave writes stressing the importance of keeping tyres inflated to the pressures specified by the makers, and points out that the only sure method is to test them once a week with a reliable gauge.

If the woman who was driving a new dark blue Standard (?) two-seater up Winchester High Street on Saturday, May 14th, at about 4.45 p.m., and who let her car run backwards into a Singer saloon, will write to BM/BK20, London, W.C.1, the owner will be glad to give her an opportunity of paying for the damage done to the near-side front wing and headlamp. He was unable to stop her at the time, as she drove off in another direction before he had an opportunity of ascertaining the extent of the damage.

THAT CAR YOU WANT

USED CARS.

Some Examples.

ALVIS, 2-seater Super Sports,
12/50 h.p., 1926. Cost over
£550. Like new and guaran-
teed... .. £395
FIAT, 1925/6, 10/15 h.p., 2/3-
seater. As new £215
FIAT, 1925, 10/15 h.p., Saloon
£195
SINGER, 1926, 10 h.p., Saloon,
F.W.B. Like new .. £190
SWIFT, 1926, 10 h.p., 4-seater,
F.W.B. In beautiful order
£157 10s.
CITROEN, 1926, 11'4 h.p. Saloon,
Like new £145
CLYNO, 1926, 11 h.p., 4-seater,
F.W.B. Like new £127 10s.
AUSTIN, 1926, 7 h.p., 2-seater
Coupe, F.W.B. £120
CITROEN, 1926, 7'5 h.p.
Coupe £115
SWIFT, 1925, 10 h.p., 4-seater
£115
CLYNO, 1925, 10 h.p., 2-seater
£90
JOWETT, 1925, 7/17 h.p., 2-seater
£75
A.B.C., 10'4 h.p., 2-seater,
Sports £55
ROVER, 1924, 8 h.p., 4-seater
Chummy £45

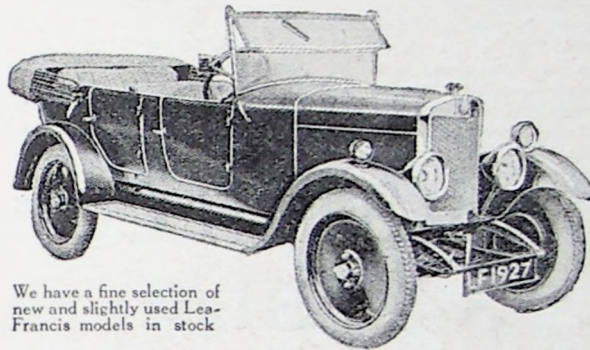
NEW CARS

for immediate delivery,
include:—

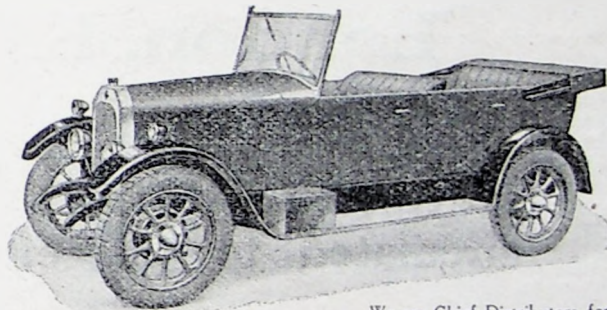
ALVIS.
AUSTIN.
LEA-FRANCIS.
FIAT.
SWIFT.
CITROEN.
SINGER,
WOLSELEY.
ROVER,
STANDARD,
Etc.

Our stock of 200 cars is the finest in London. Our unique terms from £25 down are unobtainable elsewhere, and our prices for cars in exchange are the very highest possible.

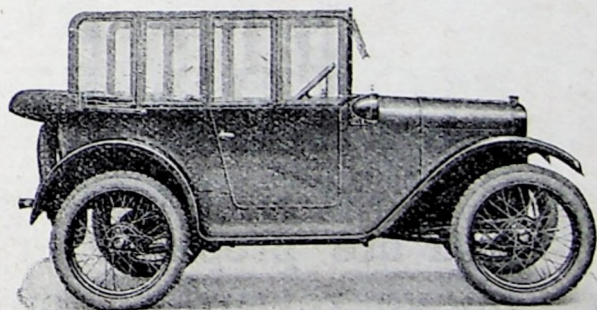
On no account fail to visit Henlys, or obtain their latest list and terms.



We have a fine selection of new and slightly used Lea-Francis models in stock



We are Chief Distributors for the beautiful new 10 h.p. Swift.



As direct official Austin Agents, we can give you the very best deliveries from Gt. Portland Street.

Devonshire House,
Piccadilly - W.1.
Grosvenor 2271.

91, 155-157, Great
Portland St., W.1.
Langham 3341 (7 lines)

1, 3 and 5, Peter
Street, Manchester.
City 9834.

HENLYS HAVE IT WAITING

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

£1,000 REWARD

**THE DOMINION
MOTOR SPIRIT COMPANY, LTD.,
34, Bishopsgate,
London, E.C.2,**

emphatically deny the
statement that is being
circulated to the effect that

**DOMINION
MOTOR SPIRIT**

is of Soviet or Russian origin
and are prepared to pay the
above reward to any person
proving that statement to be true

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

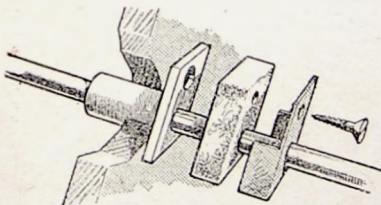


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.

Another Jowett Hint.

The accelerator control on Jowetts consists of a single rod from the pedal which passes through a bush or guide on the engine side of the dash to the carburettor. If the rod is oiled where it passes through the bush, grit and dust are collected in the oil, forming an abrasive which soon wears both rod and bush. If the rod is left dry it has a tendency to stick.

A good method of overcoming these difficulties is to secure a piece of felt against the bush by means of a small tin plate cut and bent as in the accompanying sketch. A longer screw than is normally fitted will be necessary to hold the three components, the bush, felt and plate, to the dash. By oiling the felt occasionally the rod will be kept lubricated and grit automatically wiped off.



How a piece of felt may be used to keep the accelerator rod and bush of a Jowett free from dust and grit.

Painting Disc Wheels.

The effect of an otherwise smart-looking car is often spoiled by shabby disc wheels. For various reasons the paint on the wheels does not maintain its pristine condition as long as do the other parts of the car. The edges of the rims suffer every time tyre levers are applied, and the insides especially collect mud and dirt. It is, therefore, a good and economical plan to re-enamel the wheels of a car at least once during the season. At first sight this job looks more complicated than it really is, and apparently involves the dismantling of perhaps six tyres, besides putting the car out of action for too long a period.

The difficulties, however, can easily be overcome by enamelling one wheel at a time, so that the car has always four wheels, and if there are two spare wheels, one for emergencies. Tyres need not be removed if a template is cut out of zinc; it should be a plate about 1 ft.

by 6 ins., having one of the longer sides cut in the shape of an arc to fit snugly against the rim, and it should be moved round the tyre when painting so that the enamel is kept off the rubber.

The inside of the rims can be examined whenever a tyre has to be removed for repair or for fitting a new one. When this opportunity occurs enamel should be applied liberally, not forgetting the inner side of the beaded-edge housing. If treated in this manner the wheels will always have a smart appearance, and the looks of the car will be considerably enhanced, while the owner will have nothing to fear from rust.

Longer Life for Tubes.

The life of inner tubes can be considerably lengthened, particularly when they are fitted inside worn covers, in the following manner. An old and worn inner tube should be made to serve as a cover for the tube in position by cutting away the valve and the re-inforcing patch and slitting the rubber all round the inner circumference. This sheath can then be slipped over the "good" tube so that when the two are mounted in the cover there will be a double thickness of soft rubber.



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

W.G. (London, E.C.).—The presence of water in the sump indicates either a faulty gasket or else a cracked casting—probably the former. Lift the cylinder head and investigate. If no crack can be found, refit, using a new cylinder-head gasket and take infinite care to make an absolutely clean joint.

G.G.L. (London, E.C.).—Violent boiling after the engine has been running for a few minutes indicates almost complete obstruction of one of the water pipes, presumably the lower one. Remove the radiator and make sure that the pipes are absolutely clean. If this is not the cause of the trouble, probably the radiator itself is choked, in which case a proprietary scale-dissolving composition should be used.

Polishing Lamp Lenses.

Never in any circumstances use ordinary metal polish on the reflectors of lamps. Silversmiths' rouge is the proper preparation and it should be applied in small quantities in its dry state on a chamois leather, rubbing lightly and quickly. This will impart a brilliant burnish and will not harm the delicate silvered surface.

Repairing Screen Wipers.

The rubber blades of screen wipers sometimes break after continuous service, but it is easy to replace them. Remove the old rubber by gently prising apart the metal sides. Cut a strip of rubber from an old inner tube, making it about an inch wide, and insert it in the groove of the metal holder, which should then be closed up by nipping it in a vice. Finally, cut the rubber to the required width with a sharp knife and a straightedge. A lasting and efficient wiper will result.

Removing Radiator Dents.

Dents in the plated parts of the radiator seriously disfigure a car and they are not always easy to remove, particularly if they occur at the top and cannot be reached on the inner side. A cup or V-shaped dent will sometimes spring out again if it is tapped carefully round the edges, but there is a risk of doing further damage by this method.

An almost certain way is to heat the dent with a large soldering iron until a thick stick of soft solder can be joined to its centre. A good steady pull on the stick of solder will then restore the original contour of the radiator by pulling out the dent. The solder can be removed by applying the hot iron until it melts and then wiping off the remains with a rag.

A.C.D. (Rochdale).—When disposing of a car the seller must hand the registration book to the purchaser with the car and both parties must notify their local authorities of the change of ownership.

J.P. (Folkestone).—A clutch stop is a simple braking device which acts on the driven member of the clutch. Its effect is to check the rapid rotation of the latter when fully disengaged, thereby making gear changing easier.

C.S.A. (Walthamstow).—The Bonniksen time-speedometer has a dial divided into sections showing speeds from 0 to 100, and two hands travel round it. One stays still at a figure showing the speed of the car while the other rotates until it comes to rest at the new reading after 2½ seconds have elapsed. In this way one hand is always still and the speed is easily read. Two smaller dials are provided, one being a clock giving running time and the other a trip mileage counter, while there is also a season's mileage indicator.

CLUB ITEMS

Reports and Announcements of Sporting and Social Events.

SOUTHPORT M.C.

Entries for the Southport M.C.'s closed race meeting to be held on the Southport Beach on June 4th must reach the hon. sec., Mr. D. Burns, 8, St. Paul's Street, Southport, by the first post on Saturday, May 28th. There will be classes for touring, sports and racing cars, and the event of the day is the 100-mile race.

HUDDERSFIELD AND D. M.S.C.

For the second of the hill-climbs at Dalton on May 14th the car class was again disappointing. The only two cars which succeeded in completing the climb were J. Hepworth's Jowett and Dr. J. S. Fulton's Frazer-Nash. The hill had been made still more difficult to climb by means of two excavations, and the two successful drivers made good times—18.1.5 secs. and 17.2.5 secs. respectively. The events were witnessed by a large crowd.

SHEFFIELD M.C.

The reliability trial for the Club Cup was held on May 15th over a sporting course in Derbyshire and there were 22 entrants. The winners were:—1, J. W. Whyntrey (29); 2, J. Outram (32); 3, J. Thackray (35). The figures refer to the number of marks lost. The Club is holding a week-end run to Bridlington for Whitsuntide, when a sea angling match will be one of the events. The next trial is an all-night run on June 18th and 19th for the B.S.A. Cup.

SCOTTISH MORGAN CLUB.

A club for Morgan owners in Scotland has been formed, and two social runs have been held, there being on both occasions very gratifying attendances. Several more runs have been arranged, and one of these will be on June 4th to Moffat, when the members hope to welcome the Morgan competitors in the London-to-Edinburgh Trial. A hearty invitation is extended to all Morgan owners, and those interested should communicate with Mr. F. F. Bradshaw, 211, Great Western Road, Glasgow, C.4.

R.A.C. YORKSHIRE COMMITTEE.

The inaugural meeting of the Yorkshire Committee of the R.A.C. was held in Leeds on May 12th, when the following automobile clubs were represented—Bradford, Doncaster, Halifax, Huddersfield, Hull, Leeds and North Yorkshire. The object of the Committee is to co-ordinate the work of the various automobile clubs in Yorkshire so that they may take common action in regard to all road questions; the appointment of hotels, repairers, inns, restaurants, etc., and for the general advancement of the movement in the county. The Committee will consist of representatives from the Yorkshire automobile clubs associated with the R.A.C. and also of individual associate members of the Club; the headquarters will be the R.A.C. Leeds Office. A similar committee has now been functioning in the North of England for over six years and has accomplished a great deal of valuable work.

OXTON M.C.

The annual Hassall Challenge Cup reliability trial was held over an 80-mile course in North Wales on Saturday, May 7th, starting from the Welsh Cross Roads and finishing near Queensferry. The challenge cup was won by a motor cyclist, A. H. Reade (Austin) being second.

FORTHCOMING EVENTS

May 28.
Blackpool Open Speed Trials.
Surbiton M.C. Maude's Team Trial postponed.
Huddersfield and D. M.S.C. Paper-chase.
Brighton and Hove M.C. Treasure Hunt.
Sheffield M.C. Gymkhana.
Leicester and D. M.C. Night Trial Starts.
Riley Club Rally at Deepdene, Dorking.
Bradford and D. M.C. Freak Hill-climb.
Ilkley and D. M.C. 24-Hour Trial.
May 29.
Middlesbrough and D. M.C. Trial.
Hove M.C. Sporting Trial.
Morgan Club. Run to Wadesmill, Herts.
Leeds M.C. "100" Cup Trial.
Southern Jowett L.C.C. Challenge Cup Trial Starts Mitcham, 10.30 a.m.
Portsmouth and D. Jowett L.C.C. Third Rally.
May 30.
Indianapolis Grand Prix.
June 2.
Sunbeam M.C.C. Reliability Trial.
June 3.
M.C.C.'s London-Edinburgh Run Starts.
Sunbeam M.C.C. Trial Finishes.
June 4.
Southport M.C. Open Race Meeting.
Bristol M.C. and L.C.C. Gymkhana.
North Manchester M.C. Half-day Trial.
West of England M.C. Trial.
June 6.
Brooklands Meeting.
Essex County and Southend-on-Sea A.C. General Efficiency Trial.
Ilkley and D. M.C. Skillful Driving Contest on Rosedale Abbey Bank.
June 7.
Leeds M.C. Post Hill Climb.

M.C.C. LONDON-LUGANO RUN.

Members intending to take part are asked to notify the hon. sec., Mr. J. Van Hooydonk, Oakengates, Broadway, Letchworth, Herts, not later than June 10th.

NORTH LONDON M.C.

On May 29th a social run will be made to Tankerton, starting from Finsbury Circus at 9.45 a.m. A picnic luncheon will be taken at the destination, and members are expected to turn out in force and complete with sandwiches. Any unattached motorist who cares to attend will be welcome and without obligation. Any further information may be obtained from the hon. sec., Mr. Alan W. Day, Claremont, Ballards Lane, Finchley, N.5.

R.A.C. PERMITS.

The R.A.C. has issued the following permits:—Open. July 2nd, Maudslayi A.C. Shelsley Walsh amateur hill-climb. Closed. May 28th and 29th, Ilkley and D. M.C., reliability trial; May 29th, City of Bradford Special Constables' Association, reliability trial; June 6th, Ilkley and D. M.C., skillful driving contest; June 12th, Witley and D. M.C. and L.C.C., reliability trial; July 3rd and 4th, Sale and D. M.C.C., reliability trial; July 5th to 8th, M.C.C. Land's End to John o' Great's run.

PORTSMOUTH AND D. JOWETT L.C.C.

The third rally of the season will take place on May 29th, the meeting place being the new Western Road (near Husea), facing Porchester, at 10.30 a.m., for Franchises Wood (New Forest). Lunch will be taken here, and there will be a picnic tea after competitions. The committee hopes that all members will turn out for the combined Jowett Club rally on June 26th at Bramshott Common. The provisional date fixed for the Mitchell Bowl reliability trial is August 21st.

ILKLEY AND D. M.C.

The classic skillful-driving test at Rosedale Abbey Bank, near Pickering, Yorks, will be held on Whit-Monday, June 6th, at 2 p.m., and it is open to all members of the affiliated clubs in the Yorkshire Centre A.C.U. for motorcycles, sidecars and cars. The premier awards include three Yorkshire Evening Post rose bowls, three Ilkley Club president's rose bowls, and one Ilkley Club members' rose bowl, all to be won outright. There are eight classes and entries close by the first post on Wednesday, June 1st.

Entries should be sent to Mr. W. A. Dovenor, 14, Cornwall Place, Bradford.

RILEY M.C.

All members of the Riley club and owners of Riley cars are invited to take part in the Deepdene rally, which is being held on Saturday, May 28th, at the Deepdene Hotel, Dorking, Surrey, commencing at 5.30 p.m. Tea will be served at 4 p.m. in the hotel and on the lawn. During tea dancing will be possible for those who desire it. At 5 p.m. there will be an appearance and condition competition, when the judging will be undertaken by Mr. Victor Riley, assisted by two Riley owners, and this will be followed by a treasure hunt in the hotel grounds. At 6 p.m. the tea dance will be concluded and will be followed by the distribution of prizes. At 7.30 p.m. dinner will be served in the hotel for all who desire to remain and take part in the Cinderella dance which takes place at 9 p.m. (evening dress essential) and continues until midnight.

(Above) S.H. Newsome (Lea-Francis) leading C. N. Green (Alvis) in the 50-mile race and (left) a Wolseley on the test hill at the Middlesex County A.C.'s Brooklands meeting.

HENLYS BROOKLANDS MEETING.

A full programme has been drawn up for Henlys, Ltd., Brooklands meeting, which will be held on Saturday, June 11th. Admission will be free to all Alvis owners and Henlys' customers and the competitions will also be free. Ten events have been arranged, the first starting at 1.15 p.m., and during the afternoon there will be a special high-speed event in which Alvis racing cars driven by the Earl of Cottenham and Major C. M. Harvey will take part.

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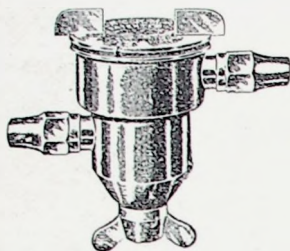
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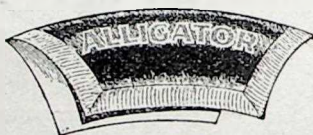
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	3 1/2 in.	3/-	6 in.	6/-	7'23 in.	7/9

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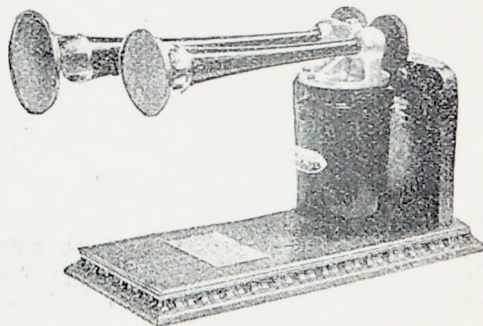
AROUND THE TRADE.

We learn that Mr. Jonas G. Mindelsohn, son of Mr. J. Mindelsohn, partner in Messrs. Gordon and Co., motor body builders, has been appointed a director of J. W. Pickavant and Co., Ltd., Lombard Street, Birmingham.

The Vacuum Oil Co., Ltd., have received a unique testimonial which states that their oil has been used by the writer's family in motor engines for the past 50 years. The letter was sent by Mr. George B. Selden, whose father was a pioneer motorist.

Owing to expansion of business, new premises have been taken by H. M. Hobson, Ltd., manufacturers of carburettors, sparking plugs, shock absorbers and other well-known accessories. Their new headquarters are at 47-55, The Vale, Acton, London, W.3.

We have received from Liquid Measurements, Ltd., Bush House, Aldwych, London, W.C.2, a pamphlet describing their latest Model A Hammond 1-gal. twin container visible petrol pump. It should prove very interesting to those in the garage and service station trade.



The new Sparton chime horn, the notes of which were radio-telephoned from America to England.

We are informed that Mr. Fred Rasey, who for a number of years has acted as factory representative in Australia, New Zealand and South Africa for Automobiles M. Berliet, has recently been appointed to the position of manager for Great Britain and the British Dependencies.

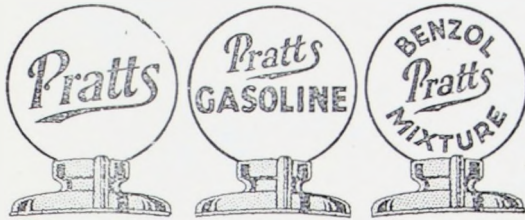
Morgan owners who wish for an easier and quicker method of starting, and one which is particularly useful for women drivers, should investigate the claims made by Messrs. E. D. Moore, 419, Stoney Stanton Road, Coventry, for their Kushi Morgan kick-starter, which they manufacture and market. The price is £4 10s.

We have received a catalogue describing the Fleming-Williams Streamline Trailer Caravan. This attractive vehicle is sold, completely equipped with pneumatic tyres and automatic brakes, for £137. The concern handling the caravan is L. A. Durant Manufacturing Co., Ltd., Rustic Walk, Lower Bourne, Farnham.

The Liverpool Organization, 3, Lord Street, Liverpool, has issued a booklet giving much useful information about the city and particulars concerning desirable factory sites on the banks of the Mersey. The sites available vary from 5 acres to 6,000 acres in extent. The booklet has been issued in connection with a campaign for the further industrial development of Liverpool.

Barimar, Ltd., 14-18, Lamb's Conduit Street, Theobald's Road, London, W.C.1, inform us that they are still receiving orders for number plates to be made to special sizes and with round corners, and they point out that to fit such plates is illegal. Motorists are advised, therefore, to fit only plates which comply with the regulations, even although they might, in some cases, be a little difficult to accommodate.

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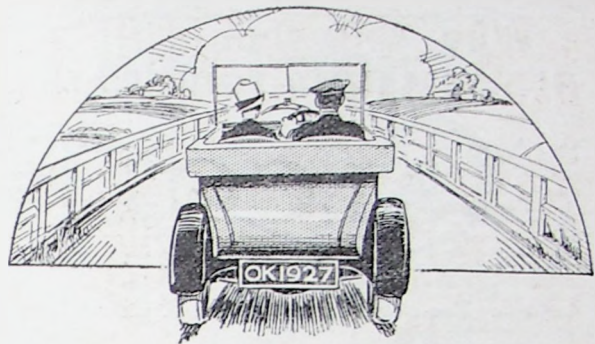
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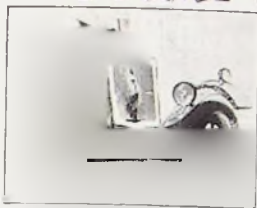
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