

4D

Vol. XXI, No. 540.  
Friday, Mar. 30, 1923  
*Registered at the GPO  
as a Newspaper.*

# The Light Car and Cyclecar

Founded 1912

The only Small Car Journal



#### 'WARE APRIL SHOWERS!

A simple precaution which explains itself.  
An interesting article dealing with other  
equally simple but wise precautions is a  
feature of this issue.



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Your car is probably  
already fitted with

**LODGE**

PLUGS

but, if not, see that you have  
the best when next changing



*Designed for maximum power*

LODGE PLUGS LTD.,  
RUGBY.

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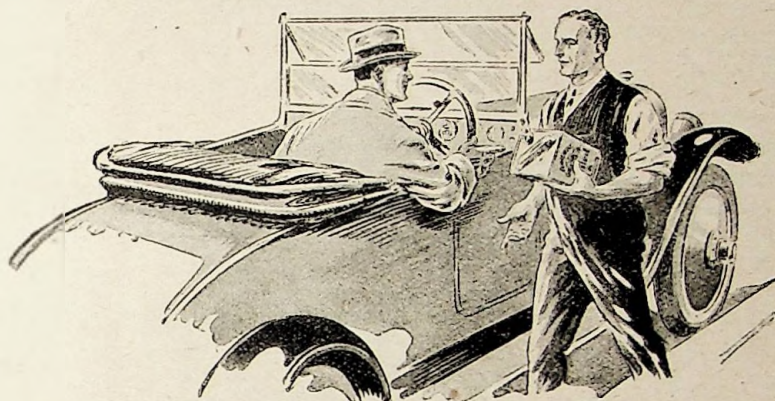
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Standard model

**5/-**

everywhere.

Packed in sealed  
red metal box.



## "The Seal is Intact, Sir."

**S**AFEGUARD your interests like these men.

You want genuine Gargoyle Mobiloil. Your Stockist wants to supply you.

The life and safety of your car are dependent upon Correct Lubrication. Correct Lubrication is the particular grade of Gargoyle Mobiloil that is specified for your car in the Chart of Recommendations.

Next time you buy a can of oil ask for your grade of Gargoyle Mobiloil and be sure the seal is intact.

The Gargoyle seal intact ensures.  
Highest Quality  
Full Measure  
Correct Grade.

You can buy Gargoyle Mobiloil in quart, half-gallon, gallon and four-gallon cans.

### Remember :

Ask for Gargoyle Mobiloil by the full title. It is not sufficient to say, "Give me a gallon of 'A' or 'BB.' " Demand Gargoyle Mobiloil "A" or Gargoyle Mobiloil "BB." or whichever is specified for your car in the Chart of Recommendations.



## Mobiloil

*Make the Chart your guide.*

Be sure  
the seal  
is intact



## Mobiloil

*Sold by dealers everywhere.*

HEAD OFFICE: Caxton House, Westminster, London, S.W. 1.

BRANCH OFFICES: Belfast  
Birmingham

Bradford  
Bristol

Cardiff  
Dublin

Glasgow  
Hull

Liverpool  
Manchester

Newcastle-on-Tyne  
Sheffield

# VACUUM OIL COMPANY, LTD

TO THE  
READER

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

A1



# TURNER

## TWELVE TWENTY

"The car that won't wear out."

### SPECIFICATION:

12/20 h.p., 4-cylinder,  
1496 c.c., 3-speeds, side  
or central control, 710 x  
90 detachable wheels,  
electric lighting and  
starter: full equipment.

Standard  
4-Seater

**£357**

COMPLETE.

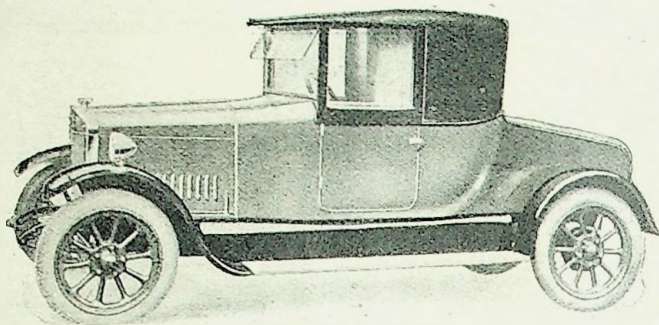
**TURNER MOTOR MFG. Co.**  
Limited,  
**WOLVERHAMPTON.**

London Agents:

G. CECIL GNAPP & Co., 49, Old Bond Street.

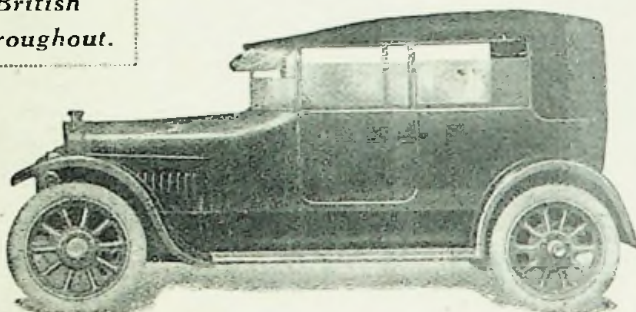
Wholesale Agents for Scotland:

FORREST & DODDS, 15, Castle St., Edinburgh.



The Turner 2-Seater Coupe, £395

*British  
Throughout.*



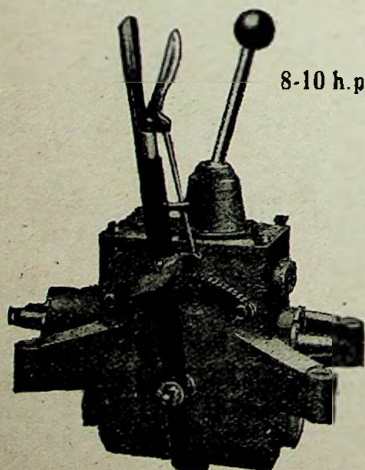
The Turner 4-Seater All-weather, £450

## A SILENT GEARBOX

is an essential factor in the manufacture of Light Cars; therefore you cannot do better than fit an

## "OPPERMAN" 3-SPEED & REVERSE

**ABSOLUTE SILENCE GUARANTEED.**



8-10 h.p.

Supplied to fit integral with Engine, or  
as a Separate Unit.

.....  
We also supply Rear Axles, Front Axles,  
Clutches, Steering Gear, Universal Joints, etc.  
.....

Write for Particulars and Prices:

**OPPERMAN, SONS & TASKER, LTD.,**

The Light Car Component Specialists,

**3, Albemarle St., Clerkenwell, E.C.1**

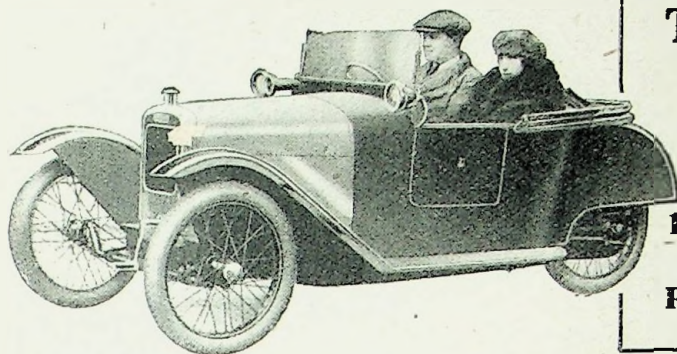
WORKS:—50, Wharf Road, Latimer Road, W.I.

Phones: Clerkenwell 2415.  
Park 4004.

HELP THE  
MOVEMENT

by letting advertisers know that their advertisements  
in "The Light Car and Cyclecar" interest you.





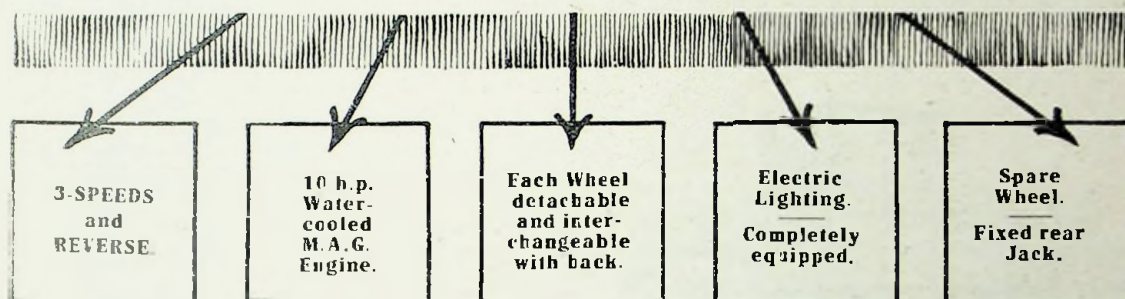
## The Actual Car and Driver

### Victory Cup Trial

(Saturday, March 17th)

1 New-Hudson Light Car  
entered:

Result—1 GOLD MEDAL



# £195 — and no extras to buy!

Small wonder that this famous little Car increases in popularity by leaps and bounds. With its proved reliability—its smartness of appearance—its completeness of equipment, the



# NEW-HUDSON

## Light Car

has vindicated triumphantly the soundness of its design and construction, and stands supreme as an out-and-out Quality Production at a most reasonable price.

**Prove our statements for yourself.**

Go to any New-Hudson Agent—inspect this Car thoroughly—ask for a trial run—test its tremendous power on hills, and we venture to say that you'll admit we have under-estimated its value in all we claim for it.

## NEW-HUDSON, LTD., BIRMINGHAM

LONDON: Paskell's, 45, Gray's Inn Road, W.C.  
Phone—Cent. 11571.

111, Moorgate, E.C.

LIVERPOOL: Colmore Depot, 24, Paradise St.  
MANCHESTER: Hillson's, Ltd., 209, Deansgate.

GLASGOW: Rossleigh, Ltd., 532, Great Western Road.

BIRMINGHAM: Leans, 40, Paradise Street.  
NEWCASTLE: Travers Ltd., 77, Pilgrim St.  
LEEDS: A. I. Greenwood, 39-41, Guildford St.  
LEICESTER: Colmore Depot, 62, High St.

Send a post card  
NOW for free  
Illustrated Car  
Brochure!

TO THE  
READER

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

M.G.P.92

A3



# Cluley

## "A pleasure to drive"

"—and one never feels tired after a 150 mile journey," writes one enthusiastic CLULEY owner.

The liveliness of its engine, and general road-holding qualities of the car, excellent spring, and roomy interior make the CLULEY an exceptionally comfortable car for the owner-driver. The smart Coupe illustrated is equipped with a V-fronted windscreen, glass windows to both doors, Bedford cord upholstery and leather hood.

10.5 h.p. Coupe, illustrated £450

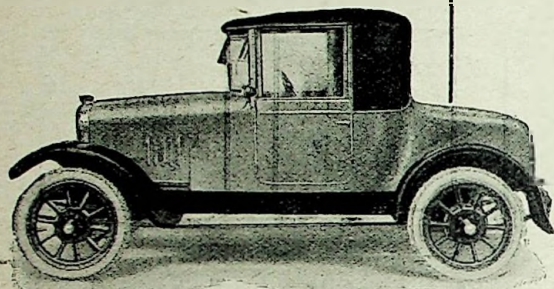
10.5 h.p. Two-Seater, All-Weather £350

Lucas Lighting and Starter fitted to both models.

May we send you full particulars?

CLARKE, CLULEY & CO.,  
Globe Works, COVENTRY.

Established 1890.



## THE WONDER CAR OF 1923.

9-21 h.p. Overhead Valves, Self-starter, 4-speed Gearbox.

### PRICES:

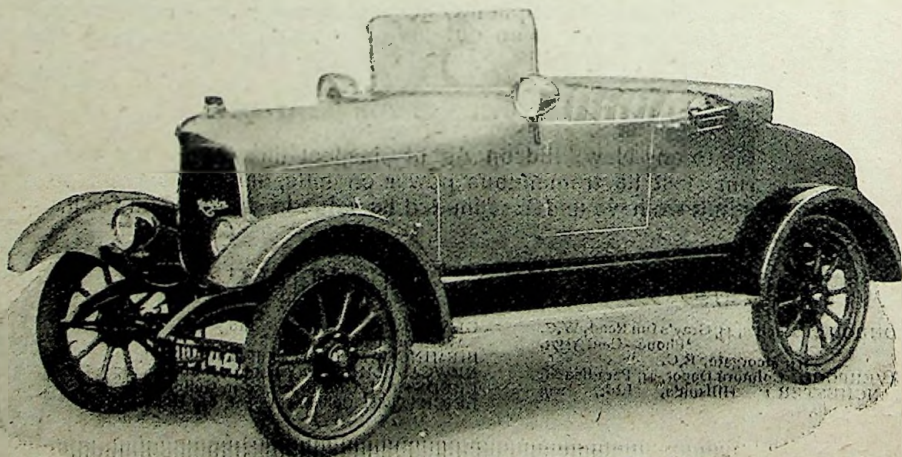
2-seater  
Double Dickey £295

Chummy  
4-seater £325

Coupe  
Double Dickey £350

**HAMPTON**  
Engineering  
Co. (1920), Ltd.,  
Stroud—Glos.

Phone: STROUD 271-272.  
Grams: "WIDAWAK, Stroud."



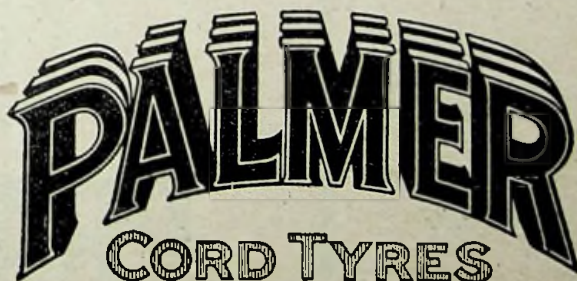
**HELP THE MOVEMENT** by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.



## **CORD—THE PALMER BIRTHRIGHT**

### **PALMER CORD TYRES**

**P** have always been held in high esteem by motorists who have regard for real tyre efficiency, and to-day, when practically all tyre makers have adopted the word "CORD"—the PALMER BIRTHRIGHT—in order to facilitate the sale of their products, it should not be forgotten that the PALMER scientific method of building up a tyre with unwoven cross thread fabric was introduced thirty years ago. The PALMER "CORD" principle of tyre construction presented to the public ten years later was a logical development of the original PALMER cross thread fabric, and for sheer strength nothing has since been devised to equal or even approach it. When ordering tyres, motorists should not only insist on "CORD" but "PALMER CORD," which are sold with twenty years' "CORD" tyre reputation at the back of them.



**THE PALMER TYRE, LIMITED,**

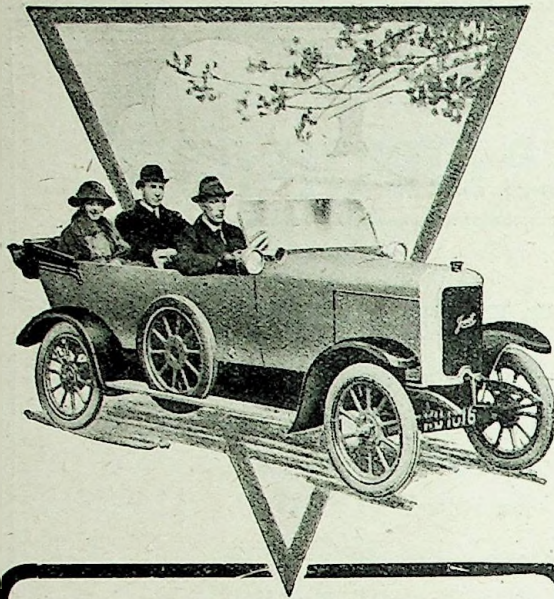
119, 121, 123, Shaftesbury Avenue, LONDON, W.C.2.

Telegrams—"Tyricord, Westcent, London." Telephone—1214 Gerrard (5 lines).

**TO THE  
READER**

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





# Read this Press Expert's opinion of — *The* **Jowett**

*"The little engine with a big pull"*

Extract from the "Sheffield Daily Telegraph," Feb. 23, 1923.  
**RELIABLE SMALL CARS.**

"From time to time I have heard so much concerning the good qualities of the 7 h.p. Jowett car that I quickly seized an opportunity last week to give one a short but fairly searching test. I confess that I am not an admirer of either very small cars or engines, or of the twin-cylinder type, yet I am willing to admit that, although the Jowett possesses all three disabilities, it is one of the most remarkable small cars I have ever tried, and in many respects is not merely equal to some small four-cylinder types, but superior. Its twin-opposed cylinders yield a beautifully balanced unit, and long experience no doubt accounts for the robust nature of its drive. I have various test hills on which I make general comparisons of performance, and on one of these the Jowett actually did better than any other I have ever had out this season, except a couple of six cylinder forties. It went up a hill on top, by the aid of a modicum of clutch slips, that no other small car I have had this six months could manage. It certainly is a marvel in the way of hill climbing, due, no doubt, in measure to its light weight ratio, and without doubt is wonderful value for £220. Its secret, I think, is that it is a small car in every particular, and not merely a reduced edition of something large."

## 7 H.P. FOUR - SEATER, £245

Complete with dynamo lighting, five Dunlop wheels and cord tyres, speedometer, horn, beautifully upholstered in real leather, with black leather cloth hood, and metal framed side curtains.

## 7 H.P. TWO - SEATER, £220

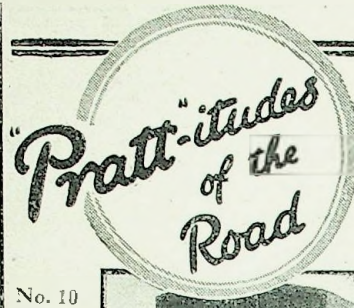
As above, with roomy boot, which holds three suitcases, tin of petrol, oil, and all tools.

Double Dickey Seat, £5 extra.  
Electric Starter on both models £15 extra.

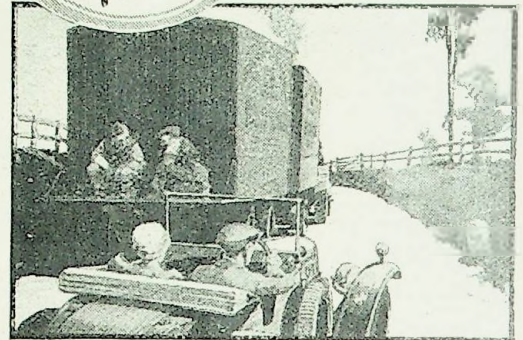
Write to Dept. F.

**JOWETT CARS LTD., IDLE, BRADFORD.**

Agents wanted—a few territories still open.



No. 10



## Traction-Engine Troubles

Beware of the danger of passing the pantech-nicon type of vehicle which obstructs the view of approaching traffic, especially when the road curves to the left as illustrated in the above sketch. Admittedly, it is irksome crawling behind until you've a clear run, but *slow and sure* is surely better than *speed and spill*.

Look for No. 11 of the Series.

Correspondence on these interesting subjects is invited.

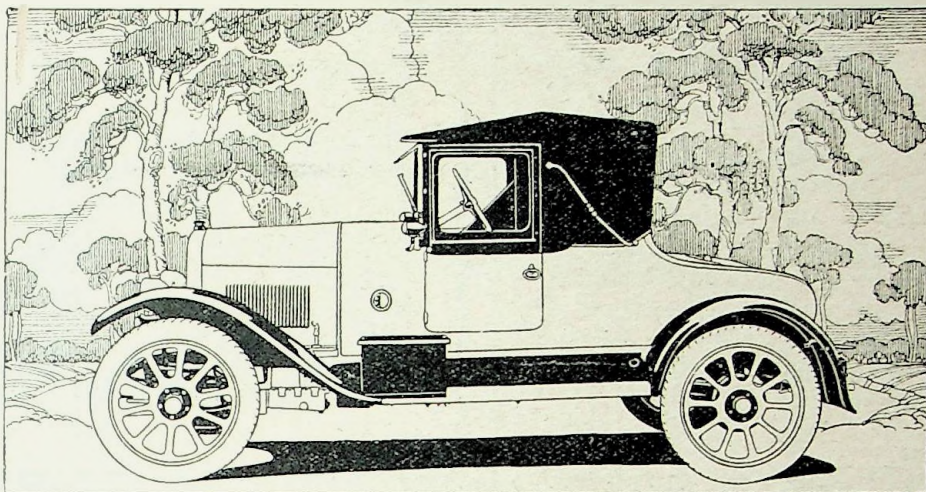
# PRATT'S

*"For the better Spirit on the Road"*



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





COMPARISONS with other light cars serve but to emphasize the superiority of the Calthorpe, in appearance, in service, in durability, and particularly in value. This superiority is the logical result of a manufacturing policy which, over a period of 20 years, has concentrated upon greatness of quality rather than greatness of output.

Prices from 285 gns.

Under the Calthorpe class-production policy, any component part, from bolt to complete chassis, falling short of the Calthorpe standard in the remotest degree, is ruthlessly scrapped. Every stage of manufacture, from raw material to finished car, is constantly under the relentless scrutiny of experts; and even when the car ultimately reaches the owner its efficiency is jealously cared for by the Calthorpe Service Department.

# CALTHORPE

*The CLASS Production.*

CALTHORPE MOTOR Co. (1912) Ltd., BORDESLEY GREEN, BIRMINGHAM.

Wholesale and Retail Agents for London and Home and Eastern Counties:—

MANN, EGERTON & COMPANY.

Showrooms ... 379, Euston Road, N.W.1.  
Service Depot ... 1a, High Road, Kilburn, N.W.6.  
Telephone ... 7122 & 7123 Hampstead.

Wholesale and Retail Agents for Northern Counties:—

TRAVERS, LIMITED,

Pilgrim Street ——— Newcastle-on-Tyne.

Telephone ——— Central 612 & 613.

SERVICE DEPOT.

TO THE  
READER

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

B1





## "The Car that's as good as it looks!"

**I**F outward appearance counts for anything the Horstman would win first prize in a beauty competition. With an exceptionally long wheel-base, and a body of graceful sweeping lines, it at once commands attention in the best of company. As for equipment and efficiency, there again it is quite exceptional.

Beauty is said to be only skin deep, so look a little further. What of the engineering qualities of the Horstman, the engine and chassis, accommodation and comfort? The engine is the famous British Anzani engine, hitherto only supplied on the most expensive of cars, an engine that makes the Horstman known as "The Car that passes you." The chassis is simple and sturdy, accessibility and small need for attention being a marked feature. Every part is instantly accessible, and apart from the engine the chassis only needs lubricating once every 1,000 miles, all usual greasers being eliminated. Accommodation is ample both for passengers and luggage, whilst comfort is probably the outstanding feature of the car. With well sprung adjustable seats, suspension on full cantilever springs, covered and lubricated by Wefco gaiters, all-weather hood and rigid side screens adaptable as a "V" shaped rear screen if desired, and the patent Horstman foot starter operated from the driver's seat—these and other features conducive to comfort are exclusive advantages to be found only in the Horstman.

## Read this Owner's Opinion.

LONDON, W.9.

"Early in 1920 I had the pleasure of purchasing a four-seater model from you and having completed 26,500 miles I thought you might be interested to hear about it. The engine has been decarbonized twice, the second time being this week, the bearings are perfect, not having been touched once since I have had the car. The whole car has been overhauled this week for the first time, no parts wanting renewal, gears are perfect, also back axle. Petrol consumption averages 35 m.p.g.

"I am delighted with the car and hope to run it for a further year before spending any money on it. I usually purchase a new car each year, but thanks to your car I am saving this expense this year. I am certain you have the ideal business man car as it never requires anything done to it except oil up and pump up the tyres."

G.G. 29/9/21.

11'9 h.p. 2-Seater £336 11'9 h.p. Two-Seater Coupe £399  
11'9 h.p. 4-Seater £357 11'9 h.p. Super Sports Model £500

May we send you illustrated particulars post free per return? Immediate deliveries can be arranged.

HORSTMAN CARS LTD., BATH.

# HORSTMAN

"The Car that passes you"

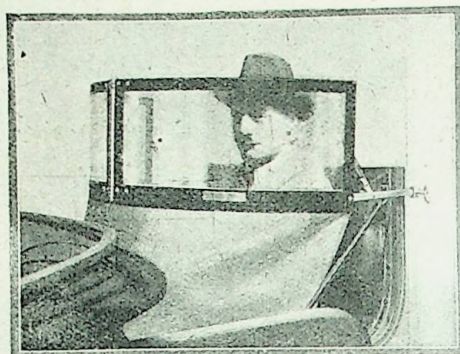
B2

HELP THE  
MOVEMENT

H.P.

by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.

## An Appeal for your Passengers!



Screen in Normal Position.

## About your Auxiliary Seat!

With an Easting fitted to your Dickey Seat you will no longer consider it an auxiliary seat. Your passengers will be enthusiastic over its cosiness even in wintry weather. For wet weather too, it is adjustable to the "Storm Position," which forms a hood that will give protection in any weather conditions.

When not in use it folds quite flat, and can be easily stowed in the toe of Dickey. This screen can be fitted by the car-owner without in any way disturbing the upholstery.

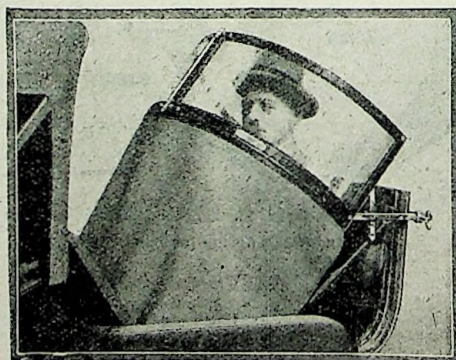
PRICE COMPLETE £5 : 5 : 0

We are also specialists in Rear Screens, Side Screens and all-weather equipment. May we send you details?

EASTING WINDSCREENS, LTD.

132, Steelhouse Lane : : BIRMINGHAM.

London Office: 24, Finsbury Square, E.C.



Screen erected in Storm Position.



# The All-British DEEMSTER

THE LITTLE CAR OF "LION HEART"

## 12 h.p. LIGHT CAR

### Easter Motoring

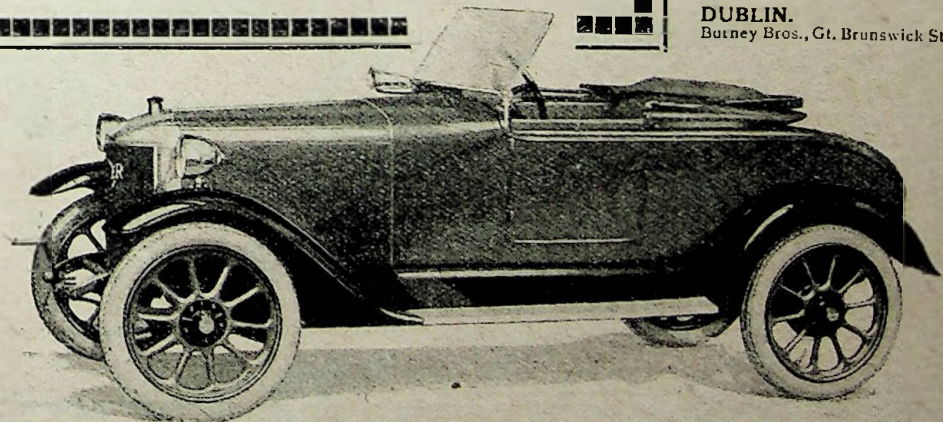
Get your Deemster in time for Easter. Any of our Agents can register and deliver a car at a few hours' notice. Those given here have Deemsters in stock for immediate delivery.

## PRICE 300 GUINEAS

The OGSTON MOTOR CO. (1918), Ltd.,  
Deemster Works, Victoria Road, Acton, W.3.

(Nearest Station: WILLESDEN JUNCTION.)

Telephone Nos. ... Chiswick 2044-2045.



#### LIST OF DEEMSTER AGENTS.

##### LONDON. S.W. :

Autoveyors, Ltd., 81, Victoria Street.

##### LONDON. W. :

Caithness & Co., Ltd., 65, Gt. Portland Street.

##### BARROW-IN-FURNESS

Townson & Ward, Ltd., Cornwallis Street.

##### BIRMINGHAM :

Goodwin's Motor Agency, Ltd., 2/1, Edmund Street.

##### BOURNEMOUTH :

Primavesi, Mauleverer & Co., 201, Holdenhurst Road.

##### BRADFORD :

Grange Motor Co., Woodhead Road.

Caterham Valley, Surrey. County Garage.

##### EASTBOURNE :

Grove Eastbourne Motor Works and Garage, Ltd., The Arcade, Grove Road.

##### LIVERPOOL :

Theo & Co., 6, Hatton Garden.

##### LINCOLN :

R. M. Wright & Co., Ltd., Newland and Water Lane.

##### NEWCASTLE-UPON-TYNE :

John Macpherson, Orchard St.

##### NORTHAMPTON :

Arthur Mulliner (London), Ltd., Bridge Street.

##### NORWICH :

Howes & Sons, Ltd., Chapel Field.

##### SHEFFIELD :

Holmes & Youngie, Ltd., Hunter's Bar.

##### SWANSEA :

J. & P. Bevan, Pioneer Garage, Clarence Terrace.

##### TROWBRIDGE :

Longstreet's Garage, Fore St.

##### WALLINGTON, SURREY :

Houghton Bros.

##### WELLINGTON, SOMERSET :

Richardson's Garage, Etd.

##### CARDIFF :

J. L. Pollock & Co., Ltd., 132, Albany Road.

##### ABERDEEN :

David Brown, Stanley Street.

##### EDINBURGH :

Donaldson's, Ltd., 21, Morrison Street.

##### GLASGOW :

The Scottish Cars, Ltd., 320-321, Pollokshaws Rd., Eglington Tol.

##### MONTROSE :

Duthie & Son, 52, High Street.

##### BELFAST :

O.D. Cars, Ltd., Dunmore, Antrim Road.

##### DUBLIN.

Burney Bros., Gt. Brunswick St.



Enjoy Easter by Touring on a

# Bayliss Thomas

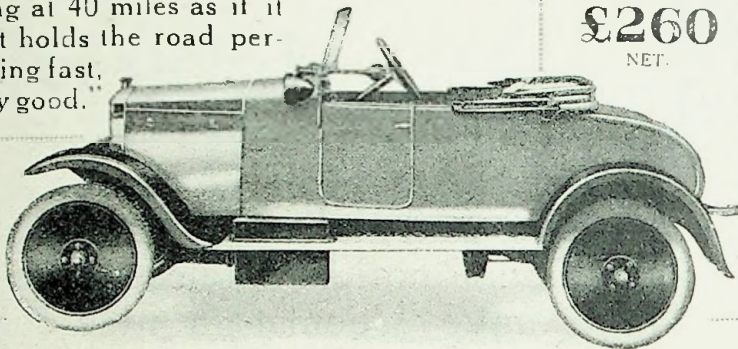
LIGHT CAR

*An Enthusiastic Owner writes:—"In 8 months my car has run over 16,000 miles and still runs perfectly. Not a single penny incurred for repairs or replacements, not even a new plug . . . consumption works out at over 40 miles per gallon . . . takes hills which we see larger powered cars labouring up . . . touches 52 m.p.h., and sails along at 40 miles as if it could go on for ever. It holds the road perfectly even when travelling fast, and the steering is equally good."*

*Ask us for full Catalogue, particulars and name of nearest Agent for Trial Trip.*

**BAYLISS, THOMAS & CO.**

(Proprietors—The Excelsior Motor Co., Ltd.),  
KING'S ROAD, TYSELEY, BIRMINGHAM.  
Phone: 123 Acocks Green. Grams: "Monarch, Hay Mills."



## COLMORE CUP TRIAL

**1** Bayliss Thomas Junior entered  
(Driven by Mr. Sidwell)  
**GOLD MEDAL.**

Economy Light Car Trial (Mar. 3)

**4** Bayliss Thomas cars entered  
**2 Gold Medals.**  
**2 Silver "**

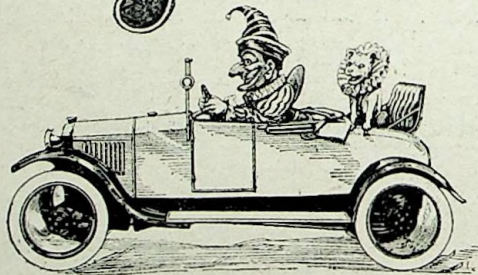
Illustrated is the new BAYLISS THOMAS 9-19 h.p. POPULAR model.

**£260**  
NET.

# Peugeot

"BABY QUAD"

The Car  
with a  
Punch  
in it!



The world's most "nippy" and economical car.

PEUGEOT (ENGLAND) LTD.

Showrooms—

10, Brompton Rd., London, S.W.1.

Phone :

871 Kensington.

Works—

19a, Carlyle Square, S.W.

Phone :

1415 Kensington.



# SWIFT

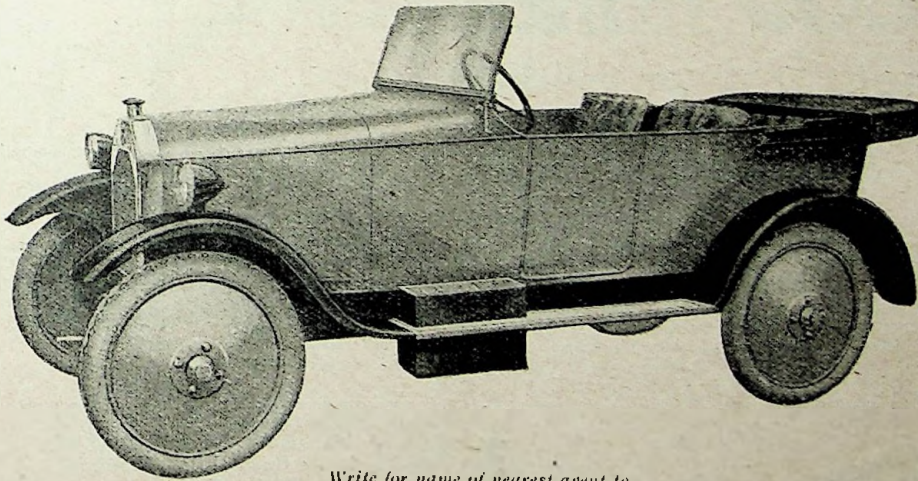
## Buy on Performance —Not Price

4-CYLINDER WATER-  
COOLED, SELF-STARTER  
and ELECTRIC LIGHTING.  
UPHOLSTERED in REAL  
LEATHER.

2 SEATER  
with  
Dickey or £275 "CHUMMY" Model  
(Accommodating  
2 Adults and  
2 Children).

**H**UNDREDS of motorists are choosing the 10 h.p. Swift in preference to other cars—not because of its low price, but because of its better road performance. They know that a light car with only a £9 tax, that can do 53 miles an hour at a petrol consumption of from 45 to 50 miles to the gallon is a super-efficient production. And because it is a Swift they know that it is built to endure; for Swifts have always had a habit of running sweetly and giving satisfactory service years after other cars are worn out.

Swift dependability is just as strong a feature as efficiency in the 10 h.p. model, and to adequately appreciate its comfort, smoothness and charm a personal trial is essential.



Write for name of nearest agent to  
BRITISH MOTOR TRADING CORPORATION, LTD.,  
132-135, Long Acre, London, W.C. 2

Manufacturers:  
**SWIFT OF COVENTRY LTD., COVENTRY**

Irish Depot: 15-17, South King Street, Dublin.

NOW IS THE TIME TO HAVE YOUR

CAR RENOVATED BY THE MAKERS.



TO THE  
READER

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

B5





## THE ONLY GAITER

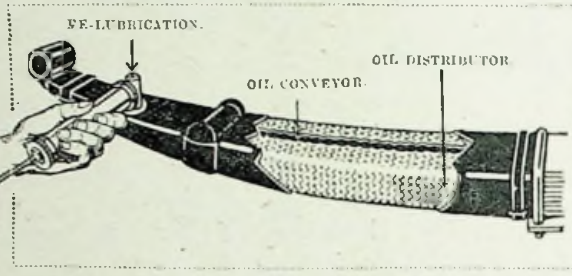
WITH  
SPECIAL DUST-PROOF NIPPLES  
OIL CHARGER  
COTTON WICKING OIL DISTRIBUTOR  
*leaving nothing to chance.*

### JEAVONS GAITER CHARGER

makes  
re-lubrication  
clean, easy  
and rapid.  
FREE  
WITH  
EACH  
SET.



NIPPLE enables  
Charger to be  
used as Oil Can  
or Petrol Squirt.

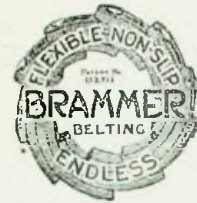


Jeavons Gaiter Charger and Special  
Nipples to fit old type Oil Caps, 12/6  
per set; carriage paid.

**RAMSDENS (Halifax) LIMITED**  
(Dept. L.), STATION WORKS, HALIFAX.

Branch Offices and Service Depots:  
**LONDON:** 33, New Cavendish Street, W.1.  
**BIRMINGHAM:** 25, Rankin Chambers, 191, Corporation Street.  
**MANCHESTER:** Merriman & Howard, 82/83, L. Street, St. Ann's 48.  
**GLASGOW:** Geo. M. Smith, 19, West Regent Street.

IF YOU HAVE  
TROUBLE  
WITH YOUR DYNAMO  
NOT CHARGING  
USE



It Eliminates all the  
Faults of other V Belting.  
Non-slip—Not affected by  
Oil—Length easily adjusted  
—No fasteners, lacing or  
splicing—Practically  
indestructible.

POST THE  
COUPON

To  
Dept. L.  
RAMSDENS  
HALIFAX  
LIMITED.

Please send no money  
and post free, full  
particulars of Jeavons  
Lubricating Spring  
Gaiter; Ramsdens Graphite  
Grease Gaiter; Brammer  
Belting.

Name.....  
Address.....  
Make of Car..... H.P.....

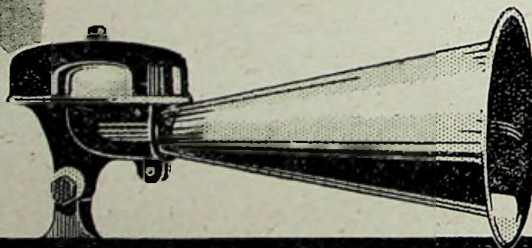
# 60,000 miles on demonstration model NO TROUBLE

The Herbert Engineering Co., Ltd., tell us that they have had a Graham Electrical Autohorn in continual use on one of their demonstration cars which has covered over 60,000 miles. This horn has retained its warning note with perfect consistency.

You would never give an ordinary horn half the work that it gets on a demonstration car, but we quote these facts as indicating the troubleproof features of the Graham Horn.

Note particularly the horizontal diaphragm with its dustproof and rainproof cover, which is readily detachable when needed. This is essentially the type for the running board. Other models are available for under bonnet fitting.

Prices range from 27/- Send for Booklet "L.C."



Daily Demonstrations at Our Showrooms:  
**THE ALGRAPHONE SALON,**  
25-26, Savile Row, Regent Street, W.1.

Phone: Regent 1075.

SCOTLAND: Donald C. Syme, 83, Renfield Street, Glasgow.  
IRELAND: Alexander B. Munday, 41, Chichester Street, Belfast.

*Graham*

**ALFRED GRAHAM & COMPANY, ST. ANDREW'S WORKS, CROFTON PARK, LONDON, S.E.4**

Telephone: Epsomham 1207-7

Telegrams: Navalade, Brock, London.

B6

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THE ASTONISHING SUCCESS OF

# THE ARIEL NINE

and the wonderful reception accorded to it both by the motoring public and the motor trade has made it possible for us to enormously increase our manufacturing programme, which now enables us to offer this beautiful light car at the remarkable price of



## £215



### The Ariel Nine

can be seen and tried at any of our principal Agents' Depots as follows:—

**LONDON.**—Ariel Motors & General Repairs, Ltd., 320-2, Camberwell New Road.

Jones' Garage, The Broadway, Muswell Hill, N.

Huckson Bros., The Dulwich Carrier Co., 356, Lordship Lane, East Dulwich.

**BIRMINGHAM.**—P. J. Evans, John Bright Street.

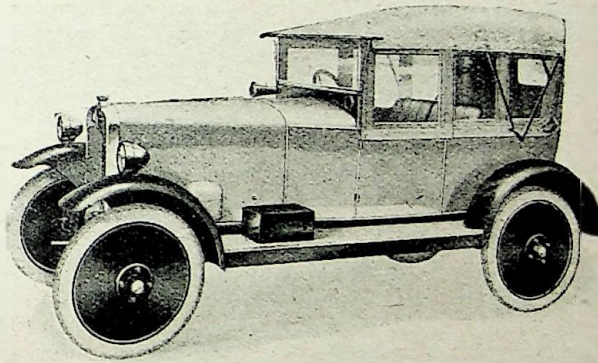
**MANCHESTER.**—F. Speakman, 7, Rochdale Road, Harpurhey.

**BRISTOL.**—Allen Bros., Bedminster.

**HULL.**—Arthur Barker & Sons, 87, Anlaby Road.

**LEEDS.**—North Bar Engineering Co.

**NEWCASTLE-ON-TYNE.**—Percy Motor Co.



The specification includes water-cooled horizontally opposed twin-cylinder engine. Three-speed and reverse gearbox. Silent spiral bevel drive and differential. Lucas dynamo lighting set. Dunlop tyres and wheels. De Luxe 3-4 seater body, finished in exquisite shade of grey. All-weather hood and side curtains affording complete protection to driver and all passengers.

**BOURNEMOUTH.**—Prima-yes, Mauleverer & Co., 204, Holdenhurst Road.

**WELLINGTON.**—Richardson's Garage.

**PETERBORO.**—Howlett & Howard, 120, Lincoln Road.

**CHIPPENHAM.**—Smith & Sons, Stanton.

**BOLTON.**—W. Pilling, Great Moor Street.

**MIDDLESBROUGH.**—Pallister, Yare & Cobb, 134, Marton Road.

**SOUTHSEA.**—F. M. Seal, 51-53, Highland Road.

**WHITLEY BAY.**—Whitley Bay Motor Co.

**EDINBURGH.**—Andrew Downie, Ltd., Haymarket Terrace.

**GLASGOW.**—Douglas Deans Ltd., Great Western Road.

**ABERDEEN.**—Geo. Cheyne, 147, Holburn Street.

**HOWWOOD.**—W. R. Houston & Son, The Garage.

*A postcard will bring you art catalogue by return.*

**ARIEL WORKS, LTD., 3, BOURNBROOK, BIRMINGHAM.**

**TO THE  
READER**

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B7.



# W.G. NICHOLL - LIMITED

*"I have a Friend in the Trade."*



"WHEN I want a car I shall go and see Old So-and-So. He's in the trade. He'll tell me what sort of bus will suit me. Yes—of course, and my brother-in-law, who is with the Nopremium Assurance Co., can set me up all right in that particular direction. As for tyres, petrol, oil, etc., and a little fatherly advice and help occasionally, Old Stevens, who was with me in France, he has a bit of a repair show now."

*Lucky man; he will enjoy his motoring with all those friends in the trade. Do you envy him? Because you need not.*

Have one friend only, instead of three. He is in existence for you. A post card costing only one halfpenny will bring a little booklet, entitled "In the Heart of London," and that tells you where he is and what he can do for you.

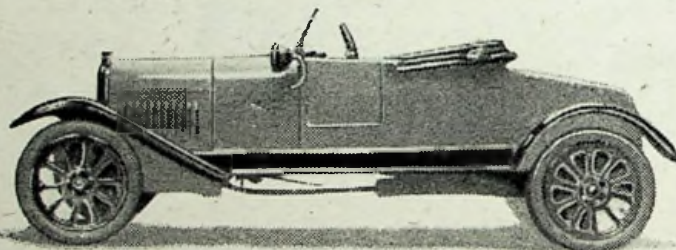
*It is worth the halfpenny stamp! Send it NOW.*

W. G. NICHOLL, Ltd., 50-54, Whitcomb St., London W.C.2.

Telephone—  
Regent 3116.

Telegrams—  
"Nicol. Westrand, London."

50-54 Whitcomb St, London W.C.2



Price  
**177**  
Guineas

Friction Discs supplied for G.W.K. and other makes of friction-driven cars.

## CONDENSED SPECIFICATION.

4-cyl. 10 h.p. Water-cooled.	Tyres: 700 x 80 mm.
Friction Disc Transmission.	Spare Wheel and Tyre.
4 speeds and reverse.	Full Equipment.
Dynamo Electric Lighting.	Dickey Seat.
Wheels: Pressed Steel.	

## Other Models and Prices:

	Gns.
Two-Seater ...	245
Four-Seater ...	250
Coupe ...	295

# "UNIT" SERVICE CAR

With 10 h.p. 4 - Cyl.  
Water-Cooled Engine.

Send to-day for full particulars of this wonderful value in Light Cars

ROTARY UNITS, LTD., Wooburn Green, Bucks.

'Grams: "Rotary, Wooburn Green." 'Phone: Bourne End 123.



*all  
roads  
come  
alike  
to the  
Rhode*

## Here's evidence!

In less than two years from its introduction it has won in the classic trials—

**4 Trophies**

**46 Gold Medals**

**2 First Class Awards**

**6 Silver Medals**

and this year it has opened with

**P. J. Evans Trophy &**

**2 Gold Medals in the  
Colmore Cup Trial**

**Team Prize & 3 Gold  
Medals in the**

**Midland Car Trial**

**2 Gold Medals in the  
Victory Cup.**

And those roads! Nothing dreamed of by the most reckless tourist would even approach them—you would never ask *your* car to cover similar surfaces or climb similar gradients. In a word they are "discovered" for the purpose of "putting out" the competitor; and to score and keep on scoring in such events is irrefutable evidence of reliability and road-worthiness.

And the "Rhode" (the original "Occasional Four") is purchasable at £235! Isn't it worth while knowing more? Write us.

**RHODE MOTOR CO.,**

**Rhode Works, Tyseley, Birmingham.**

**London: Mebes and Mebes, 144, Great Portland Street.**



*The Service*  
Company Ltd.  
LONDON

## SALES PLUS SERVICE

ALL MAKES SUPPLIED.  
CASH  
EXCHANGE  
DEFERRED PAYMENTS.

**Bayliss Thomas**  
LIGHT CAR

### The Light Car de Luxe.

4 Cylinders—water cooled—3 Gears.  
"Nothing but praise!" "We cannot find anything but praise, having never found one with a more flexible engine or better springing. We were struck with the silence of the car on intermediate gears, and know no other at any price to excel the 'BAYLISS THOMAS'."

Catalogue by request. Prices from £260

### The Touring G.N.

Handsome and roomy, affords exceptional protection to the passengers, high sides, deep upholstery—wide door. Neat sunk double diekey. Interior and exterior finish of the highest quality.

TWIN CYLINDER  
£195



### The Light four-seater.

Roomy and comfortable bodywork, elegant in appearance. Front seats of arm chair type, ample leg room, good protection.

TWIN CYLINDER  
£215

## WHY NOT A MORGAN?

THE "MORGAN RUNABOUT" has been before the public for thirteen years, and during that time has proved its efficiency and reliability in all the most important public trials. It is designed to meet the needs of those who require something cheaper and simpler than a car, but more comfortable than a motorcycle.

The Standard model has been placed on the market to meet the demand for a thoroughly reliable utility vehicle at the lowest possible price. All the working parts are exactly the same as in our more expensive models.

The bodywork is comfortable and has a side door. The engine fitted is the latest pattern 10 h.p. Blackburne, and in so light a vehicle the powerful air-cooled engine is in every way satisfactory.

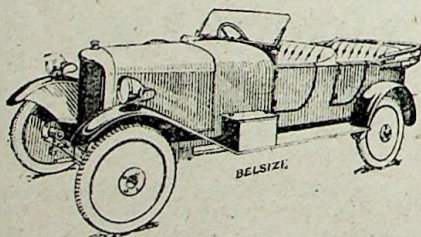
Delivery at once. £128

The "Family" model has been greatly improved. We will guarantee this model to carry up to the total weight of 20 stone. Delivery at once.

W. C. Blackburne Engine, Dynamo Lighting, Trip Speedometer... £178

Grand Prix Morgan, W. C. Anzani Dynamo, Trip Speedometer £175

**BELSIZE**  
BRADSTRAW MODEL



"Oil-cooling is successful. The two-cylinder Belsize is one of the most quiet and smooth running non-water cooled engines we have tried; in fact, on these counts it can bear comparison with many small 'fours'."

Delivery at once. £210

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

Telegrams—"Admittedlv.London." Telephone—Holborn 666.

Equipment  
made  
by

# TERRY'S



Terry's  
"AVECTA"  
Tool Clips are  
first-class for  
the tool shop.

3 - dozen  
retail—  
with screws.  
From Agents,  
Ironmongers,  
etc. In case of  
difficulty, from  
us.

is guaranteed to  
be as good as  
high grade  
material and  
manufacturing  
skill can make  
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Buy from your  
agent. In case  
of difficulty  
order from us.  
List free.

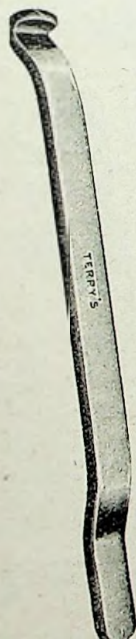
Why not a  
TERRY

spring seat saddle  
for that  
cycle or motor-  
cycle of yours?

HERBERT TERRY & SONS, Ltd.  
Manufacturers, Redditch, Eng.  
Est. 1855.



Back of Terry's  
"Aero" quality  
Valve Springs  
is a wide  
experience of  
spring making.  
We make for all  
engines. From  
your agent.  
In case of  
difficulty, from  
us.



Our Spanner  
range for your  
kit. The  
quality of the  
article and the  
service it renders  
makes it a  
favourite.

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



High-  
grade  
Terminals  
in steel, brass,  
copper. Also  
circular types  
Prices on  
request.



No. 748. Terry's Pocket  
Screw Driver in leatherette  
case is a useful little tool for  
every motorist. It may be  
carried in the pocket. The  
case prevents tool wearing  
holes in the pocket. With  
this turnscrew you may make  
those little adjustments usually  
so difficult with a bigger tool.

Plated finish, in case 6d. each.  
Bronzed " " " 4d. "

A "Terry"  
Tyre Lifter  
stands up to  
its work.  
Prices on  
request.

From your Agent, please—in case of difficulty, order from us.

List post free.



# CLYNO

THE NEW  
FAMILY  
MODEL



**£255**  
WITH  
STARTER

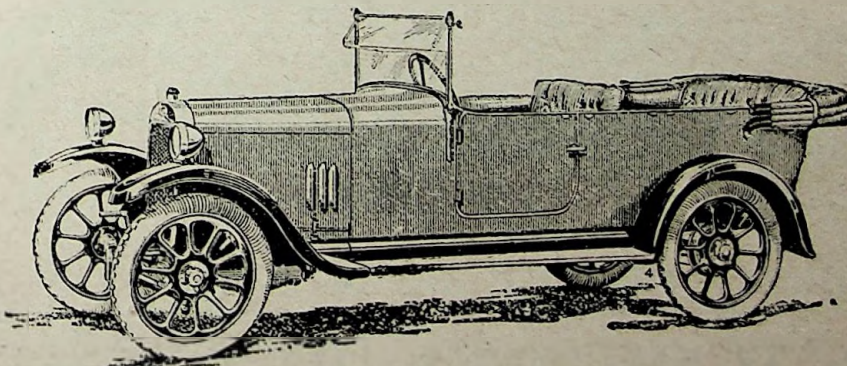
## The cheapest car of over 1,100 c.c. capacity

Leaving out of consideration its superior design and construction, the Clyno Family Model is cheaper in actual price than any other car of its class. It is also the only car of its class and price which includes electric lighting and starting as standard equipment. Roomy, thoroughly comfortable, notably economical in running costs, the Clyno Family Model is a smart, serviceable, durable car for which one is proud to claim British origin.

### ADDITIONAL MODELS:—

Standard 2-seater, £275  
Standard 4-seater, £285

De Luxe All-weather 2-seater, £298  
De Luxe All-weather 4-seater, £325



**The CLYNO ENGINEERING CO. (1922), Ltd.**  
**PELHAM STREET, WOLVERHAMPTON.**

'Ph ne: Wolverhampton 992.

Wires: "Clyno, Wolverhampton."

**TO THE  
READER**

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



# CROUCH

BUILT BY ENTHUSIASTS FOR ENTHUSIASTS

## Manville Trophy

MARCH 10th.

1. **RELIABILITY.** Did not lose a single mark.
2. **HILL-CLIMBING.** 8 Test Hills, stop and re-starting on 1 in 4.
3. **EFFICIENCY.** On time everywhere.
4. **SPRINGING.** 90 miles on a flat rear tyre.
5. **AWARD.** Special Gold Medal.

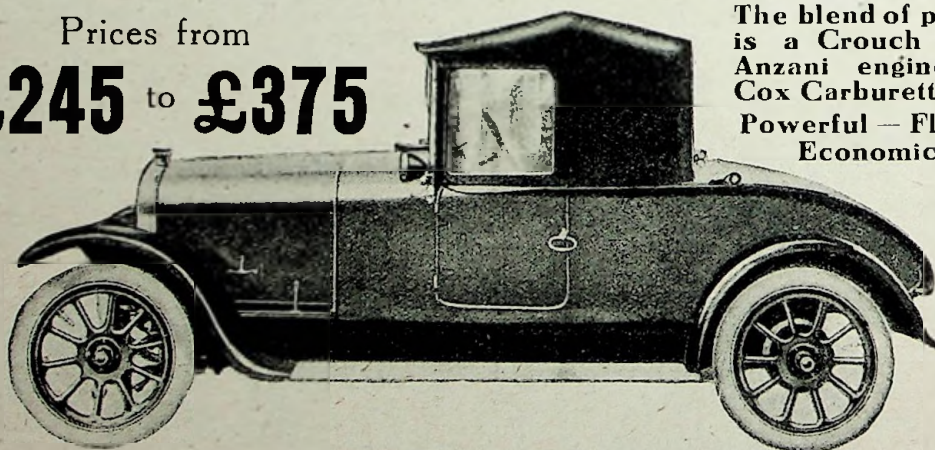
"The Car Prize was never more deserved."—*Vide* "Midland Daily Press."

## General Efficiency Trial

JUNIOR CAR CLUB (March 17th).

Crouch made Fastest Time 1 Lap Speed Test, Brooklands Track, 61 m.p.h.

Prices from  
**£245 to £375**



The blend of perfection is a Crouch car with Anzani engine and a Cox Carburetter.  
Powerful — Flexible — Economical.

**BUY a CROUCH and be CONTENTED.**

## CROUCH MOTORS, LTD., Coventry.

*Ask your Agent for a Trial Run.*

London Agent: B. S. MARSHALL, LTD.

Cardiff Agent: P. W. ROWE.

B12

**HELP THE  
MOVEMENT**

by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.



~~Air cooled ?  
Oil cooled ?  
Two cylinder ?~~

# **NO FEAR!**

---

## **FOUR - CYLINDER WATER - COOLED**

**T**HROUGHOUT the Gwynne "Eight" chassis you will find nothing but the most efficient and the most advanced principles of design. Nothing that the most discriminating owner could ask for has been sacrificed for a low price. Why put up with the poor torque and the vibration of a twin, when you can have the beautiful little four-cylinder overhead valve Gwynne to spin you to your destination? Its running can only be compared to that of a turbine.

Other points are: Honeycomb radiator, magneto ignition, three-speed gearbox, enclosed transmission, differential axle, shock absorbers and dynamo lighting.

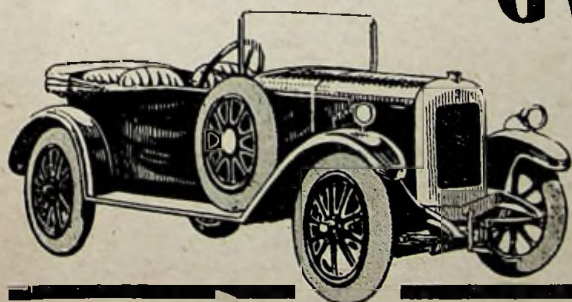
The body will appeal to you, too.

### **PRICES:**

Two-Three-Seater, or Two-Seater	...	198 GUINEAS
Or with Electric Starter	...	208 GUINEAS
Two-Seater de Luxe	...	250 GUINEAS

## **The GWYNNE "EIGHT"**

(Made by Gwynne's).



SOLE CONCESSIONNAIRES:—

**THE SERVICE MOTOR Co. Ltd.**

94, GT. PORTLAND STREET, LONDON, W.1

And 300 Agents throughout the Country.

'Phone—Mayfair 3025 6.

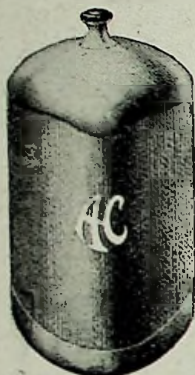
'Grams—"Seratoco, Phone, London."

**TO THE  
READER**

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



The Amazing



12 h.p. Car

"Worth more than any other."

'A-C'

4-cylinder  
Models from  
**£325**

## A-C cars receive the "HIGHEST PRAISE"

When you see a keenly-interested group gathered round a car, that car is pretty certain to be an 'A-C.' Satisfied owners write letters like this one:—

Lanest,  
Slades, St. Austell.

Dear Sirs,

"I am very proud of my 'A-C' Car, and wish to keep her in good order. I have been about 5,000 miles and everywhere I go many ask to have a look at her and all speak in the highest praise of her.

I have been driving about nine years and have never handled anything like the 'A-C.' I think all praise is due to you for turning out such a car.

I usually drive about thirty miles per hour, and I find in slowing down to go around bends (in the road) she picks up to thirty miles again in two seconds."

Yours faithfully,

(Sgd.) THOMAS HOSKINS.

Write for interesting descriptive Booklet.

# AC CARS, LTD. (S. F. EDGE, Governing Director)

Sales Dept.:

HIGH STREET, THAMES DITTON, SURREY,  
ENGLAND.

Phone: KINGSTON 3340 (4 lines).

Works: THAMES DITTON

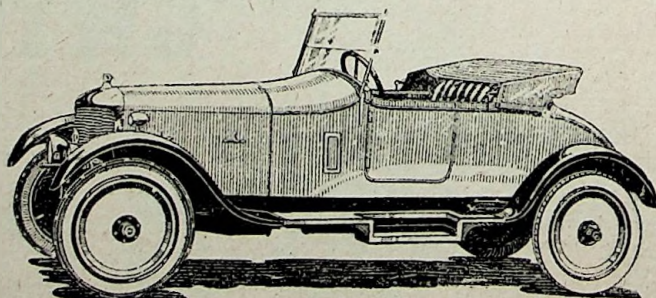
Service Depot:  
181, Hercules Rd.,  
Lambeth,  
London, S.E.1

Agents: Ask for nearest to you.

'A-C' CARS ARE ON VIEW IN LONDON AT

Autoveyors, Ltd., 84, Victoria Street, Westminster, S.W.1.  
Caithness & Co., Ltd., 65, Great Portland Street, W.1.  
N. L. R. Easton, 6, Warwick Street, Regent Street, W.1.  
Car Mart, Ltd., 207, Euston Rd., N.W.1, & 173, Piccadilly, W.1.  
Reys, 378, Euston Road, N.W.1.  
Newham Motor Co., 223, Hammersmith Road, W.6.  
Eccleston Motor Co., 9, Eccleston Place, S.W.1.

Occasionally first-class demonstration models are available as second-hand cars. Particulars will be sent on request.







#### THE WONDER OF ELECTRICITY.

Few motorists stop to consider the tremendous part played by electricity in the modern car. Apart from questions of ignition, the flood of light which can be let loose merely by pressing a button, practically revolutionizes night driving. The view of the road in the above picture was taken with no other lighting medium than that provided by the head and side lights of the 12 h.p. Deemster all-weather model.

## Notes, News and Gossip of the Week.

### A Poser—and the Answer.

To the query "What is the average speed of a light car that covers one mile at 70 m.p.h. and the next at 18 m.p.h.?" we have received far too many replies to publish. Several fell into the trap set and added 70 and 18 together and halved their total to find the average speed. The real average is given in our correspondence columns this week.

### Petrol Prices in Ireland.

The Ulster Association for "Peace with Honour" is using its best endeavours to obtain a reduction in the price of petrol by means of which it will be brought to the same level as that ruling in Scotland. The Association says:—"The petrol companies endeavour to justify the higher price (1d. per gallon) on the plea that conditions in Ireland are so much disturbed that there is a liability of loss through theft and arson.

### The Shilling Starter.

The slow running of some cars not equipped with electric starters or hand setting for the carburettor is satisfactory when the engine is hot, but is not far enough open when it is cold. A shilling inserted between the adjustable stop and the throttle lever would probably make all the difference to the ease of starting, and can be withdrawn as soon as the engine is warm.

No. 540. Vol. XXI.

### LIGHTING-UP TIMES

for Saturday, March 31st, 1923.

London ...	6.58	Edinburgh ...	6.49
Newcastle..	6.47	Liverpool ...	6.53
Birmingham	7.1	Bristol ...	7.8
Dublin ...	7.36		

Lighting-up time in Ireland is one hour after sunset and in Scotland half an hour after sunset.

Moon.—Full Moon on April 1st.

### Rubber Roads.

Experiments are being carried out by Messrs. Charles Macintosh and Co., of Manchester, in connection with rubber paving which has been laid down on one of the busy streets leading to the works of this concern. Some time must necessarily elapse before results become known, but it is confidently anticipated that the rubber will stand up far better than any other type of road surfacing.

### Some Test.

A new model to be introduced this summer is undergoing a huge mileage test, three shifts of drivers being employed so that the car is enabled to cover a distance of 600 miles a day.

### The Policeman's Right.

When, at Warrington (Lancs.), a motorist—charged with dangerous driving—contended that the policeman had no right to examine his licence to find out if it had been endorsed (recently such a case had been dismissed at Manchester), the bench pointed out that the police had no right to look at the licence for this purpose, as it prejudiced the case. The clerk however, said the police had, of course, a right to examine a licence.

### Police Activities.

The police are trapping three days a week at Buckden on the Great North Road and are also quite lively in King's Lynn.

### Crude Oil as Fuel.

An invention which may open up vast possibilities for aviation in the future was forecasted during a debate in the House of Commons last week on the Air Service. Capt. W. Benn, speaking of the fuel problem in aviation, said that General Salmond, at the Air Conference, had stated that petrol was costing £25 a ton. Crude oil was only £4 a ton. He remarked: "Supposing an engine is invented—and I believe we are in prospect of it—which uses crude oil, and we could pay for the oil £4 instead of £25, what an enormous difference it would make.



### Utility and Economy.

The Stoneleigh utility car is not only upholding its name, in so far as its usefulness is concerned, but is also establishing a reputation for economy. In the Colmore Cup Trial the one Stoneleigh car entered was awarded a gilt centre medal, whilst in the recent Midland Car Club's Economy Trial two Stoneleighs obtained gold medals.

### Racing Colours Competition.

With reference to the racing colours for Brooklands drivers, suggested by "Long Tom," and given in our last issue, we now learn that a competition has been organized in which anyone who finds the names which correspond with thirteen new colours that are not on the first list will be given £5. The result will be made known at the J.C.C. Spring Meeting.

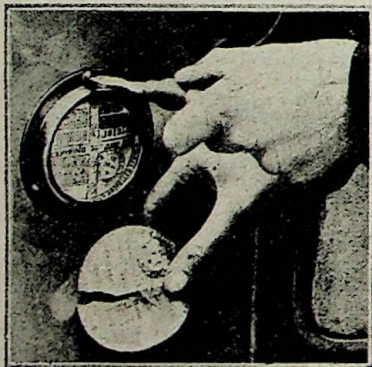
### Facts About Fort Dunlop.

Fort Dunlop is the name by which the factory near Birmingham, where Dunlop tyres are made, is known; 4,000 hands are employed. The power house has an output of 16,000 h.p. One corridor in the buildings is a third of a mile in length. In 1915 hares and snipe looked upon what is now Fort Dunlop as their special preserve.

### Road Classification and Grants.

In the House of Commons, Brigadier-General Clifton Brown recently asked the Parliamentary Secretary to the Ministry of Transport what would be the cost to the Exchequer if all rural roads at present classified first class were given a grant of 75 per cent. instead of 50 per cent.; if all roads now classified second class were given a grant of 50 per cent. instead of 25 per cent.; and if all unclassified roads, now administered by county and rural district councils, were given a grant of 25 per cent.

Col. Wilfrid Ashley, replying, said he assumed that the first and second parts of the question referred to Class I and Class II roads maintained by rural district councils. On this assumption, the increased grants suggested in the ques-



### QUARTER DAY.

Slip out the old—slip in the new. One of last Saturday's important "trials" in which many motorists took part.

tion would raise the contribution from the Road Fund towards the maintenance of these roads from £209,680 to £334,520 in the first case, and from £210,630 to £421,260 in the second. With regard to the third part of the question, he had no information on which to base a reply.

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### LIGHT CAR-ICATURES.



MAJOR FRANK H. BALE,  
O.B.E., M.I.A.E.

(Hon. Gen. Treasurer of the Junior Car Club—a Blondin of Financial Balancing Feats.)

At the annual general meeting  
No one gets a warmer greeting.  
One can always "bank" on Bale.  
"Our finances quite O.K., sirs—  
"Getting fatter every day, sirs—  
"Vide figures" . . . Yearly tale.

### Artificial Mist.

There was a light mist over the countryside and the driver of a cyclecar was proceeding at a moderate 18 miles an hour. At one point the mist seemed rather thicker, and the driver prudently slowed down, to find the road suddenly barred by a wagon, which had enveloped itself and its immediate surroundings in a cloud of steam, which completely hid it, and, of course, blended excellently with the mistiness of the weather. No one could have been blamed had an accident ensued.

### An Echo of Simms Hill.

As a result of correspondence regarding the performances of cars at Simms Hill which has appeared in our columns, the manufacturers of the Marseal car state that the car of this make which climbed the hill on the occasion of our Rally, February 10th, was a standard sports model equipped with standard gears. It is claimed that the Marseal holds the record for the number of passengers taken up the hill, and, if necessary, the manufacturers are willing to prove that it is possible for a Marseal to take four people up the now famous gradient. Incidentally, it is pointed out that extensive additions to the work and plant have been made, that good deliveries of all Marseal models can now be given, and that a new Universal model without a starter is being supplied at 190 guineas.

### Eliminating Greasers.

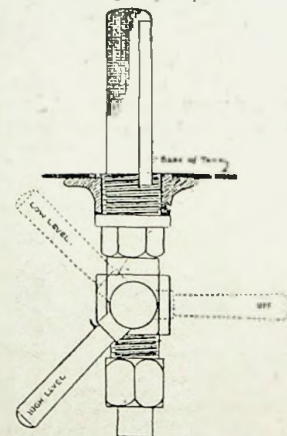
The A.-C. cars which are now being delivered have only four greasers that require attention.

### Winning a Gold.

The competition driver looks like having a busy time this year. This is how he spends his week: On Monday and Tuesday he is tuning up his car. On Wednesday he rushes off to try the course, and may discover that he is over-gearred for some of the hills, or that Parsons chains are necessary. So he hurries back and spends Thursday making alterations. More trials on Friday, and, of course, the competition on Saturday. When the results are announced a regular day must be set aside for protests, that is unless he has been fortunate enough to win a gold.

### The Emergency Supply.

Several light cars are already equipped with three-way petrol taps, by means of which the supply can not only be opened or cut off, but an emergency supply stored in the tank. Lagonda models are now fitted with this type of petrol tap, by means of which a reserve supply of approximately one gallon is carried in the tank. Incidentally, the denouement depicted in our front-cover picture would hardly arise in the case of the Deemster, as this also is fitted with one of these very useful emergency taps.



Emergency rations. The new three-way tap, now fitted as standard to all Lagondas. It governs a reserve supply of one gallon of fuel, and eliminates the necessity for utilizing useful locker space by carrying a spare two-gallon tin.

### Cars at British Empire Exhibition.

The council of the S.M.M. and T., Ltd., have decided to arrange an exhibit of British automobile products in the British Empire Exhibition, which is to be held at Wembley, April-October, 1924. An allotment of 50,000 sq. ft. of floor space has been obtained. The display will be made on unique lines, and will constitute the largest collective exhibit ever made by any single industry in an Exhibition of this character. The Society will undertake all arrangements for individual manufacturers in connection with the preparation, maintenance, cleaning, and staffing of the section. The industry will thus be relieved of the heavy costs which would be incurred if individual manufacturers obtained independent space allotments.

With the object of further reducing expenses to individual exhibitors, the Society have undertaken to contribute, so far as their members are concerned, up to a limit of £10,000.



### The Lighter the Better.

In a brief description of the manufacture of Goodyear inner tubes, it is stated that a lot of inner tube sales are made on the strength of the argument that a heavier tube is better. It is pointed out that weight has nothing to do with the service that a tube will render. If tubes could be built as thin as tissue paper and still be strong enough to retain the compressed air, they would be of the best construction.

### First B.M.C.R.C. Meeting.

The first British Motor Cycle Racing Club's members' meeting will take place at Brooklands on Saturday, April 7th, and three-wheeled cyclecars will be eligible to compete in two of the five three-lap handicaps. There are in all nine events down for decision, one of the most interesting being the three-lap private owners' handicap. Admission to the track will be 3s., B.M.C.R.C. members free.

### Complete Service.

On Friday last the Blue Bird Motor Co., Ltd., opened what is undoubtedly at present the most complete fuel, oil, water, and tyre inflation service depot in the country at 330-340, King's Road, Chelsea, London, S.W. Fifteen of the latest Bowser fuel and oil pumps have been installed.

### New Secretary of S.M.M. and T.

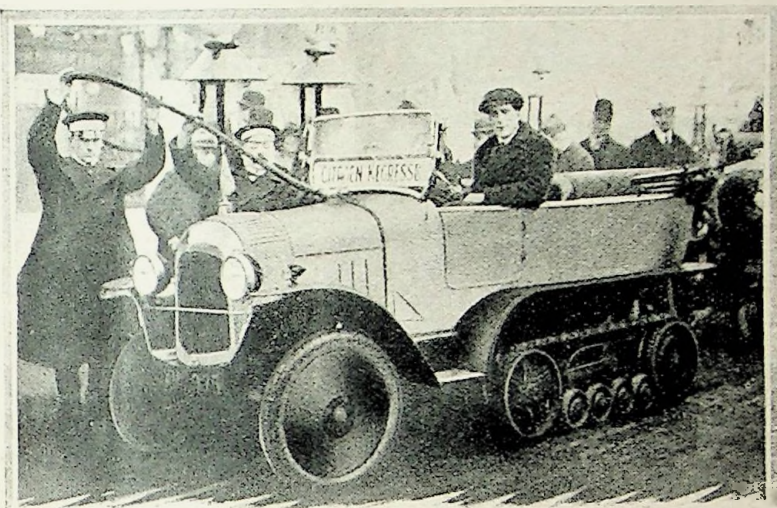
Mr. T. F. Woodfine has been forced to give up his position as secretary to the Society of Motor Manufacturers and Traders owing to ill-health. He has occupied the position for over 20 years. Appreciation of services was expressed by the Council when his resignation was accepted. Lt.-Col. Alfred Hacking, D.S.O., M.C., has been appointed in his place. Col. Hacking was secretary to the Motor Legislation Committee.

### A New Singer Coupe.

A fixed hood coupé has recently been produced by the Singer Co. and fitted to their 10 h.p. model. This body has two lights on each side, the forward pair sinking into the body and is capable of being locked in any desired position. Ventilation is further assisted by an adjustable roof light. The rear light is of fair dimensions, the upper panel of the windscreen is adjustable, and the car complete, which weighs about 15 cwt., will probably be priced about £350.

### Almost Incredible.

A car was proceeding along a main road at a moderate speed, when, without a word of warning, a child ran out and lay down in front of it, judging the track so well that the car passed over him and left him unscathed. It is reported that the child then returned to receive the applause of other children who had been watching the performance. This extraordinary yarn is vouched for by an experienced driver, and is second only in impudence to the rapidly increas-



THE SUPER FILLING STATION.

One of the Trans-Sahara Citroën Kégresse receives the first gallon of fuel delivered at the new filling station in King's Road.

### A Busy Easter.

As usual, there will be many events of general interest to light carists which will be run off over Easter, and a tabulated list will be found on our "Club News" page, Saturday, April 7th, will be one of the busiest days of this competition year.

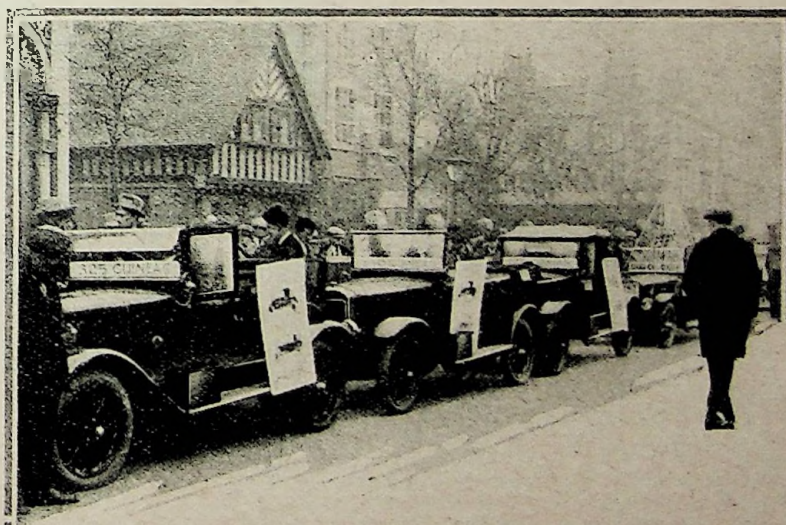
### Passing Tramcars.

An interesting suggestion as to the side on which tramcars should be passed was made recently by Mr. Ammon, the Labour member for Camberwell, who had previously raised the matter. He asked if the Government were aware that in the United States and Canada, and in some parts of Britain, legislation and regulations were in force to prevent overtaking vehicular traffic passing standing tramcars engaged in setting down or picking up passengers, and whether, with a view to minimizing street accidents, he would introduce similar legislation for this country.

Colonel Ashley replied that he was aware that regulations somewhat of the nature stated existed in certain places in the United States and elsewhere. He proceeded to refer Mr. Ammon to a previous answer he had given on this subject, during February. On that occasion Col. Ashley stated that the matter had been raised by certain local and tramway authorities, some of whom unsuccessfully sought powers to make by-laws on the subject in private bills promoted by them in 1921. He was not aware of any general authority enabling the matter to be dealt with by administrative action, and he was not prepared to introduce legislation for the purpose.

### Light Cars and Wireless.

The Excelsior Motor Co., Ltd., of King's Road, Tyseley, Birmingham, makers of the Excelsior motorcycle and the Bayliss-Thomas light car, are now manufacturing wireless receiving appara-



LEICESTER MOTOR WEEK.

Some of the light cars which took part in a motor parade held recently in connection with the motor week organised by the Leicester motor agents.

tus. Their standard production is a two-valve set, which, built into a high-grade cabinet of mahogany or Jacobean oak, sells at £22 10s. complete.

ing childish pastime of pretending not to see a car and running out in the roadway just to give a driver an unpleasant shock.





## A Critical Causerie of Light Car Comment.

### Westward Ho!

ONE of the most trying sections of the Land's End run is during the afternoon, when the rays of the westerling sun approach the horizontal and strike full into the eyes of the drivers. The effect is rather worse than dazzle from approaching head-lamps—mainly because it is continuous and not intermittent.

A remedy is to wear a cap with a full-sized peak, or another method of getting over the trouble is to arrange one's journeys so that one does one's westerly journeys in the early morning and to drive eastwards in the evening. In the summer the trouble is not so apparent, for by the time the sun is low on the horizon its power is considerably diminished.

### Revs. Still Mounting Up.

I HEAR that a certain manufacturer of horizontally opposed twin-cylinder air-cooled engines has produced a unit that gives off its maximum power at 10,000 r.p.m.! Most present-day racing 1½-litre units run up to 4,000 r.p.m. under load, but I am informed that about 5,000 r.p.m. is the practical limit for an engine of the four-cylinder-in-line type, owing to the fact that the small out-of-balance masses absorb such a large percentage of the power developed at these high speeds that the peak of the curve falls away.

For this reason the smaller the engine the higher will be its potential maximum speed. For this year's 200-mile race we are already promised something particularly startling from the G.N. and Salmson factories.

### The Strand to be Covered In.

PROF. A. M. LOW forsook his scientific toy factory for a few minutes the other evening to broadcast a lecture on "What the World will be like in 100 years' time," from the London Broadcasting Station. After commenting on the way in which the engines of automobiles have diminished in size for a given output of power, he went on to say that one of the problems that must be tackled is that of making the movements of mankind unaffected by the weather. He forecasted that the Strand and Oxford Street and similar city streets will be converted into huge arcades.

I presume in those days we shall have resilient and

silent rubber roads, electric automobiles that pick up the power from central acrials, and probably we shall even have wireless transmission of thought. Somehow, the prospect does not appeal to me

### Really Useful.

THERE are essentials of equipment that are never supplied as standard with a new light car or cyclecar at the time of purchase, and one of the most important of these is an inspection lamp. Punctures still insist on occurring at night, and nothing is more annoying than groping for spring washers in the mud by the light of a finger-scorching vesta. Hence part of my "portable" equipment that is moved from car to car is an inspection lamp, and of the various types



HOME  
AGAIN.

The members of the Haardt-Aubreuil expedition, which crossed and recrossed the Sahara with Citroën-Kegresse tractors, arriving at the Gare du Lyons, Paris. They were accorded an enthusiastic civic welcome.

tried I award a whole heap of praise to a clever little device known as the Kendrick magnetic light.

It consists of a smallish wire-guarded bulb-holder, attached to a base wherein is housed an electro-magnet. When the lamp is switched on the magnet holds on to any iron or steel object, and, what is more, it stays put in any position. When changing a wheel at night it glues itself on to the mudguard or dumb-



*RICH MIXTURE (contd.).*

iron, and when tink—ahem, when tuning in the garage it illuminates the most inaccessible part of the engine with perfection. And, what is more, its magnetic base will actually pick up the nuts that my clumsy fingers have dropped into the abysmal oil-ridden fastnesses of the engine tray. Yes, it is well worth its cost.

**Are All Tubes Porous?**

**W**ILL someone who is conversant with rubber inform me why new tyres gradually deflate? Is it because the tubes are porous or is it because the best of valves leak slightly? My present set of Dunlops have done 6,000 miles, and all my punctures have been confined to one wheel, by some strange coincidence, but the other three tyres insist on assuming a flattish appearance about once per month, but where the air leaks is to me a mystery. I believe there is a theory that all new tubes are slightly porous and only become really airtight after the rubber has absorbed a certain amount of nitrogen from the air. Further and more authoritative information on this somewhat puzzling subject would be very welcome.

**Tyre Pressures and Comfort.**

**T**HESE remarks on tyres have been prompted by the fact that recently I left instructions with my garage-man to pump up the covers all round, and he did so to such effect that the car was the most dangerous and uncomfortable beast to drive that it has ever been my lot to handle. He gave the tyres about 90 lb. pressure front and rear. Their proper poundage should be about 45. As a result, the car simply dithered all over the road like a cat on hot bricks. The brakes chattered fiendishly when they were applied, and front-wheel skids on grease were the exception and not the rule. Out of curiosity I felt the covers of a round dozen light cars that were standing in the garage and found that they were all board hard. Wherefore it seems that several drivers must be suffering more than a little unnecessary discomfort. A tyre is meant to be a cushion and not a spring.

**Electric Bulbs That Will Not Focus.**

**U**NLESS the headlamps be properly focused, their effective illumination of the road is reduced enormously, and, judging by the number of carelessly adjusted lamps one sees nowadays, this fact is not generally appreciated. Sometimes it seems impossible to obtain correct adjustment to give a long, piercing beam, and usually the fault is assumed to be in the reflector of the lamp. Nine times out of ten, however, it is the bulb that is at fault. Lately I have come across several that have their filaments right out of centre, which, naturally, makes it impossible to obtain even illumination. It is a good plan to buy bulbs at night, testing them in the headlamp before a final selection is made.

**Whers to See the Land's End Trial.**

**I**N view of the fact that a large number of new small cars are entered for the London-Land's End Trial, it is more than probable that there will be a fair attendance of spectators at the interesting points. For the information of those who have little knowledge of the route, it is generally conceded that the timed mile of Porlock and the freakish surface of Beggar's Roost Hill are the best stretches.

**HUSH!**

(Not a word to the Taxation Committee!)

*In the General Efficiency Trial a G.N. driven by A. G. F. Nash, recorded 72½ miles per gallon of fuel.*

Oh! Captain Nash,  
I don't oppose  
Your conduct rash  
In getting these  
Seventy-two  
Miles and a half  
Out of the juice  
The engines quaff.

I only fear  
It may provoke  
To action clear  
The brooding folk  
Who, deep in thought  
Upon the brink  
Of doing nought,  
Sit still and think.

Committee wet.  
Who plans discuss  
To tax the pet-  
Rol or the bus.  
Might take an e-  
Conomic hint.  
And their decree  
Might thereby stint.

For, if they knew  
Upon a gallon  
Seventy-two  
Full miles *nous allons*,  
They might with axe  
Of Geddes mark  
A fuel tax.  
So keep it dark?—S.S.



**THE SCENE OF HIGH SPEEDS.** ——— Kop Hill, where the Essex Club held its annual climb on Saturday last, is admirable from the spectators' point of view. The cars are in sight from start to finish, a distance of over half a mile. Above is the scene at the start of one of the light car classes.



*A View Worth Visiting.*

## THE WILDS OF DARTMOOR.

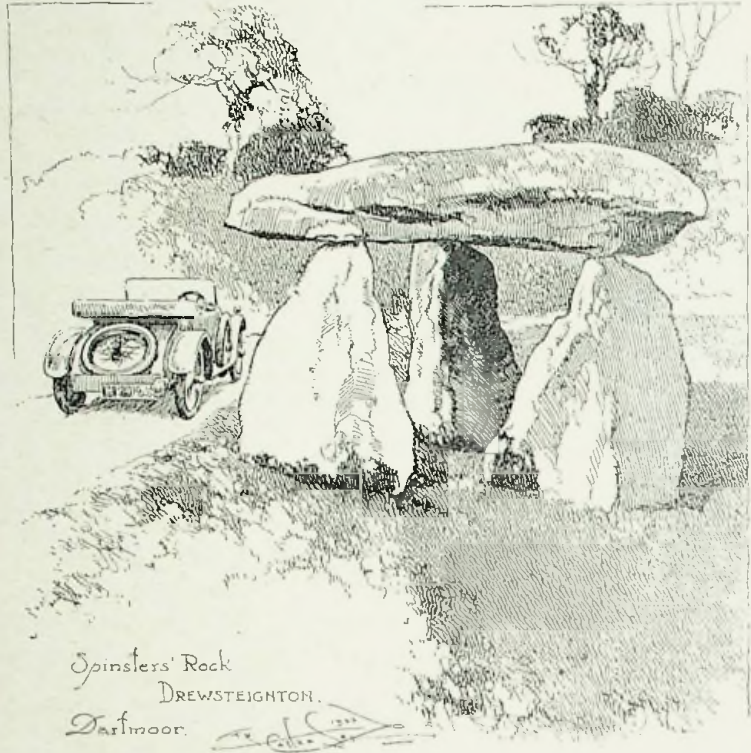
BY reason of the Motor Cycling Club's classic Easter run, many hundreds of motorists are attracted westward at this time of the year, and if only competitors and officials manage to reach England's most westerly point, it is certain that many others will penetrate as far as Porlock, Lynmouth, and perhaps Launceston.

The shortest return route is via Okehampton and Exeter, but with the ideal facilities for touring which Easter offers, a devious route might well be taken and a cut made across Dartmoor via Tavistock, Ashburton, and Chudleigh.

The first-named town is situated on the western borders of Dartmoor, and nestles snugly on the banks of the River Tavy. The town belongs to the Dukes of Bedford, by whom it has been considerably improved, now boasting of broad streets and wide spaces. Fitzford Gate House, half a mile distant, is the only remaining relic of Fitzford House, within a stone's throw of which—at Crowndale—Sir Francis Drake was born.

Soon after leaving Tavistock one passes fairly close to Princetown, which has been called the Capital of Dartmoor, and was named after the Prince Regent, later George IV, when the prison, with which the name is associated, was built in 1809. It is interesting to note that the first object was to house the French prisoners of war, and in this connection the motto over the ancient gateway—"Parcere subjectis" ("Spare the vanquished!")—will not be overlooked. It was not until 1850 that it became a convict prison, housing 900 convicts, whose labours were centred chiefly on reclamation work on the moor.

Ashburton, which is on the southern edge of the



moor, surrounded by hills, and famous of old as the city of one of the Stannary courts, is a quiet market town, typical of the district in which it has sprung up, whilst Chudleigh has recently become prominent by reason of the now famous Simms Hill, an attack upon which was organized by this journal.

The ten-mile journey from Chudleigh to Exeter is characterized by beautiful scenery and a long, twisting climb, some six miles from the foot to the summit and the four-mile run down the other side: in fact, Chudleigh and Exeter are separated by a range of hills several hundred feet in height.

*A Hint Worth Knowing.*

## A USEFUL OILCAN CARRIER.

IT will be agreed that a loaded oilcan is not a useful accessory when it is dumped into the tool locker, and allowed to roam whither it will, for sooner or later it will turn turtle, and its contents will anoint the jack handle, pump handle, will probably soak through the tool roll, and in a general way an otherwise clean tool locker will look little better than the refuse corner of a garage.

If, however, the can be fixed in a convenient position beneath the bonnet, the oil is kept in a fluid state, and the can is always to hand, and, in consequence, is used more frequently.

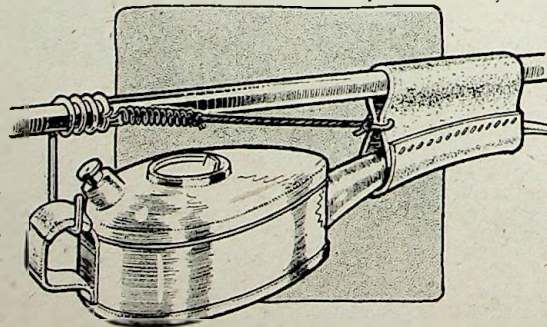
The accompanying illustration shows a neat and simple method of slinging a large oilcan from the stay which runs from the radiator to the forward side of the dash. The materials required are: a length of fairly stout wire, a piece of soft leather or other suitable material, a light spring and a piece of cord.

The length of wire is first taken and coiled round the stay, the free end being taken downwards, and

formed into a support for the handle of the can. The leather is next formed into a sling to take the nozzle of the oiler, the leather being sewn together after being passed round the stay. To keep the sling in position, one end of the spring is secured to the first coil of the wire support, and the other to the cord, which, in its turn, is slipped through a hole punched in the leather. The cord should be shortened until the spring is under slight tension, when a knot should be tied. This arrangement serves to keep the oiler quite secure in its mounting.

To remove the oiler, the leather sling is either pulled towards the dash or the handle released from the book.

Should the wire supporting the handle show any inclination to rattle, it may be bound round with a piece of leather. When a stay is not fitted between the radiator and dash, other means will have to be devised, but it is suggested that some form of spring retaining clip be fitted to the dash. S.R.



This very handy oilcan fixing can be made both cheaply and easily.



# The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.

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## The

## LIGHT CAR & CYCLECAR

was founded in 1912 to cater for the needs of users and potential purchasers of various new types of cyclecars and light cars, and it has consistently encouraged the development of this new motoring movement for over ten years.

The journal is published every Friday. There should be no difficulty in obtaining a copy at any bookstall or newsagent, as arrangements have been made to ensure a regular supply. Should any difficulty be experienced, we should be greatly obliged to receive the name and address of the reader's newsagent.

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## Topics of the Day

### No Change in Taxation.

THE news that there will be no change from the present system of taxation for 1924 does not come as a great surprise to those of us who have followed the tortuous time-wasting sittings of the committee that was got together to hold an inquiry into the subject. It is not good for a party that or Removal has lost in an argument to say that the methods of of Opposition arbitration were unfair, but we feel justified in stating that, had an impartial body been called upon to adjudicate in these matters, then the result might have been different. Despite the fact that the findings of the inquiry are too late to have any bearing on the Budget this year, the fight for just taxation for motorists is far from finished. We can rely upon the eleven representative motoring organizations to carry their cause forward until the desired goal be reached.

### Warmer Weather Demands Smaller Jets.

APPARENTLY the Clerk of the Weather is making an endeavour to abide by the rulings of the calendar this year, and there is every prospect of an early summer. Few motorists realize that the temperature of the air has a profound bearing on the behaviour of their power units. A small car engine will take a far weaker jet setting in summer than it will in winter, and to attain maximum economy of running costs it is highly desirable that the main jet that has been in use in the carburettor during the winter should be replaced by one a size smaller when the warm weather comes. Similarly, a reversion to a slightly heavier grade of oil is beneficial to the running of the car, while flushing out the radiator by unscrewing the drain plug and inserting a water hose into the filling orifice is a preventive of overheating. Details such as these take but little time to put into effect, and they are well worth the attention of every owner-driver.

### Another Blow to the Industry.

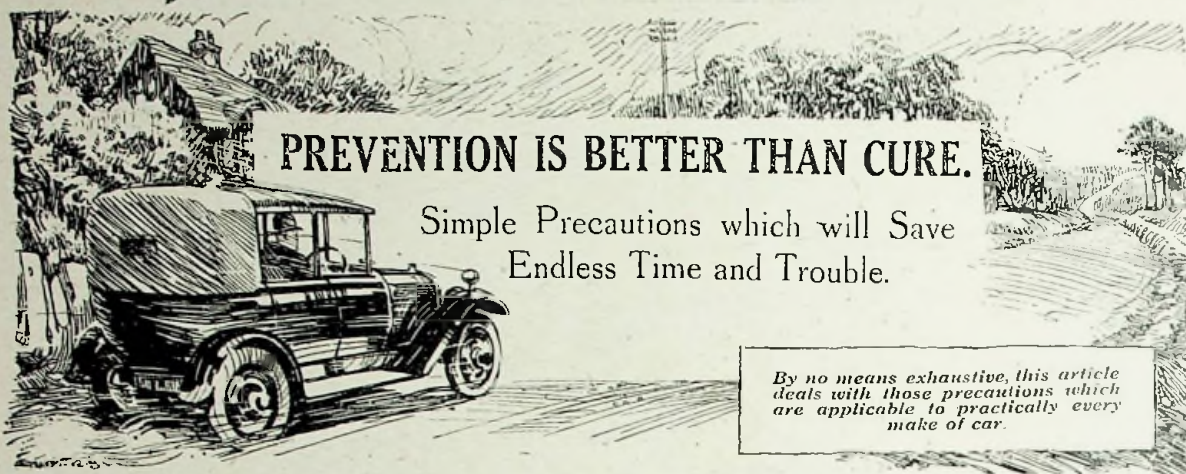
ON April 1st new Customs regulations issued by the Irish Free State come into force, the object of which is to subject imported motorcars and motorcycles to an ad valorem import duty. This will apply to English-made cars as well as to those from other countries.

**Irish Free State Exercises Fiscal Powers.** The exact extent of the duty, i.e., whether it is to be 33½ or 23 per cent., makes little difference to the question at issue, for in any case, on an equal footing with English concerns, the foreign manufacturers, and particularly Americans, will, thanks to quantity production methods, be able to produce vehicles competitive with light cars and cyclecars at a cost which puts the more soundly made British article in an invidious position.

A reader from Dundalk reflected the view of hundreds of other Irish importers when he said, "unless the English motorcar manufacturers hurry and send our cars over here before Easter, the majority of us are going to cancel our orders."

Ireland is not a car-producing country, and it must be remembered that this ad valorem duty will not only hit the British manufacturer, but will also greatly affect the price of all British cars to the Irish buyer, and we trust that the motoring associations in this country and in Ireland will take up the question very strongly. If the Irish Free State Government is influenced by the desire to encourage the growth of motor production in Ireland it must bear in mind that Irish manufacturers do not at present exist, and that it will be a very long time before capitalist enterprise can be stirred up and new works built. In the meantime the Irish motoring public must share with British manufacturers an unjust and, so far as we can see, a totally unnecessary burden.





## PREVENTION IS BETTER THAN CURE.

Simple Precautions which will Save  
Endless Time and Trouble.

*By no means exhaustive, this article deals with those precautions which are applicable to practically every make of car.*

**I**T is certainly a mistake to anticipate trouble, but trouble may be saved by anticipating mistakes. In other words, without in any way working himself up into a state of feverish anxiety, the owner-driver can look ahead and prevent the troubles

Examples may be taken at random to show that prevention is far better than cure. Let it be supposed, for instance, that the car has been left in a strange garage, with instructions that it shall be washed down and cleaned.

### Misdirected Energy.

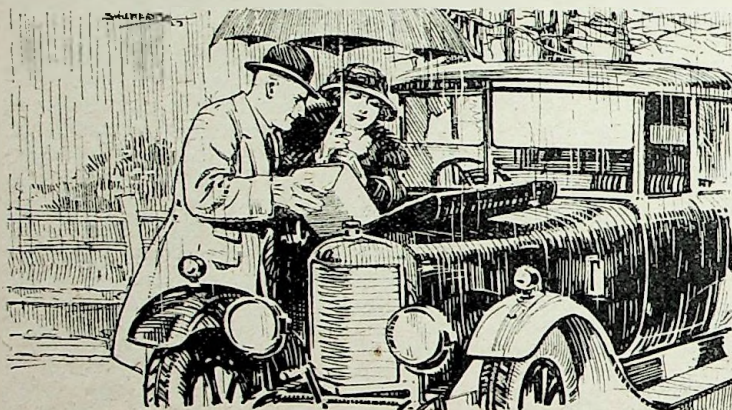
A misguided garage assistant and a misdirected hosepipe are the only factors necessary to cause a complete breakdown of the engine if the combined efforts of the two happen to be directed on to the engine bonnet in such a way that the flow of water shoots through the ventilating louvres and plays upon either the magneto or the carburettor.

Waterproof covers can very easily be made and slipped into position when the car is left under the conditions named, and the owner can return to his vehicle quite satisfied that, no matter how the hosepipe has been misused, the two most vulnerable points have been adequately protected.

Like the poor, punctures will always be with us, and, additionally, so will other elements of tyre trouble, but it is a mistake to ignore the flabby tyre, which has, perhaps, been steadily getting softer.

The owner should set to work, to begin with, by testing the tyre valve, which, in nine cases out of ten, will prove to be the offender, but if it be found that this is quite in order and that the tyre still continues gradually to deflate, the inner tube should be taken out and the matter thoroughly investigated.

At any time the owner may be called upon to make



**UNDIGNIFIED, BUT USEFUL.** — An alternative to the suggestion contained in our front cover photograph. Never mind if it "looks silly."

which might occur if he failed to take obvious and fairly simple precautions in the first place.

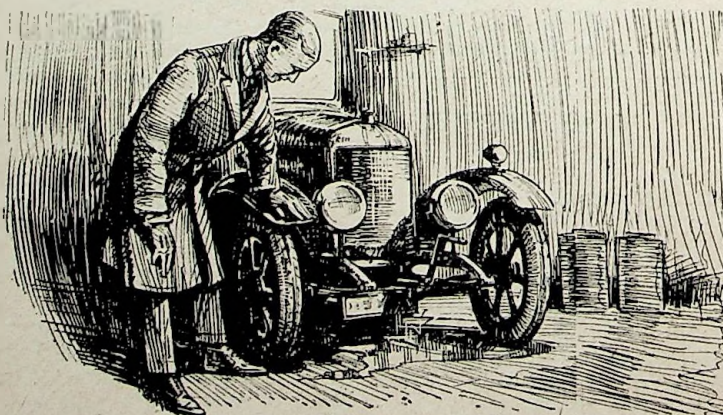
Human nature is responsible for the universal temptation to leave well alone, and although in many cases the policy pays for itself, there are times when one blames one's negligence to which is attributable the host of petty annoyances which accrue.

A very simple instance is depicted in our front-cover picture, where the driver of the Deemster is filling up with petrol during an April shower, his passenger, however, taking the very sensible precaution of sheltering the orifice by means of the engine bonnet.

### Little Drops of Water.

When one considers the size of the average main and pilot jets, it will readily be appreciated that "little drops of water" may lead to long and vexing delays on the road.

My lady places reliance upon her umbrella, and although she may not take it with her for the express purpose of helping to avoid choked jets, she may use it as a substitute for the engine bonnet—proof against the smiles of passers-by in the knowledge that only the proper liquid is being introduced into the tank.



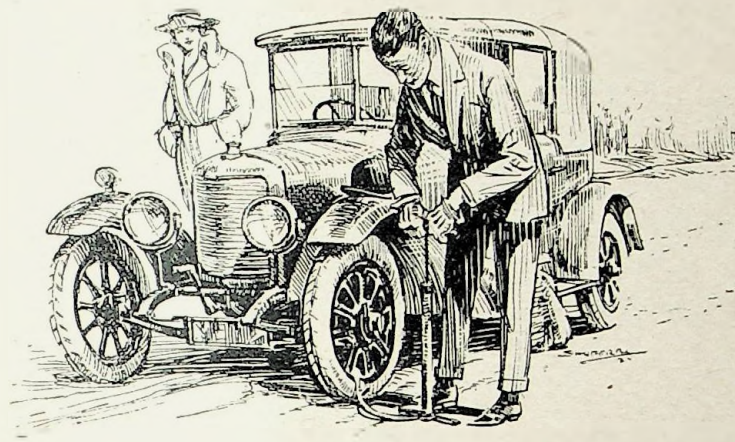
**A DANGER SIGNAL.** — Do not ignore the puddle which is found one morning beneath the radiator. It presages trouble.



**PREVENTION IS BETTER THAN CURE (con.).**

a long cross-country journey in a minimum of time, and one does not find any difficulty in imagining the fears which would beset him if he started off with a defective tyre.

A forcible example of the "leave-well-alone"



**DISTURBING THE  
"SLEEPING DOG."**

Far better to have done it in the garage—  
than be disturbed by it on the road—  
perhaps when in a hurry.

policy is found in the leaking radiator, which at first starts with an almost unperceptible drip. Wilfully misleading himself, the owner puts it down to the overflow pipe, but gradually the drip becomes more pronounced, and at the psychological moment—usually when the car is 20 miles from the nearest garage, he discovers that the precious liquid is flowing away in a steady stream from a cracked seam or a defective tube.

**Radiator Leaks.**

Radiator leaks should be attended to directly they make their appearance. Patent leak cures are to be recommended, but if the trouble has started in a seam, then such preparations will be powerless to avert the inevitable denouement.

The owner usually is in a quandary when it comes to the question of investigating or disregarding strange squeaks. As a rule the body and springs contribute largely in this direction, but should a hub give forth an unmistakable note, then no time should be lost in jacking up the faulty bearing and remedying matters by introducing fresh lubricant.

When one hub gives vent to this alarming cry, the obvious conclusion should be drawn—i.e., that the others also are getting thirsty; and although there is no need to replenish them upon the road, the first available opportunity should be taken to pack them with good-quality hub grease.

**The Lighting System.**

There is much to be said for the Whittle belt type of drive to the dynamo, but, on the other hand, in order to obtain maximum efficiency, the belt must be kept at the proper tension. A slipping Whittle belt is betrayed by the ammeter needle, which oscillates violently, and eventually either returns to zero or shows a very small charge.

An accumulator which is being charged all day long at the rate of 1 amp. is not benefiting considerably, but, so long as daylight lasts, the owner foolishly may ignore the danger signal. It should be

realized, however, whilst the sun still shines, that a car without lights is almost as immovable as one without a carburettor or magneto.

Attend to the Whittle belt right away, therefore, and enjoy the feeling of security which results from a glance at the ammeter, the needle of which points steadily to 5, 6, or whatever the correct charging figure should be.

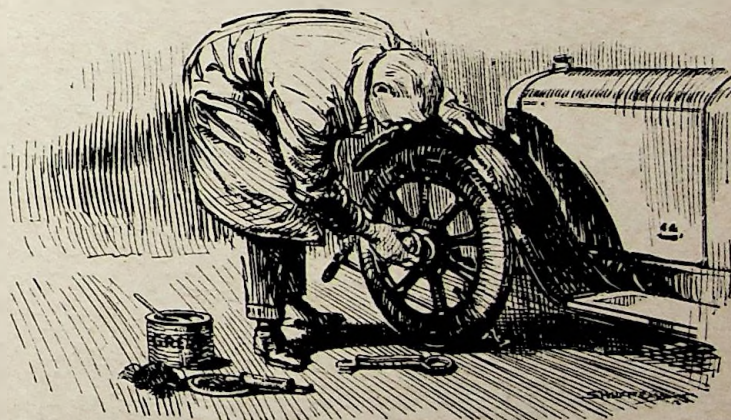
Finally, one may caution the happy-go-lucky motorist with regard to another aspect of his lighting system. Subjected to extremely hard usage, electric light bulbs are not everlasting, and they will often give out at the most inopportune moment. A defect in the electrical mechanism may even cause all the bulbs to burn out together.

Now, although the defect itself is remedied easily, bulbs do not grow on the hedgerows, and the nearest garage may be miles away. The wise motorist, therefore, will make a point of carrying a complete set of spare bulbs, which, preferably, should be packed in a tin case lined with cotton wool.

**A Lesson and the Moral.**

Whilst on the subject of spares, there are other essential small parts which should be carried. The writer recalls an occasion when it became necessary to clear a choked jet in a fairly busy thoroughfare, and the car was stopped unknowingly near a gully grid.

The jet having been removed and thoroughly cleaned, the operator was in the act of passing his hand across to the carburettor, when the jet struck the wing, and in a twinkling was beyond reach in the remote depths of the gully. The delay which ensued



**AN OBVIOUS  
DEDUCTION.**

If one hub cap has run dry, the remaining three  
will require attention without doubt.

can be imagined when it is stated that no spare jet was carried, and after due deliberation the passenger was left in charge whilst the driver took a taxi to various garages until the coveted spare could be obtained.

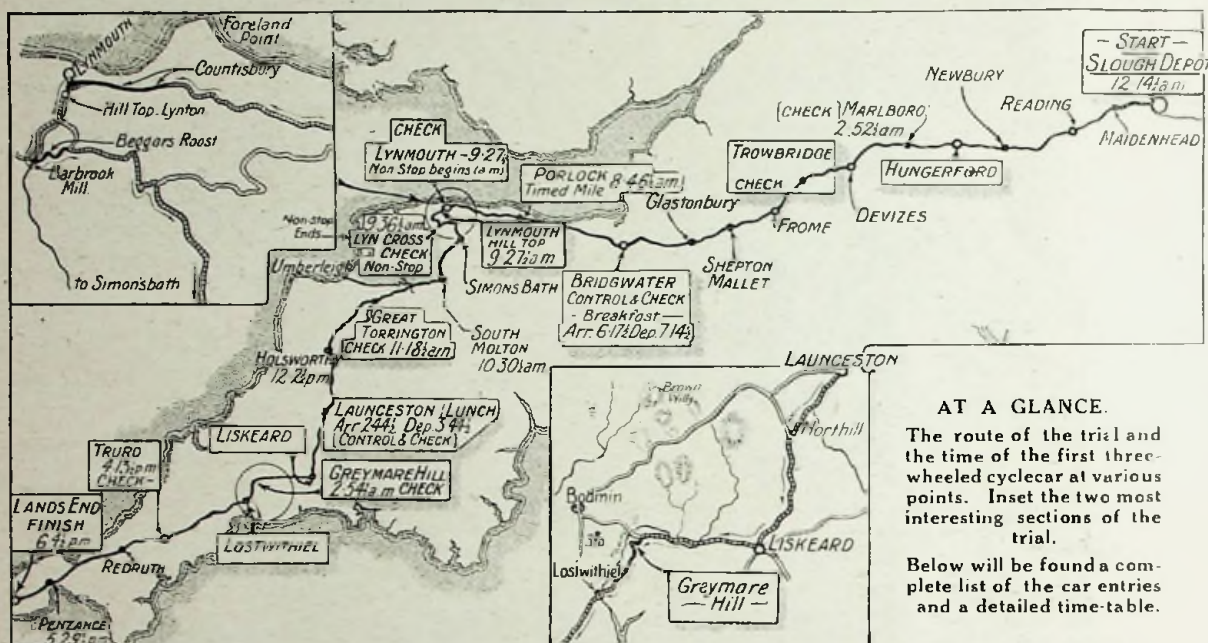
Spare jets, both main and pilot, should be carefully packed in the little canvas envelopes in which they are issued by the makers, and stowed away in the door pockets of the car, where they can be found in a moment.

One could go on quoting ad infinitum, but the above examples should suffice to emphasize the truthfulness of the old adage, "more haste less speed"—with regard to motoring. Look ahead, therefore, and endeavour to anticipate troubles in both senses of the word. Two minutes spent in the garage may save two hours' delay on the road.



# THE LONDON— LAND'S END.

Complete Guide to Car Entries—Starts To-morrow,  
Friday, from Slough Trading Estate.



## AT A GLANCE.

The route of the trial and the time of the first three-wheeled cyclecar at various points. Inset the two most interesting sections of the trial.

Below will be found a complete list of the car entries and a detailed time-table.

## OFFICIAL CARS.

J. N. Stanley (12 h.p. Rover) and L. A. Baddley (12 h.p. Rover).

## THREE WHEELED CYCLECARS.

- 209 V. Gayford, 10 h.p. Morgan.
- 210 S. Hall, 10 h.p. Morgan.
- 211 D. S. C. Macaskie, 10 h.p. Morgan.
- 212 J. G. L. Butler, 8 h.p. T.B.
- 213 J. W. Meredith, 8 h.p. T.B.
- 214 F. Spouse, 8 h.p. T.B.
- 215 F. W. Dune, 8 h.p. Morgan.
- 216 H. W. Holmes, 10 h.p. Morgan.
- 217 S. A. McCarthy, 8 h.p. Morgan.
- 218 D. C. Burn, 5-6 h.p. Scott-Sociable.
- 219 D. W. Rhodes, 5-6 h.p. Scott-Sociable.
- 220 H. E. K. Sewell, 10 h.p. Morgan.
- 221 H. Beal, 10 h.p. Morgan.
- 222 L. G. Smith, 8.9 h.p. Morgan.
- 223 H. Duke-Williams, 8 h.p. Morgan.
- 224 A. G. Gripper, 9 h.p. Morgan.
- 225 A. C. Maskell, 8 h.p. Morgan.
- 226 D. G. Prentice, 10 h.p. Morgan.
- 227 J. R. S. Wickham, 10 h.p. Morgan.
- 228 W. H. Julian, 10 h.p. Morgan.
- 229 N. Norris, 8 h.p. Morgan.
- 230 D. S. Parlane, 10 h.p. Morgan.

## CARS.

Not exceeding 1,100 c.c. capacity.

- 231 D. Alan Hill, 9.5 h.p. Rhode.
- 232 A. J. Dixon, 10 h.p. Singer.
- 233 J. F. Deterell, 8 h.p. Gwynne.
- 234 W. J. Brunell, 8 h.p. Gwynne.
- 235 C. M. O'Connor, 8 h.p. Rover.
- 236 W. G. Bennett, 8 h.p. Rover.
- 237 H. B. Denley, 9.5 h.p. Rhode.
- 238 F. A. Longman, 9 h.p. Ariel.
- 239 R. L. Parsons, 9 h.p. Ariel.
- 240 A. W. Britain, 10 h.p. B.S.A.
- 241 T. P. Mansfield, 8-18 h.p. Talbot.
- 242 W. A. Hirst, 10 h.p. Hands.
- 243 R. A. Lucking, 8 h.p. Clement-Talbot.
- 244 H. Collyer, 10 h.p. Swift.
- 245 W. J. L. Norwood, 8.7 h.p. G.N.
- 246 F. A. Houghton, 8 h.p. Tamplin.
- 247 F. J. Watson, 9 h.p. Ariel.
- 248 J. V. Carden, 11 h.p. Little-Carden P.E.
- 249 L. C. Bell, 9.5 h.p. Rhode.
- 250 W. Tomlin, 9.5 h.p. Rhode.
- 251 H. B. Browning, 9.5 h.p. Rhode.
- 252 H. P. Baughan, 8 h.p. Baughan.
- 253 W. H. Chadwick, 8 h.p. Rover.
- 254 F. Stych, 8 h.p. Rover.
- 255 J. Palahoe, 7 h.p. Austin.
- 256 N. Keop, 10 h.p. Salmson.
- 257 P. D. Walker, 10 h.p. Salmson.
- 258 C. W. Wilkin, 8.9 h.p. Lea-Francis.
- 259 H. Woodin, 8.9 h.p. Sionleigh.
- 260 R. C. M. Chawner, 10 h.p. K.R.C.
- 261 B. W. Harcourt, 7 h.p. Austin.
- 262 C. McLean, 8 h.p. Talbot.
- 263 P. J. McKenzie, 10 h.p. Swift.
- 264 V. F. Webb, 9 h.p. Webb.
- 265 Oliver Clark, 8.7 h.p. G.N.
- 266 G. C. Formhill, 7 h.p. New Carden.

- 257 V. A. Matriek, 7 h.p. New Carden.
- 268 S. A. Wenmoth, 8 h.p. Derby.
- 269 E. C. Orton, 8 h.p. Derby.
- 270 L. Martineau, 8.7 h.p. G.N.
- 271 E. Hilary, 8.7 h.p. G.N.
- 272 T. H. S. Pullin, 11 h.p. Saxon.
- 273 F. R. G. Spikins, 10 h.p. Salmson.
- 274 O. Wilson-Jones, 10 h.p. Salmson.
- 275 J. W. Warner, 9.5 h.p. Rhode.
- 276 E. P. Paxman, 8.7 h.p. G.N.
- 277 F. B. Robinson, 8.7 h.p. G.N.

Exceeding 1,100 c.c. capacity.

- 278 H. B. Clark, 10.8 h.p. Clyno.
- 279 W. Cooper, 11.9 h.p. Morris Sports.
- 280 W. H. Gardner, 12 h.p. A.B.C.

## TIME-TABLE.

Note.—The official cars precede the first motorcyclist by ½ min. Figures en route refer to times of arrival.

Place.	Official Cars.	First Cyclecar.	Last Car.
Slough	10.30 p.m.	12.14 a.m.	2.42 a.m.
Marlborough	1.9 a.m.	2.52 "	5.20 "
Bridgewater	4.33 "	6.17 "	8.45 "
Porlock	7.2 "	8.46 "	11.14 "
Lynmouth	7.43 "	9.27 "	11.55 "
Lyn Cross	7.52 "	9.36 "	12.4 p.m.
South Molton	8.46 "	10.30 "	12.68 "
Gt. Torrington	9.34 "	11.13 "	1.46 "
Holsworthy	10.18 "	12.24 p.m.	2.30 "
Launceston	11.0 "	12.44 "	3.12 "
Greymare Hill	1.10 p.m.	2.54 "	5.22 "
Truro	2.29 "	4.13 "	6.41 "
Penzance	3.45 "	5.29 "	7.57 "
Land's End	4.20 "	6.45 "	8.32 "

- 281 A. F. Elliott, 12 h.p. A.B.C.
- 282 T. A. Dennis, 12 h.p. A.B.C.
- 283 E. J. Sleep, 10-50 h.p. Alvis.
- 284 H. H. V. Knight, 10.8 h.p. G.W.K.
- 285 V. G. Wallgrove, 11.9 h.p. Riley.
- 286 S. H. Roe, 11.9 h.p. Riley.
- 287 A. S. Bill, 11.9 h.p. Riley.
- 288 J. van Hooydonk, 12 h.p. Phoenix.
- 289 G. M. Giles, 11 h.p. Bugatti.
- 290 T. A. McKenzie, 10.8 h.p. McKenzie.
- 291 J. H. Humphreys, 12 h.p. Palladium.
- 292 W. A. Fitzgerald, 12 h.p. Palladium.
- 293 H. F. Smallwood, 12 h.p. Palladium.
- 294 G. C. Griffith, 12 h.p. Deemster.
- 295 H. Goodwin, 11.9 h.p. Bean.
- 296 S. Griffiths, 11.9 h.p. Bean.
- 297 E. N. Hughes, 11.9 h.p. Bean.
- 298 W. H. Oates, 11 h.p. Lagonda.
- 299 R. G. McVicar, 11 h.p. Waverley.
- 300 H. E. Hewens, 11.9 h.p. Morris-Cowley.
- 301 C. J. Sleep, 11.9 h.p. Morris-Cowley.
- 302 C. Kimber, 11.9 h.p. Morris Chummy.
- 303 W. H. McVede, 12 h.p. A.B.C.
- 304 E. M. Mages, 12 h.p. A.B.C.
- 305 D. M. Healey, 12 h.p. A.B.C.
- 306 W. E. Bliss, 10-15 h.p. Fiat.
- 307 W. Coke-Gee, 10-20 h.p. Hands.
- 308 R. V. Saltmarsh, 9 h.p. Belsize-Bradshaw.
- 309 H. R. Tollemache, 11.9 h.p. Lagonda.
- 310 J. H. Arthur, 11.9 h.p. Lagonda.
- 311 F. King, 11.9 h.p. Lagonda.
- 312 E. O. Woodhead, 12 h.p. A.B.C.
- 313 L. Contamin, 12 h.p. Slim.
- 314 W. L. Watkins, 12 h.p. Stim.
- 315 F. Hewin, 10 h.p. Bayliss-Thames.
- 316 C. M. Harvey, 10 h.p. Alvis.
- 317 Allison Clark, 10 h.p. Alvis.
- 318 S. E. Longman, 12 h.p. Vulcan.
- 319 J. A. Miller, 9.2 h.p. Marscal.
- 320 N. W. Tredinnick, 11.4 h.p. Bugatti.
- 321 A. Fraser, 12 h.p. Autocrat.
- 322 H. Carless, 12 h.p. Autocrat.
- 323 F. Bogley, 10-30 h.p. Enfield-Allday.
- 324 J. T. Chance, 10-30 h.p. Enfield-Allday.
- 325 E. H. Channon, 11.9 h.p. Morris-Cowley.
- 326 E. G. England, 10-20 h.p. Galloway.
- 327 W. G. Brownson, 12 h.p. A.C.
- 328 V. A. Bruce, 12 h.p. A.C.
- 329 L. Martin, 11 h.p. Aston-Martin.
- 330 R. C. Morgan, 11 h.p. Aston-Martin.
- 331 G. O. Claridge, 10 h.p. Wolseley.
- 332 A. H. Jones, 12 h.p. A.B.C.
- 333 J. H. Kirtan, 12 h.p. A.B.C.
- 334 C. A. Chaplin, 12 h.p. A.B.C.
- 335 R. H. Cooper, 11.9 h.p. Morris-Cowley.
- 336 S. H. Newsome, 11 h.p. Cooper.
- 337 S. H. Richards, 10 h.p. K.R.C.
- 338 C. B. Moss-Bundell, 11.9 h.p. Morris-Cowley.
- 339 M. H. Wilkins, 12 h.p. Palladium.
- 340 J. C. Myson, 11.9 h.p. Calcutt.
- 341 R. G. Emson, 12 h.p. Crouch.
- 342 F. Smith, 10.8 h.p. Clyno.
- 343 J. Cooker, 10.8 h.p. Clyno.
- 344 W. H. Lee, 11.5 h.p. Bugatti.
- 345 A. Farrar-Hockley, 11.9 h.p. Albert.
- 346 F. J. C. Hunter, 11.9 h.p. Hampton.
- 347 J. O. Stafford, 10 h.p. A.B.C.
- 348 S. O. H. Davis, 12 h.p. A.B.C.
- 349 P. Chessum, 10 h.p. A.B.C.
- 350 E. H. Grimdell, 12 h.p. Talbot.
- 351 A. Orilla, 10 h.p. Mercury.
- 352 C. W. Mosey, 11.9 h.p. Albert.
- 353 E. C. Davison, 12 h.p. Calthorpe.
- 354 J. Milroy, 10-12 h.p. Orpington.
- 355 V. Loyd, 12-20 h.p. Loyd-Lord.
- 356 J. W. Standring, 9 h.p. Belsize-Bradshaw.
- 357 F. C. Townshend, 9 h.p. Belsize-Bradshaw.
- 358 T. D. Johnston, 10-20 h.p. Galloway.
- 359 W. A. Schenke, 10-12 h.p. Straker-Squires.
- 360 W. V. Dykes, 10.5 h.p. Eric-Campbell.
- 361 S. G. Nash, 11.9 h.p. Albert.
- 362 J. A. Brown, 12 h.p. Alvis.
- 363 S. E. A. Watson, 10.8 h.p. Surrey.
- 364 H. L. Batty-Smith, 10 h.p. Payzo.
- 365 T. Hilton-Hesketh, 11.9 h.p. Westwood.
- 366 P. R. Stirling, 10 h.p. Hillman.
- 367 W. Paden, 11.9 h.p. Hillman.

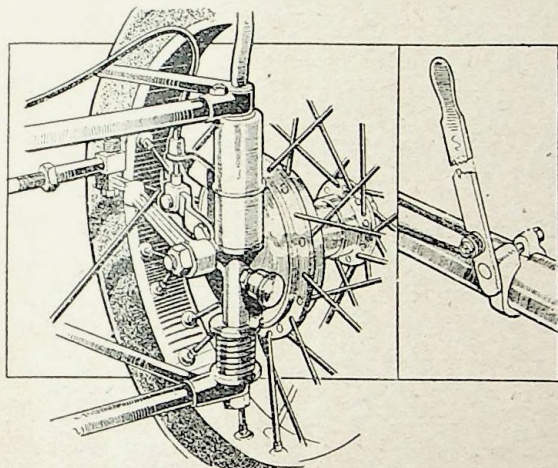
\* Denotes travelling marshals.



## MORGAN ADOPTS FRONT-WHEEL BRAKES.

Can Now be Obtained as "Standard Extras."

ONE of the shortcomings of the ordinary type of three-wheeled cyclecar is that it drives and brakes on one wheel only, and although the adhesion between one rear wheel and the road surface is sufficient to enable vehicles of this type to climb exceptionally severe gradients, it has been considered in the past that, owing to the way in which the weight is imposed mostly on the front wheels when



The brakes are unobtrusive in appearance and simple in operation.

the vehicle is descending a steep hill, insufficient braking power on the back wheel alone was provided.

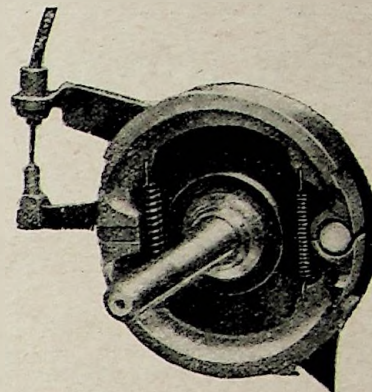
To make good this deficiency, the Morgan Motor Co., Ltd., of Malvern, have been experimenting largely with front-wheel brakes for over two years. Several cyclecars have already been sold to customers

with these fittings, and the way in which E. B. Ware's Morgan pulled up on the test hill in the General Efficiency Trial of the Junior Car Club, fully reported in our last week's issue proved that these front wheel brakes are very satisfactory in use.

From the illustrations published herewith it will be noticed that they are comparatively simple in application. The brakes are not large or unsightly, and what little mechanism is used is not likely to get out of adjustment or to need constant attention. The drums are made integral with the hubs of the wire wheel and attached to the pivoting axles are pairs of friction-faced expanding shoes, worked in the ordinary way by a cam. The necessary motion to the cam is conveyed by means of a substantial Bowden cable, and the compensation is on the Bowden principle, so that equal braking effect is obtained at all times on the two front wheels. This precludes any possibility of a skid being provoked on a greasy surface, due to one brake being applied harder than the other.

The control is by a suitably situated lever, which is entirely separated from the normal Morgan rear-wheel brake, it being considered that it would only be used in cases of emergency.

These front-wheel brakes are supplied as standard on any model Morgan at an extra cost of £6, and we understand that they can be fitted to existing Morgans if required.

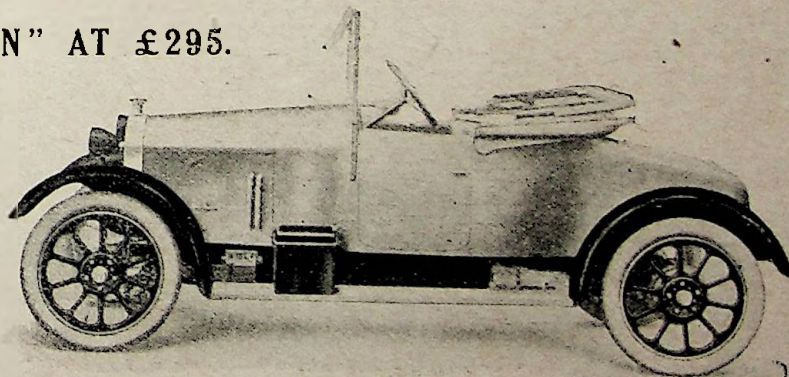


The internal-expanding shoes fitted to the front axle.

## A NEW WOLSELEY "TEN" AT £295.

A NEW Wolseley 10 h.p. car, selling at the attractive figure of £295 will be available soon after the Easter holidays, this model being listed in addition to the present De Luxe type car of the same power, with which its chassis is practically identical. The reduction in price has been made possible only by the adoption of simplified equipment, the engine and chassis of the two models being identical in all main essentials, and the rigorous system of inspection and high-grade materials and workmanship, so far as the chassis is concerned, being common to both models. It is, in fact, difficult to distinguish between them in appearance.

The difference between the standard and the de luxe models is that the former is equipped with five 26-in. by 3-in. wheels, which, incidentally, give a rather lower axle ratio, and so improve the top-gear climbing of the vehicle, a Solex instead of an S.U. carburettor, and three lamps instead of five. An electric starter can be fitted, if ordered with the car, for an extra £17.



In external appearance the £295 Wolseley Ten is similar to other models, but the equipment is not so lavish.

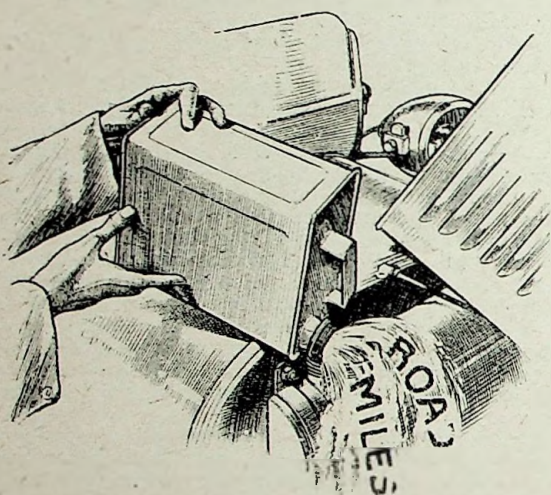
The bodywork has been simplified by the substitution of rexine for real English leather, the omission of a speedometer, and in various minor details which are not visible. The same pressed body shell is used on both cars, and side curtains are standardized; indeed, from the outside it would be difficult for an owner to discover how such a saving had been effected. On the road we obtained 45 m.p.h. easily with one of these models, and were also very impressed by the quality of the brakes.



## REAL ECONOMY DRIVING. : :

How Fuel Consumption Figures May be Improved—The Most Economical Setting for the Carburetter—How Best to "Coast."

**B**ECAUSE one happens to own and drive an economy car it does not necessarily follow that the results obtained are all that could be desired from the economy point of view. If two cars, identical in make, are taken, it is almost safe to say that whilst car A does 45 miles to every gallon of spirit and 800-1,000 miles to a gallon of oil, car B may only boast of 40 miles and, say, 500 miles respectively. Even when two cars of the same horse-



Holding the can in this manner is sometimes pardonable, owing to the inaccessibility of the filling orifice, but—

power and type are run under identical road conditions the results in consumption figures may vary enormously. There must be a reason for the difference, but where is it to be found? It is the writer's intention not only to show where the discrepancy lies, but how, by paying careful attention to even the smallest detail, remarkable economies in fuel can be effected.

### The First Step.

Before setting out on a super-economy campaign, a basis for comparison must be obtained, and if the owner-driver has been methodical and has kept a running costs log book he will have little difficulty in arriving at an average figure, both for petrol and oil, over a mileage of, say, 2,000. Failing such data the car should be run for, say, one month, careful records being taken of mileage and petrol and oil consumption. Do not fit an extra-air valve, or cut down the size of the jet, and then *imagine* that an economy has been effected, but test out each alteration or addition very carefully.

The first thing to do is to obtain an auxiliary petrol tank of sufficient capacity to contain one measured gallon of spirit. This tank should be cylindrical and may be carried in any convenient position, providing that the level of petrol therein is above that in the float chamber of the carburetter.

No fair comparisons can be made if the car be driven in traffic during one test and in the open country on another, and the only method of obtaining accurate data is to cover the same ground as nearly as possible on each individual trial. It might

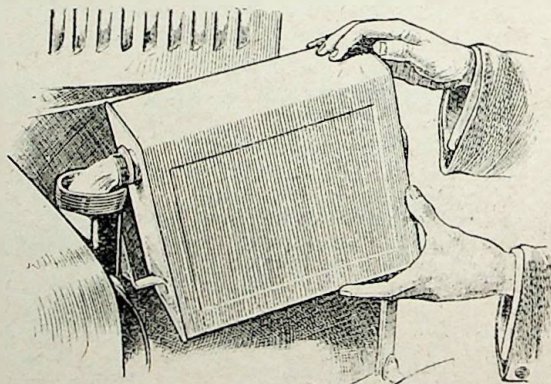
be mentioned that a speedometer is indispensable on fuel consumption trials.

Empty a measured gallon of fuel into the auxiliary tank—*do not drain the carburetter*—make a note of the speedometer reading and run the car until the tank is bone dry. The speedometer reading should again be taken and the distance covered should be noted to the tenth of a mile. The writer firmly believes that an improvement on previous consumption figures will be noticed, although nothing of a really serious nature has been done to this end. The explanation, if an improvement be noticeable, is that *no petrol was wasted in the filling operation and accurate readings have been taken from the speedometer.*

### A Money-saving Accessory.

If owner-drivers would only realize how many miles' running they lose when they allow the spirit to run all over the tank through careless handling of the can, or through not making themselves acquainted with the fact that the tank will *not* take another two gallons—the writer ventures to suggest that every fool locker would contain a petrol pourer. To save petrol in this way is to lower petrol consumption, and it is as well to remember that there is a right and a wrong way of holding the can when transferring its contents to the tank. If the outlet be at the lowest point, air has difficulty in passing into the can to take the place of the spirit which is leaving it, with the result that the spirit does not leave in an even stream. If, on the other hand, the position of the can be reversed to bring the outlet at the top, the petrol will leave the can without any signs of splashing, providing patience be exercised.

Hundreds of road miles are wasted by too liberal flooding of the carburetter. There is no need to



—this is the correct way. When a funnel or petrol pourer is used there is even less likelihood of fuel being wasted.

keep the needle raised or the plunger depressed until a powerful stream of petrol from the carburetter proclaims the fact that flooding is in progress. Watch the jet chamber, *not* the float chamber, as spirit will run over from the jet long before an artificial level has been reached in the float chamber.

These are some of the ways in which petrol consumption figures may be bettered, without any extra expenditure, and the owner-driver, having decided to do his bit, he may then consider his method of driving and the fitting of economy accessories.

Taking driving methods first. On long and easy



*REAL ECONOMY DRIVING (contd.).*

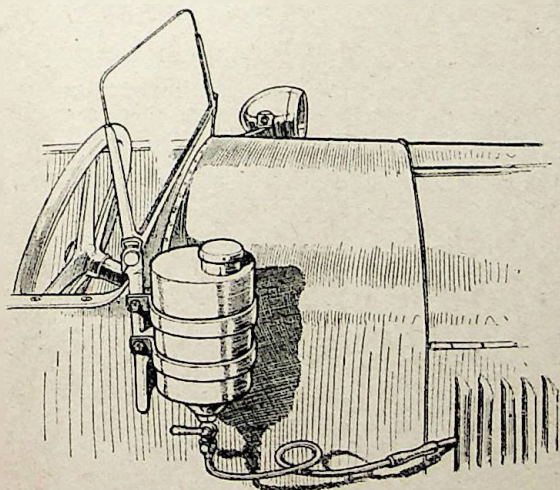
descents there is no reason why the gear lever should not be brought into neutral and the engine switched off if an electric starter be fitted. Where it is not, the engine should be allowed to idle round, speeding it up if necessary before attempting to engage top gear. It is not the best practice to keep the gear engaged with the engine switched off, as a considerable quantity of oil finds its way into the combustion heads, and sooted plugs may prove a sequel. On stiff gradients the writer prefers to keep a gear engaged, as the engine can then be used as an additional brake, should the occasion arise.

**A Few Pointers.**

It is not by any means economy driving to wait until the last second before making a change of gear. A slight delay in changing from top to second may mean that first will ultimately have to be engaged, and a car makes short work of petrol when turning over at the rate of 2,000 or so revolutions per minute.

If one does not desire to reach the summit in the shortest possible time, there is no need to give full throttle, unless, of course, the gradient happens to be of a freak nature. A driver who is accustomed to keeping the acceleration pedal well down rarely, if ever, can show an economical running costs sheet. There is, too, the man who takes a delight in revving his engine almost to perdition at every available opportunity, to impress his friends. Running an engine in this way not only wastes petrol, but does not tend to improve the engine, and this practice should not be encouraged.

How many drivers take the trouble, or even think, to raise the bonnet before entering an hotel or leaving the car in any other circumstance? It is, however, a wise measure, unless, of course, one turns off the petrol supply by habit. Whilst the carburettor may give no symptoms of flooding when a demand is being made on its supply, immediately the engine is switched off it is not an uncommon sight to see petrol running away good and strong. A small piece of foreign matter is quite sufficient to prevent the needle valve seating and cause this trouble. The writer once lost two gallons through

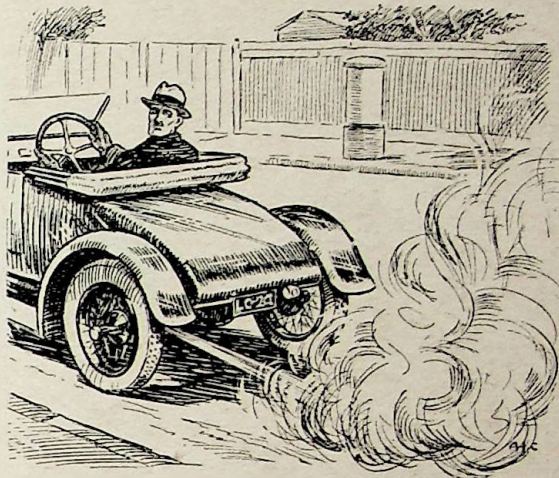


It is not a difficult matter to mount an auxiliary tank. For testing purposes owner-drivers will find such a fitting indispensable.

the carburettor flooding in this way, but this was due to the needle valve being incorrectly adjusted.

When the car is used continually in busy traffic centres, the slow-running capabilities of the engine is the chief consideration from the economy viewpoint, and this, of course, introduces carburettor and magneto adjustments. A choked or partially choked

pilot jet will cause the engine to peter out when an attempt is made to throttle down, the result being that the driver, in fear and trembling lest his engine should stop, keeps his foot on the accelerator, just heavy enough to run on the main jet, a most uneconomical state of things. The cure, of course, is obvious. If the points on the contact breaker or plugs be unnecessarily wide a somewhat similar state of affairs arises. Adjust them correctly with the aid of a feeler gauge.



The result of coasting with the engine switched off and a gear engaged is to sock up the plugs and waste oil.

If the claims put forward for all the economy devices on the market could be substantiated in fact, a car might be run on a minus quantity of spirit, but, unfortunately, results have to be taken as they are. An extra-air inlet of a design suited to the carburettor will most certainly improve the consumption of petrol, as many hundreds of owner-drivers have no doubt discovered, and whilst no specific types will be mentioned, the writer would advise all economically minded owner-drivers to investigate in this direction. Auxiliary air inlets should, of course, not be required, but until the perfect carburettor comes along, extra-air valves will find a place in the induction system.

**Heating the Carburettor.**

A carburettor which succeeds in splitting up the petrol spray which issues from its jet as completely as possible may be taken as being an economical instrument, taking into consideration the size of the jet. When the carburettor is not bolted direct on to the cylinder block, some form of heating device should be arranged. In some cases an exhaust-heated carburettor is absolutely essential if the best results are to be obtained.

Regarding jet and choke tube combinations, it may be taken as a general rule that the smaller the jet the greater the economy, but, of course, an abnormally small jet is impracticable, and, therefore, a compromise must be made. A jet which is too small will produce a hesitating engine—one which gets away badly and with poor accelerating powers. Irregular popping back in the carburettor is usually a reliable indication that the main jet is too small. It must not be forgotten, however, that air leaks in the induction system will cause miniature explosions in the induction pipe.

Now just a final word regarding economy. Every possible source of petrol leakage should be suspected, even to a petrol tank which "weeps" ever so trifling. Always turn off the supply from the tank when a long stop is contemplated: do not flood unnecessarily or unduly; drive always with five or ten miles per hour in hand.

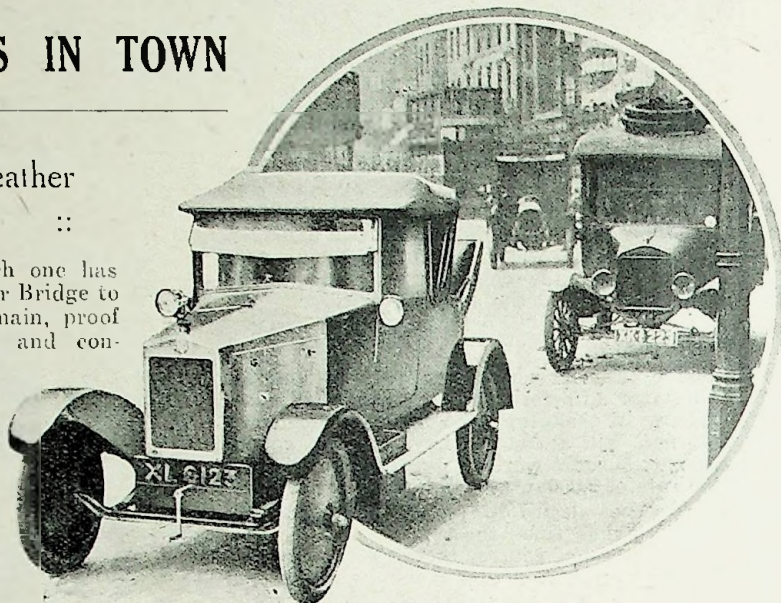


## THE BAYLISS-THOMAS IN TOWN AND COUNTRY.

A Medium-priced All-weather  
:: Model on Test. ::

**T**HERE are some light cars which one has only to drive across Westminster Bridge to realize that they are, in the main, proof against criticism, soundly designed and constructed, and certain of well-merited success.

The Bayliss-Thomas may very rightly claim one of the privileged places in this section, our judgment being given as the result of a sprint through town and country on one of the latest 10.8 h.p. all-weather models priced at £305 and courteously placed at our disposal by the Westminster Bridge Garage and Engineering Co., Ltd., 1-3-5, Lambeth Palace Road, London, S.E.1, which represent the agency for London and a 24-mile radius.



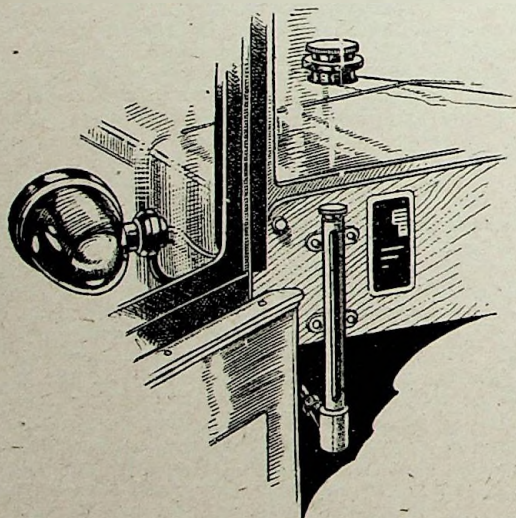
THE  
CONTRAST.

The Bayliss-Thomas, representative of the best in British small car design, provides a striking contrast with the American idea of a light car, in the background of the picture.

### The Right Weather.

A worse day for a pleasure trip, and a better day to test the all-weather qualities of any car could not have been chosen, for rain fell in a steady drizzle from the moment we took over the steering wheel to the time when, reluctantly, we relinquish it.

The Bayliss-Thomas is what might be described as a dainty car, for it hides its sturdiness beneath a delicately conceived and finished exterior. One experiences that feeling of gratification when it is dis-



The petrol gauge, fitted to the dash, exemplifies the general attention to detail which is noticeable throughout the Bayliss-Thomas. Such a gauge is equally as important and useful as a speedometer or oil gauge, yet is rarely found on modern small cars.

covered that one's comforts have been anticipated and that everything is placed where it is most desired.

There is one possible exception—in the brake lever, which is just out of comfortable reach; but this fault is common to all centrally controlled vehicles, and, despite the criticism which has been levelled against it, manufacturers do not seem to be able to improve upon existing arrangements. In any case, when an

effective brake is fitted upon which the foot can be jabbed in an emergency, there is no necessity to study too closely the position of the hand brake, which can be sought for, as a rule, with greater leisure.

The specification of the 10.8 h.p. all-weather Bayliss-Thomas discloses a Coventry-Simplex engine—66 mm. by 109.5 mm. (1,498 c.c.)—which is fitted with nickel-steel valves of the side-by-side type, adjustable tappets operated by rollers, a drilled crankshaft for a pressure-fed oil installation, a Zenith carburetter, high-tension magneto and Lucas dynamo. A Lucas starter is £15 extra, and well warrants the outlay. As already stated, the three-speed gearbox is controlled centrally, and the final drive is by spiral bevel to a semi-floating axle.

### A Suggested Alteration.

We should like to draw the attention of the manufacturers to a point which, with some drivers, would tend to detract very greatly from the pleasure derived from driving the Bayliss-Thomas. This is the design of the accelerator pedal, which has an up-and-down movement instead of one conforming with the radial thrust of the sole of the boot.

Its operation necessitated our removing the heel of the foot entirely from the floorboard and poising the right leg in mid-air, so that the necessary downward pressure could be applied. The London agents readily admit this fault in the design, and we are informed that in a number of cases the pedal has been altered and that, in any case, it can be made to suit customers' requirements. This is the one and only serious criticism which we have to offer, and we now take keen delight in doing justice to the good points of the car.

An outstanding feature is the suppleness of the suspension, in which the happy medium has been struck, so that, whether the car be taken at speed over an undulating surface or over a series of pot-holes, it appears to float easily and without jar to any part of the assembly; nor is there any suggestion of that "crashing" which is so injurious to nerves and temper.

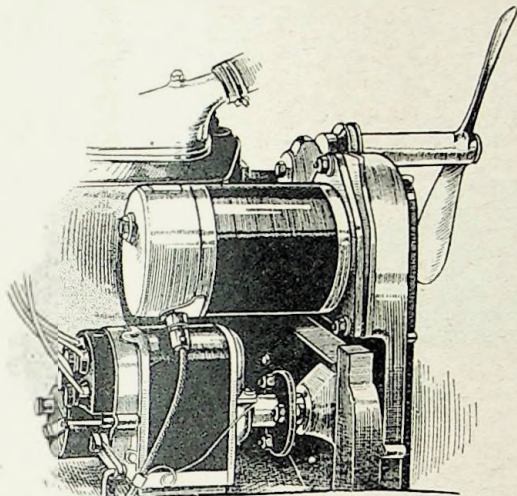
Another feature worthy of special note is the steering. Not only is this light, and free from back lash, but, when traversing the roughest roads, the hands of the driver do not receive even the smallest jar; in



*THE BAYLISS-THOMAS ON TEST (contd.).*

tact, under the conditions named the car can be held with one hand with the greatest ease and comfort. So few modern light cars boast of really good steering that this feature of the Bayliss-Thomas is worthy of special emphasis.

At £305 one would expect to be introduced to an all-weather car representing beauty unadorned, but on



Adequate cooling is ensured by the use of a large-diameter fan. The dynamo is spigoted to the timing case and driven direct, whilst the magneto is situated beneath, these components, being on the offside of the engine.

the Bayliss-Thomas the money certainly has been spent very advantageously. Here, there, and everywhere obvious refinements stand out and one can see at a glance that the workmanship has not been skimped.

The dash, for instance, is a noteworthy example. It incorporates a speedometer, oil gauge, engine switch, lighting switches, and electric-starter knob, whilst, adjacent to the steering column, but attached to brackets fixed to the dash, are the magneto control and slow-running levers. Last, but not least, must be mentioned the petrol gauge, situated at the extreme left of the dash—a component far too useful to be classed as an accessory and one which is certainly deserving of a place on every light car.

The care which has been expended on the car is also evident from the general finish; thus, the Serck radiator is well set off by the three-piece polished aluminium bonnet, the sides of which are made readily detachable for engine-inspection purposes. The space between the bottom of the radiator and the axle is neatly filled in with a metal valance, and the accumulator box is sunk into the running board, so that it does not present the appearance of an ugly protuberance. Going aft and lifting the lid of the boot,

a capacious two-seater dickey is disclosed, the hinged squab of which serves as an envelope to store the side curtains when they are taken down.

Enough has already been said to show that the Bayliss-Thomas is a delightful little vehicle, both in traffic and on the open road, and the Coventry-Simplex engine appears admirably to fill its niche in this particular make of car, if one may judge by the rapid acceleration on all gears, the easy hill-climbing abilities, and the rapidly attained high speed on the level, the speedometer needle registering 45 m.p.h. inside a minute and without any fussiness on the part of the engine. During our test we found no occasion to touch the starting-handle, the Lucas electric starter functioning with certainty.

**To Suit Every Buyer.**

Prospective purchasers should bear in mind that the Bayliss-Thomas is made in several forms, both in the 10.8 h.p. and the 8.9 h.p. type, the range including a very pleasing sporting model with all-aluminium body, the larger type guaranteed to do 65 m.p.h. and selling at £350, and the smaller, of 8.9 h.p., for £260.

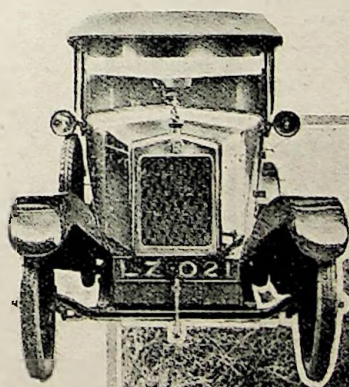
If the performance of the two-seater all-weather model can be taken as any criterion, the remaining models are above reproach, and the sporting models should certainly be extremely interesting and pleasing cars to handle.

In the 8.9 h.p. Junior four-seater a very praiseworthy effort has been made to solve the problem of extra passengers and accommodation. The little overhead-valve Coventry-Simplex engine possesses remarkable staying powers, and, despite its small capacity, shows no signs of being lacking in the ability to pull a full load.

If desired, the rear seat and squab may be detached, and it is surprising what a large amount of space is thus provided for luggage. The hood, of course, covers all the occupants of the car.

The 10.8 h.p. model is, of course, made in four-seater form also, the specification, with the exception of the body, being similar to that of the all-weather two-seater.

Although, comparatively speaking, a new-comer to the light car world, the Bayliss-Thomas has already acquitted itself remarkably well in competition work, than which there is no greater proof of reliability and road-worthiness. The address of the manufacturers is Bayliss Thomas and Co., King's Road, Tyseley, Birmingham.



**FOR TOURING AND SPORT.**



The 10.8 h.p. all-weather touring model (inset) compared with the 8.9 h.p. sporting model snapped on the road. Both types are distinctly pleasing in outline.



## DEFINITELY GAUGING CAR QUALITY.

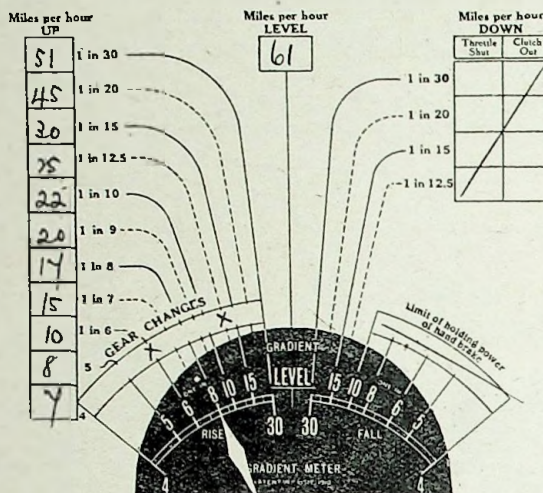
### Valuable Data Easily Obtained from Tapley Gradient Meter.

ALL those who own light cars and cyclecars are particularly concerned with the way in which their machines behave and hold their tune, and a very interesting method of definitely gauging the performance of a machine at any time is a development of the use of the well-known Tapley gradient meter. As most are aware, this instrument is designed to be fixed to the dashboard of a car, and it incorporates a graduated scale and needle, which shows whether the road is level, up hill, or down hill, and it also denotes the particular severity of any gradient. This in itself is most useful when touring in unknown districts, for one often becomes obsessed with the idea that the engine is not doing its work properly, whereas in reality it is the nature of the road that causes a falling off in speed.

#### Detecting Deterioration.

Now, unless one goes to considerable trouble in timing one's car up a certain known gradient and preparing a chart which gives some idea of its overall performance when it is new, it is difficult afterwards to say definitely whether it has improved or deteriorated with use. A loss of efficiency is often so gradual that for some time it will pass unnoticed; but, by using the Tapley gradient meter in conjunction with the speedometer, it is a simple matter to know whether the car is up to concert pitch or not. In order to expedite the use of the gradient meter in this connection, Tapley and Co. have prepared a very interesting chart, a copy of which is reproduced on this page. One simply fills in the speed in m.p.h. up different gradients, as denoted by the speedometer and on the face of the gradient meter respectively, and in, say, a month's time one can take another set of readings, to see whether the performance has fallen off. Records can be kept and the improvement made by tuning definitely noted.

In another direction also we find the Tapley gradient meter exceptionally useful. One of the most important attributes of any car is its ability to accelerate between 15 m.p.h. and 40 m.p.h. It is on this capability that cross-country average speed largely depends, for, when driving in England, one is always slowing down and accelerating again, in order that danger spots and corners shall be taken with a proper margin of safety.



RECORDING  
PERFORMANCE

One of the Tapley charts filled in with data obtained from a 1,500 c.c. two-seater sports model in good tune.

Owing to its particular construction, the needle of the Tapley meter swings over to the "rise" side of the graduated scale when the car is accelerating along a level road, and the degree of acceleration is marked by the swing of the needle. It is most interesting to put different jet settings in a carburettor and then to check their result on the power output of the engine by means of the Tapley gradient meter.

#### Testing Acceleration.

The technical staff of *The Light Car and Cyclecar* are now making considerable use of the instrument. It is generally very difficult to judge the rate at which a car accelerates on its various gears, but it is a feature of great importance. We instituted some little time back a practice of giving the number of seconds taken to accelerate between various speeds on various gears (this characteristic of our descriptions, incidentally, has since been extensively copied), but the Tapley gradient meter gives so much more accurate readings that we have decided to compare the qualities of acceleration on different cars by it alone in future.

It will interest both present and prospective owners of Tapley gradient meters to know that booklets containing the charts aforementioned will be sent free of charge to anyone interested. The one which we reproduce has been filled in with the data obtained from the performance of a representative 1,500 c.c. sports model, running in what we consider to be good touring condition. Readers may be interested to compare the performances of their own cars with the figures given thereon.

## NEW GOODYEAR TYRE FOR LIGHT CARS.

FOLLOWING on the introduction of the 30-in. by 3½-in. Wingfoot cord and fabric covers with cross-rib tread, the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., 162, Shaftesbury Avenue, London, W.C. 2, are now also marketing cord covers of the same type in the following sizes:—700 by 80, 710 by 90, and 760 by 90.

Apart from the wearing qualities and non-skidding propensities of these covers they are most economical in first costs, the respective prices of the covers to the dimensions given above being £2 12s 3d., £3 0s. 9d., and £3 11s. 3d.

Only by exercising economies in the manufacturing process has it been possible to produce reliable covers at this figure. The single-cure process is used, the result being a considerable saving both in time and labour, and the special tread design is more economical than the Goodyear all-weather tread.

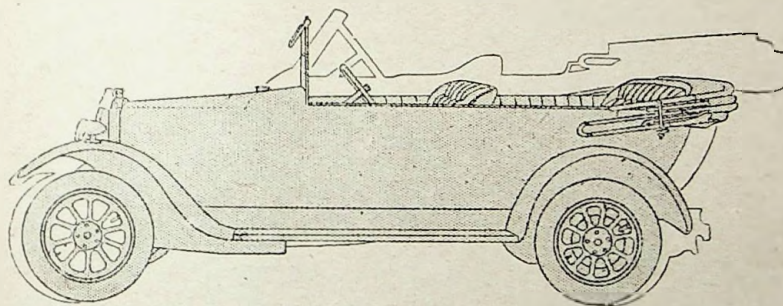
The foundation of Goodyear Wingfoot cords is similar to the concern's all-weather tread covers, being built up of genuine high-grade, long-staple cotton, the length and strength of the cords being identical in both types, as is the method of cord construction.



## STRIKING EXAMPLE OF REAL PROGRESS.

Reduction in Weight the Keynote  
of Greater Economy.

It is not very often that British manufacturers supply data comparing the qualities and performances of their various cars, but we have to thank Messrs. Clement Talbot, Ltd., the manufacturers of the well-known Talbot cars, for some very conclusive and interesting information which shows how enormously small cars have improved during the past ten years. In 1913 one of the best known cars of the day was the 12 h.p. Talbot, which was usually taken as being representative of a good quality, moderate-priced car. The Talbot model which appeals to the same class of purchaser to-day is the four-seater 10-23 h.p. model, and, when considering the comparison which here follows, it is necessary to remember that both these cars were designed with a similar object; that is, they are vehicles of general utility, capable of carrying a full complement of four pas-



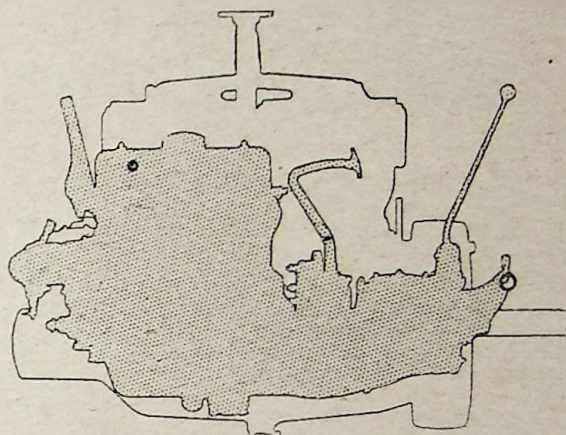
### A STRIKING COMPARISON.

The 1913 car cost £400, and did 22 m.p.g. The 1923 model, which has the same body space and a better speed, costs £375 with full equipment, and covers 35 miles per gallon of fuel.

sengers at a good average speed on every kind of road encountered in the British Isles.

### Better Value Now Obtainable.

In 1913 the 12 h.p. Talbot cost £400 complete. The 10-23 h.p. model to-day costs £375, but its standard equipment is much more comprehensive, and includes electric lighting and starting, speedometer, electric horn, all-weather side curtain equipment, double windscreen, etc., etc. On the road these two cars have, approximately, the same performance, so that in this representative case we see that the pre-war standard of car value has not only been attained, but has been greatly exceeded. The illustrations published herewith show the dimensions of one car superimposed on the other, and it will be observed that the body size is practically the same in both cases, which proves that the small car of to-day offers the same passenger comfort as did its predecessors. The other illustration shows a graphic comparison between the engines of the two cars. The 1913 12 h.p. unit—much larger and much heavier than the present type—gave off 28 b.h.p. The 1923 engine, although less than half its cubic capacity, gives 23 b.p.h. These



The 1913 12 h.p. Talbot engine (in outline) weighed 480 lb., and, with a capacity of 2,415 c.c., delivered 28 b.h.p. The 1923 10 h.p. unit complete weighs but 260 lb., and its 1,073 c.c. gives off 23 b.h.p.

horse-powers must be considered in conjunction with running weight, and we see that, so far as power-weight ratio is concerned, whereas the 28 b.h.p. of the 1913 engine had to haul a car weighing 24 cwt., the 23 b.h.p. of the 1923 engine is only called upon to propel a car weighing 14 cwt. The prospective power-weight ratios are in the neighbourhood of 1.16 to 1.6—an increase of nearly 50 per cent. Regarding the engines themselves, the 12 h.p. (1913 engine) weighed 480 lb., the 10 h.p. (1923 unit) complete with gearbox, clutch, and controls, weighs only 260 lb., and if this does not indicate genuine progress, it would be indeed difficult to find stark facts that really do so. The table we give below is well worth studying in closest detail by those who are in any way interested by automobile progress. Compare, for instance, the petrol consumptions of the 12 h.p. 1913 model and the 10 h.p. 1923 car, which in themselves show that not only is the first cost of the 1923 model lower, but

its running costs are appreciably below those of earlier types.

	12 h.p. 1913	10 h.p. 1923
Price .....	£400	£375
Weight of car .....	24 cwt.	14 cwt.
Weight of chassis .....	17 cwt.	8½ cwt.
Overall length .....	13 ft. 4 ins.	12 ft. 9 ins.
Maximum speed .....	48 m.p.h.	55 m.p.h.
Petrol consumption .....	22 m.p.g.	35 m.p.g. (at least)
Bore and stroke .....	80 mm. and 120 mm.	60 mm. and 95 mm.
Cubic capacity .....	2,415 c.c.	1,073 c.c.
Brake h.p. ....	28	23
Taxation h.p. ....	15.9	9

Clement Talbot, Ltd., are to be congratulated on providing such interesting data for the motoring public. In sending us the information, they do not claim that they have attained any particularly unique position in the manufacture of automobiles, but, as they state, the data and figures published above should do much to preserve and increase the reputation of the British automobile industry as a whole. It shows that British manufacturers are definitely progressing along sound lines, and to us it is most gratifying to be able to make public such convincing data which have regard to the superior quality of the modern light car, with which we are naturally particularly concerned.

### EASTER EVENTS.

Next Friday's issue of "The Light Car and Cyclecar" will contain the only full reports of Easter Motoring Events that are exclusively written to appeal directly to the Small Car Owner.

Price  
4d.  
as usual.



## HIGH SPEEDS AT KOP HILL.

**W**ERE the stretch of road that runs up the gorse-covered sides of Kop Hill laid flat it would not be considered to be an ideal speedway; the surface is poor, the road is narrow, and it is by no means free from bends. The 902 yard stretch which forms the measured portion of the climb starts practically level, but gradually steepens until it approaches a maximum of 1 in 5 at the top.

Between the crowd-lined banks of this hill light cars and cyclecars were averaging speeds well in excess of 40 m.p.h. on Saturday last from what was practically a standing start. Fastest time among the light cars was made by a Brescia model Bugatti handled by Leon Cushman, while the irrepressible G.N. "Kim II." driven by Captain Nash, was best among the cyclecars.

### An Enjoyable Function.

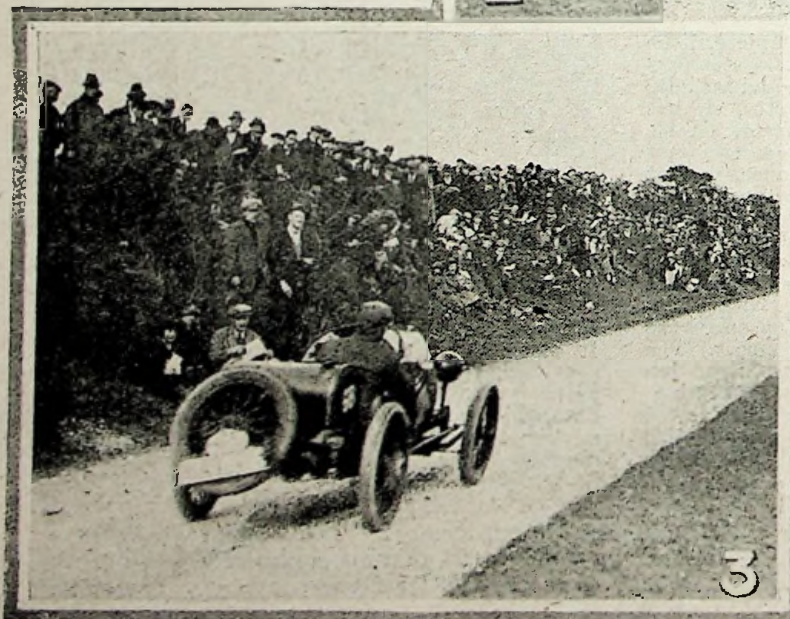
The Essex Club's hill-climb has come to be regarded as quite one of the most enjoyable and most important functions of its kind during the season. Weather conditions on Saturday last were ideal and a particularly large number of spectators were present. The ball was set rolling by the solo motorcycleists, and they provided some really thrilling ascents. Particularly hair-raising were Owen Baldwin on a 10 h.p. Matchless and T. R. Aitchin on a Harley-Davidson, both of whom must have been doing well over 80 m.p.h. at the top of the hill, their machines leaping more than a foot off the road on the bumps and their intrepid riders being shot nearly another foot above their saddles at the same time.

By comparison, therefore, the light car ascents were somewhat tame. Especially does this apply to the first two or three who ascended the hill. T. H. Hesketh on a little Gregoire stopped before he

reached the summit, with his engine boiling and pre-igniting badly. C. J. Mebes on a Rhode also came to a standstill, and S. F. Woolfe on a Perl was very slow and failed to finish the climb.

### Mysterious Failures.

All these failures were rather mysterious, for most standard sports model light cars take Kop Hill on second gear. There followed a succession of good ascents by touring light cars, mainly Bugattis, among which Leon Cushman on a three-seater with a lacquered blue body—which gives a very neat finish—was conspicuous. A. R. Linsley would have done better if he had changed down earlier. R. Mays, who was driving the touring Bugatti that ran



1. A record number of spectators collected at the excellent grandstand. The car is L. Cushman's Bugatti for touring cars under 1,500 c.c. 2. Capt. A. G. L. D'Erlanger on a Brescia model Bugatti. 4. G. W. to compete in the 1914 T.T. 5. A view looking down the foreground

in last year's Scottish Six Days' Trial, made a good, clean climb, as did P. L. Densham on a brilliantly polished three-seater model of the same make. H. D. Hinde's Alvis made a far quieter and almost as speedy ascent, while R. G. McVicar's Waverley two-seater was certain if not particularly rapid. The order in which the cars ran was not entirely according to their classes—which were many and varied—but each driver was allowed two ascents on any one car, his best time counting in the formulation of the results of the various classes in which he had entered. On their second attempts T. H. Hesketh (Little Gregoire) and C. J. Mebes (Rhode) made much better ascents, as did Woolfe on the Perl. Mays's touring



## Success of Bugattis at Essex Club's Classic Event.

postponed 1914 Light Car T.T., made a good climb. G. L. Hawkins's G.N.—an overhead camshaft model—was fair only on the first run, but a great deal better on the second. V. G. Wallsgrove (Riley) and D. M. K. Marendaz (Marseal) made excellent ascents. B. S. Marshall's Brescia Bugatti was disappointing. R. Mays on his own racing Bugatti was very good, as was L. D'Erlanger on a car of the same type. The last-named ascended sounding his electric horn vigorously. For some reason or other A. E. Moss's Crouch stopped; it appeared to be suffering from pre-ignition. This car, incidentally, is the identical chassis that B. S. Marshall raced at Le Mans and Brooklands last year.

The concluding events, the racing classes, were really exciting, particu-

larly when H. W. Cook's T.T. Vauxhall streaked up the hill at an average speed of 62 m.p.h. Among the light cars H. S. Eaton had the gear of his G.N. slip out when he was going well. Nash skidded from the bottom to the top of the gradient in one soul-stirring sweep, and P. du Cane's Bugatti was good. Cushman on his own racing Bugatti was exceptionally good, but B. S. Marshall again was not up to standard.

### The Organization

One supposes it is always necessary for organizing committees to classify various cars under so many separate headings, but to us it seems that it would simplify the calculation of the results considerably if there were more scrutineering done at the start and if the cars were definitely classified on an engine capacity basis into touring, sports, or racing class. Although the Essex Club did their best to get the results out quickly there was considerable delay before they were announced. Positions on formula:—

#### Class 32. Open. Touring Cars, Under 1,500 c.c.

- 1.—L. Cushman, 11.4 h.p. Bugatti.
- 2.—P. L. Densham, 11.4 h.p. Bugatti.
- 3.—A. R. Linsley, 11.4 h.p. Bugatti.

Fastest time in class by L. Cushman, 11.4 h.p. Bugatti, 44 secs.

#### Class 33. Members' Touring Cars, Under 1,500 c.c.

- 1.—P. L. Densham, 11.4 h.p. Bugatti.
- 2.—R. Mays, 11.4 h.p. Bugatti.
- 3.—A. R. Linsley, 11.4 h.p. Bugatti.

Fastest time in class by P. L. Densham and R. Mays, 11.4 h.p. Bugattis, 52 secs.

#### Class 34. Open. Touring Cars, Under 2,000 c.c.

- 1.—L. Cushman, 11.4 h.p. Bugatti.
- 2.—P. L. Densham, 11.4 h.p. Bugatti.
- 3.—A. R. Linsley, 11.4 h.p. Bugatti.

Fastest time in class by L. Cushman, 11.4 h.p. Bugatti, 44 secs.

#### Class 35. Members' Touring Cars, under 2,000 c.c.

- 1.—P. L. Densham, 11.4 h.p. Bugatti.
- 2.—H. D. Hinde, 8 h.p. Alvis.
- 3.—A. R. Linsley, 11.4 h.p. Bugatti.
- 4.—R. Mays, 11.4 h.p. Bugatti.

Fastest time in class by P. L. Densham and R. Mays, 11.4 h.p. Bugattis, 52 secs.

op of the hill, where the high banks form an which made the best performance in the class. Nash drove "Kim II," and made the best under 1,500 c.c. 3. A notable performer was Olive drove the Singer which was originally built the hill. D. K. M. Marendaz's Marseal in the ad.

Bugatti, however, stopped half way up the hill.

Between the touring and sporting classes a good deal of confusion and not a little danger was caused by a non-competitor on a big 5-seater touring car, who first of all missed his gear-change on the hill, spent five minutes getting into gear again, and then when descending the hill in company with the competitors let his car run away until it was going too fast to pull up, nearly crashed into Cushman's Bugatti, skidded, and very nearly knocked down several spectators. It was a clear case of utterly bad driving and very much to be deprecated. Among the sports cars G. W. Olive, driving a little Singer that was originally built to compete in the





## HIGH SPEEDS AT KOP (contd.).

Class 41. Members' Sporting Cars, Not Exceeding 1,200 c.c.  
1.—G. L. Hawkins, 8.7 h.p. G.N.  
2.—G. W. Olive, 10 h.p. Singer.  
Fastest time in class by G. L. Hawkins, 8.7 h.p. G.N., 40 4-5 secs.

Class 42. Open. Sporting Cars Not exceeding 1,500 c.c.  
1.—V. G. Wallsgrove, 11 h.p. Riley.  
2.—P. du Cane, 11.9 h.p. Bugatti.  
3.—A. E. Moss, 11.9 h.p. Crouch.  
Fastest time in class by R. Mays, 11.4 h.p. Bugatti, 40 1-5 secs.

Class 43. Members' Sporting Cars, Not Exceeding 1,500 c.c.  
1.—G. L. Hawkins, 8.7 h.p. G.N.  
2.—V. G. Wallsgrove, 11 h.p. Riley.  
3.—P. du Cane, 11.9 h.p. Bugatti.  
Fastest time in class by R. Mays, 11.4 h.p. Bugatti, 40 1-5 secs.

Class 49.—Open. Sporting Cars, unlimited Capacity.  
5.—R. Mays, 11.4 h.p. Bugatti.  
Time, 40 1-5 secs.

Class 50. Open. Cars of any Description, Not Exceeding 1,200 c.c.  
1.—A. F. Nash, 8.7 h.p. G.N.  
2.—H. S. Eaton, 8.7 G.N.  
3.—T. H. Hesketh, Little Gregoire.  
Fastest time in class by A. F. Nash, 8.7 h.p. G.N., 34 secs.

Class 51. Members' Cars of any Description, Not Exceeding 1,200 c.c.  
1.—H. S. Eaton, 8.7 h.p. G.N.  
2.—T. H. Hesketh, Little Gregoire.  
3.—S. F. Wolfe, 7.5 h.p. Perl.  
Fastest time in class by H. S. Eaton, 8.7 h.p. G.N., 49 secs.

Class 52. Open. Cars of any Description, Not Exceeding 1,500 c.c.  
1.—A. F. Nash, 8.7 h.p. G.N.  
2.—L. D'Erlanger, 11.9 h.p. Bugatti.  
3.—L. Cushman, 11.4 h.p. Bugatti.  
Fastest time in class by L. Cushman, 11.4 h.p. Bugatti, 35 secs.

Class 53. Members' Cars of any Description, Not Exceeding 1,500 c.c.  
1.—L. D'Erlanger, 11.9 h.p. Bugatti.  
2.—L. Cushman, 11.4 h.p. Bugatti.  
3.—P. du Cane, 11.9 h.p. Bugatti.  
Fastest time in class by L. Cushman, 11.9 h.p. Bugatti, 35 secs.  
Fastest time of day made by L. Cushman, 11.9 h.p. Bugatti, 35 secs.

## FULL RESULTS OF GENERAL EFFICIENCY TRIAL.

THERE is no doubt that the General Efficiency Trial organized by the Junior Car Club is productive of most interesting data. Below we give the figures obtained in the various tests, and feel confident that the information contained therein will be of direct value to prospective purchasers. It should be noted that these performances were put up by standard cars, such as can be bought by the public. The lap speed refers to a flying lap and not from a

standing start, as might be imagined by those who think that 60 m.p.h. is an every-day speed.

It will be noted that the fuel consumptions vary considerably, but, on the whole, they are remarkably good, the number of light cars and cyclecars covering over 40 miles on a gallon of fuel being extremely gratifying. The price was not taken into consideration by the J.C.C. in formulating the results. We publish it herewith as a matter of interest.

## CLASS 1. TOURING TWO-SEATERS. ENGINE LIMIT, 1,000 c.c.

No.	CAR.	DRIVER.	P.ice. f	Petrol Consump- tion. M.p.g.	Lap Speed. M.p.h.	Speed on T.C. Hill Secs.	Distance taken to pull up. Yards.	Weight Unladen Lbs.	Total Marks.
5	8 h.p. Morgan	R. B. Ware	—	56	55.71	13.4	4	715	1,743.15
3	8 h.p. Gwynne	D. Chinery	208	42.2	49.76	17.9	5	1,397	1,647.2
10	8 h.p. Tamplin	P. A. Houghton	146	70	42.99	18	9.5	470	1,578.95
1	7 h.p. Austin	E. C. Gordon England	165	48	4.74	19.6	6	957	1,581.5
2	8 h.p. Gwynne	J. Devrill	208	30.4	47.8	18.2	10	1,390	1,466.05
9	8 h.p. Talbot	C. J. Randall	295	39.2	48.93	20.8	13	1,618	1,430.35
4	8.9 h.p. F.S.	F. H. Samuelson	—	35	44.01	—	6	1,162	1,471.5
6	8 h.p. Rover	C. M. O'Connor	181	37.6	37.28	29	10.5	1,342	1,398.45
7	8 h.p. Rover	W. G. Bannett	180	34.8	35.3	30.2	11	1,351	1,418.11
8	8 h.p. Trilhot	W. D. Hawkes	Non-starter.		—	—	—	—	—

## CLASS 2. TOURING TWO-SEATERS. ENGINE LIMIT, 1,100 c.c.

12	8 h.p. G.N.	N. Black	235	31.4	13.57	18	8.5	1,402	1,629.9
13	8 h.p. G.N.	C. Finch	235	41	45.20	21	10	1,387	1,499.4
11	9 h.p. Eric-Longden	C. Neville Green	278	36	41.87	—	9	1,081	1,191.2

## CLASS 3. TOURING TWO-SEATERS. ENGINE LIMIT, 1,500 c.c.

14	12 h.p. A.C.	W. G. Brownsort	325	32.6	94.48	17.8	7.5	1,612	1,577.2
18	9.26 h.p. Mariscal	A. E. Caswell	215	16.8	44.99	16.4	7	1,400	1,522.1
17	9.25 h.p. Mariscal	R. Don	215	31	52.21	18.8	8.5	1,330	1,474.1
15	11 h.p. Eric-Longden	Eric Longden	296	39.6	49.41	18.6	6.5	1,081	1,430.2
19	10.5 h.p. McKenzie	G. F. Danson	364	32.6	40.89	24	9	1,811	1,412.7
16	11.9 h.p. Lagonda	W. H. Oates	275	37.3	34.93	21	14	1,558	1,408.6
23	11 h.p. Waverley	R. G. McVicar	450	31	41.36	26.8	6.5	1,913	1,367.8
21	10 h.p. Mercury	Miss E. Nicol	—	33	40.09	31.8	12	1,803	1,170.35
20	10 h.p. Mercury	A. A. Orfela	—	28	30.37	28.2	—	1,843	1,079.7
22	10.8 h.p. Surrey	A. W. Knight	Non-starter.		—	—	—	—	—

## CLASS 4. TOURING FOUR-SEATERS. ENGINE LIMIT, 1,500 c.c.

29	11 h.p. Riley	V. G. Wallsgrove	490	31.8	54.61	20.4	7.5	2,168	1,542
27	11.9 h.p. Horstman	Miss W. M. Pink	357	34	51.66	23	6	1,824	1,514
30	10.8 h.p. Surrey	S. Watson	299	29	41.93	21.4	5.5	1,525	1,512.2
24	10 h.p. B.S.A.	A. W. Brittain	—	41.5	49.18	25.6	4.5	1,515	1,490.3
25	10 h.p. Clyno	J. Cocker	275	34.4	48.88	19.2	8.5	1,555	1,406.8
26	11 h.p. Cooper	S. H. Newsome	260	38.4	—	27.4	6	1,566	1,292.5
28	12 h.p. Palladium	H. J. Smallwood	Non-starter.		—	—	—	—	—

## CLASS 5. SPORTING CARS. ENGINE LIMIT, 1,500 c.c.

36	8.7 h.p. G.N.	A. Frazer Nash	195	72.5	58.39	14.8	6.5	1,176	1,666.6
38	12 h.p. Crouch	A. E. Moss	396	37.6	51.61	16.2	9	1,628	1,501.3
31	12 h.p. A.C.	J. A. Joyce	500	27.8	56.47	14.8	9	1,609	1,596.4
35	10.30 h.p. Enfield-Allday	J. T. Chance	475	38.2	59.93	14.4	9.5	1,825	1,582.2
37	10.35 h.p. Mariscal	D. M. K. Mareszaj	250	27.2	52.21	18.8	7.5	1,262	1,514.8
32	10.5 h.p. Calthorpe	P. A. Denny	—	26.4	58.45	17.2	11.5	1,654	1,502.7
34	9 h.p. Derby	T. Heaton	275	35.2	51.03	20.2	6.5	1,042	1,461



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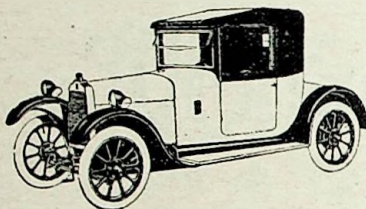
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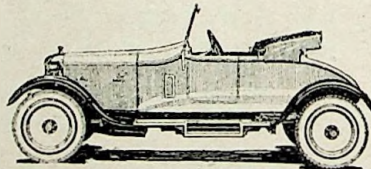
  
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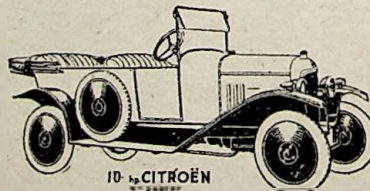
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10 h.p. CITROEN  
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Extended Payments over 12 or 18 months.



# Club News & Fixtures

Interesting Items  
from  
All Quarters.

## The Complete Guide.

The comprehensive tabulated guide to forthcoming events which will in future be found on this page represents a detailed analysis of approximately 14 days' fixtures, and is the most complete fixture list which it is possible to compile from the information provided by club secretaries. Readers are therefore requested to refer to our list as authoritative, but, obviously, we cannot accept responsibility for the accuracy of arrangements which are subject to last-minute alterations.

## Another Climb at Kop.

Kop Hill, Princes Risboro', will be the scene of another hill-climb on Saturday, April 28th. It will be organized by the South Midland Centre of the Auto-Cycle Union, and there will be classes for cars open to members of clubs in the South Midland Centre. The organization of the event is in the hands of the North London Motor Cycling Club. Rules and entry forms are now ready, and can be obtained from the hon. trials organizer of that club, Mr. G. E. Cuffe, 19, Bedford Road, Crouch End, N.8.

## A Successful Revel.

Complete success attended the Wallington Motor Club's costume revel which took place at the Public Hall, Carshalton, on Friday, March 16th. Miss Hilda Cowham and Capt. E. Lander judged the costumes. First place in the ladies' class was obtained by Miss Molly Lee (Jazz Columbine), and in the gentlemen's class by Mr. Bowden (George Robey). The president's cup trial organized by this club will be run off on April 18th, starting from the club's headquarters, the Greyhound Hotel, Carshalton, at 5 p.m.

## Opening Rally Postponed.

The date of the opening rally of the Women's Motor Club has been postponed to April 7th, owing to the fact that many members are at present abroad. The venue is "Lambert Arms," Aston Rowant.

## FORTHCOMING EVENTS.

FROM MARCH 30th TO APRIL 14th.

**March 30th (GOOD FRIDAY).**—M.C.C.'s London-Land's End. See detail programme elsewhere in this issue. York and District Motor Club's Opening Run. West Kent Motor Club's Combined M.C.'s Hill-climb near Maidstone.

**March 31st and April 2nd.**—Scottish Western Motor Club's Two-day Highland Trial (Sunday rest at Oban).

**April 1st to 15th.**—Tour de France Light Car Trial.

**April 2nd (BANK HOLIDAY).**—R.A.R.C. Meeting at Brooklands. First race 1 p.m. Scarborough Motor Club's Hill-climb between Foxholes and Octon Lodge. York and District Motor Club's Run to Scarborough Hill-climb.

**April 7th.**—B.M.C.R.C. Opening Meeting at Brooklands. Essex County and Southend-on-Sea Automobile Club's Half-day Reliability Trial. North-West London Motor Club's Petrol Consumption Trial, starting from Stanmore. Western Centre A.C.U. Hill-climb at Chatcombe Pitch, Cheltenham. Essex Motor Club's Opening Run to Clacton. Disabled Drivers' Motor Club Rally at Cumbe Bank, Sandridge, near Sevenoaks.

**April 7th and 8th.**—Note. Opening Rally of Women's Motor Club postponed to May 20th.

**April 8th.**—North-West London Motor Club's Opening Run to Griffin Hotel, Amersham.

**April 12th to 27th.**—Milan Motor Show.

**April 14th.**—Disabled Drivers' Motor Club Hill-climb at Salford Walden. Public Schools M.C.C. Meeting at Brooklands. Kent Automobile Club's Hill-climb. Junior Car Club (S.W. Centre) Half-day Reliability Trial.

\*\* The above list has been compiled from information provided by club secretaries, but is subject to alteration.—ED.

## Southend Club's Fixtures.

The chief events in the programme of the Essex County and Southend-on-Sea Automobile Club are the open and closed hill-climb on May 26th, and the open and closed speed trials on September 8th. The opening event will be a half-day reliability trial, which has been fixed for April 7th.

## Petrol Consumption Trial.

The start of the North-West London Motor Club's annual petrol consumption trial, which takes place on Saturday, April 7th, will be Stanmore station, as in previous years, and competitors will assemble at 2.30 p.m. A fuel allowance based on weight only will be given, the following being the scale:—Class A, 8ozs. per cwt., calculated to the nearest 7 lb.; Class B, 4 ozs. per cwt. A give-and-take course of about 20 miles has been mapped out, and the cars will be run to exhaustion. The car that travels the farthest on its allotment of fuel will be adjudged most economical.

## Light Car Wins Mellano Cup.

Although the light car contingent in the Mellano Cup, held on March 17th (promoted by the Surbiton M.C.), numbered only five out of an entry list of 31, one of their number carried off the premier award and two others gained bronze medals. The course was largely in the Hindhead district, where the byways yield rich "finds" in the matters of cunning water-splashes, steep tracks and deeply rutted "Colonial sections." G. C. Griffith (Deemster) won the Mellano Cup for the best performance in the whole trial, he, incidentally, carrying a passenger on the dickey seat. J. R. Kinsey (Jowett) and O. Wilson Jones (Salmon) were awarded bronze medals.



## TRICKS OF THE TRADE.

### Queer Stories of the Recent Trials.

**I**N many modern trials, competitors are timed by their own watches, which are checked and then sealed in special cases loaned to them by the club. During recent trials one has heard rumours of competitors tuning their watches to lose time, so that in the course of a three hours' run they may have as much as ten minutes' or a quarter of an hour's extra grace, perhaps all the difference between a gold and silver medal. This may have accounted for the following occurrence. In one event a driver was following a car which was scheduled to precede him all the way. He passed the car some miles before the luncheon stop and noted with surprise that although it should have been about ten minutes late, it was checked in on its own watch dead to time. The same thing happened when concluding the afternoon portion of the run.

#### Super-tuned Watches.

A further development is stated to consist in an unscrupulous competitor arriving at the start with two watches, one tuned fast and the other slow. He has both sealed in the rush with other competitors and then produces the one that best suits the case at each control.

The sealing of the machines is generally carefully arranged, but in another event one of the competitors was reported to have arrived with a few spare seals in his pocket! Another had his car sealed round an easily detachable lamp bracket! He had only to change the bracket to another car to complete the deception.

In a recent event, which was confined to standard vehicles selected from stock, the drivers were given a short time for preliminary tuning. A motorcycle competitor who could make nothing out of the machine he found awaiting him, was said to have calmly substituted another one for it!

The performance of certain cars in recent hill-climbing tests has attracted much favourable comment. Despising Parsons chains they have climbed formidable gradients and actually restarted on greasy slopes without a vestige of wheel slip. An observer noted this peculiar absence of slip and asked if the differential had been removed. The answer was in the negative and was probably true, although it did not preclude the possibility of the differential having been locked solid.

#### Altering the Gear.

When small cars with plain tyres climb single-figure gradients with one rear wheel running on damp grass without a vestige of slip, there must be some good reason to account for it.

The fitting of smaller wheels than standard, or of specially low gears, can be overlooked, in view of the almost freakish hills that are included in modern trials courses. A freak hill needs a freak gear, and so long as the cars are not masquerading as standard vehicles the public need not be deceived.

The rumours quoted indicate the need for the most careful observation on the part of the club officials in the current season's events.

## A SPORTS BODY FOR £10.

Attractive Home-made Coachwork on a Calcott.

**T**HE accompanying photograph shows a rakish sports type body on a 10.5 h.p. Calcott chassis, to which additional interest is attached, in view of the fact that the body was privately constructed at a cost of about £10.

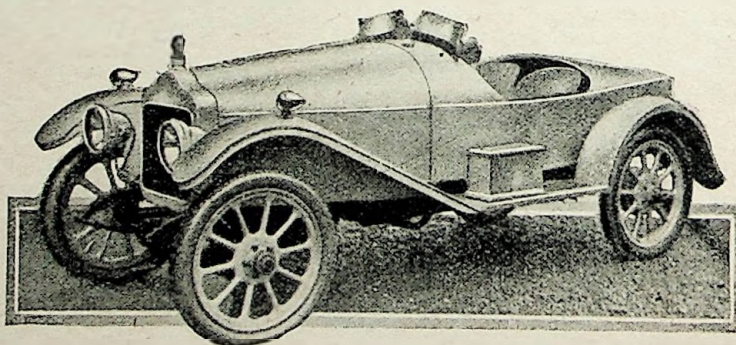
The frame is built up of ash spars and wood obtained from packing cases, the joints being tongued and grooved and glued. To allow for a better sweep to the bonnet, and also to bring the seats nearer to the rear axle, the steering column has been raked an additional 4 ins.

The frame of the body is covered with polished sheet aluminium, the joints being concealed by beading of the same material. The bonnet is 3 ft. 3 ins. in length, covering the engine and petrol tank, thus allowing the latter to be removed without disturbing any part of the body. The instrument board is faced with aluminium, and carries the switch-board, meters, and usual gauges.

#### Aeroplane Seats.

The seats once did duty in an Avro aeroplane, and are covered with grey corduroy, air cushions covered with similar material forming the seating. The windshields also came from an aeroplane. To prevent the body drumming, the tail has been packed with cork dust, which has proved to be very effective.

E35



CHEAP BUT  
ATTRACTIVE.

This body was built by an owner-driver for £10.  
The tail is packed with cork dust to prevent drumming.

As the seats are movable, they can be swung forward, to permit of access being gained to the tool locker, which is situated behind the seating. An inspection lamp is fitted in this compartment, to assist in the discovery of the usually elusive tyre levers, jack handle, etc.

The accumulators, which are carried in an aluminium box, take up a position on the near-side running board, the spare wheel being carried on the off side.

It is interesting to note that every part was made and erected in the private garage of Mr. G. D. Robin, Lanfine, Dumbreck, Glasgow.



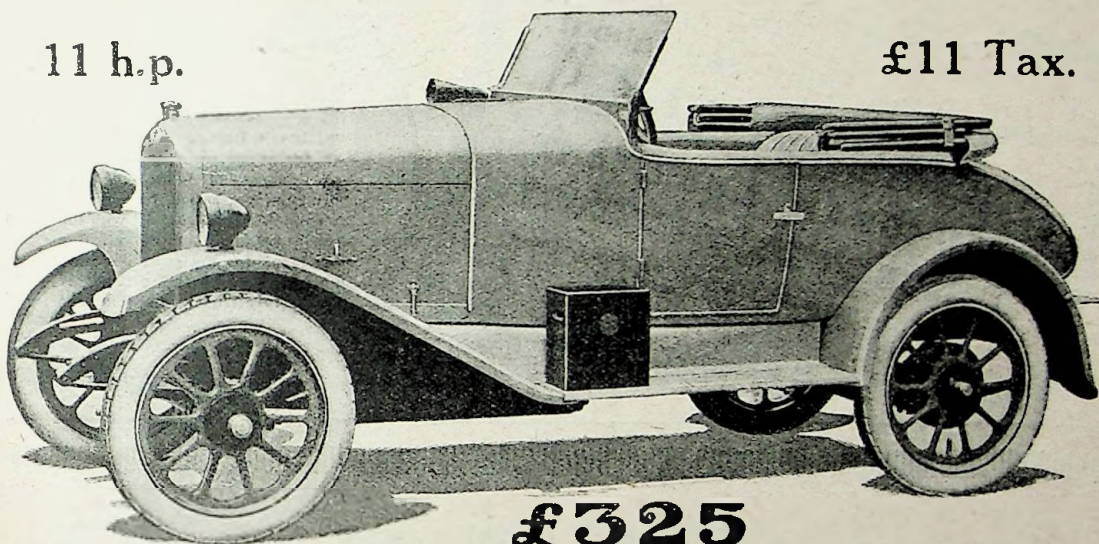
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£11 Tax.

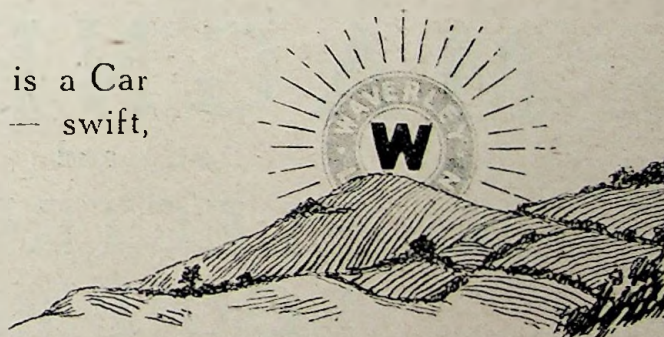


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From Mr. W. H. Douglas,  
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See what they say about  
**AMBROLEUM**  
"CLINGS TO THE TEETH"  
**THE GEAR LUBRICANT**

Read the above testimonials. They are only three of many hundreds published in our booklet "Silent Gears." Let us send you a copy.

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From Mr. A. Thomson,  
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"I have a Belsize Car, and about 18 months ago, owing to the excessive amount of lubricant I was using in my gear box, I decided to try your 'AMBROLEUM,' with the result that my cost per mile for lubricant for my gear box has been reduced to 10% of what it was before I used Ambroleum."

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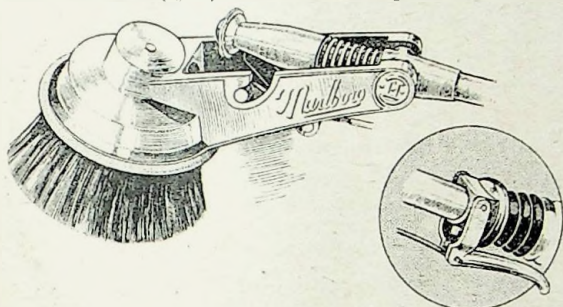


## SPICE OF NOVELTY.

Some of the Latest Inventions and Novelties.

### The Marlboro' Car Washing Set.

The operation of washing a car is at no time a pleasant task, and any device that will help to accomplish the work expeditiously and efficiently is worth close attention. A washer set that appears to fill this need is the Marlboro', manufactured by the Marlboro' Brush Co., Ltd., 123, Oxford Street, London, W. 1, at the price of 42s. The set comprises a large spray brush of about 4 ins. diameter, a smaller-sized brush for cleaning hubs and small parts where the larger type cannot be used, and a jet and adapter for the hose. The larger brush is provided with a small trigger, which, when depressed, tilts the

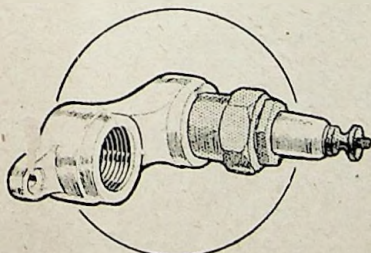


To eliminate the trouble of unscrewing the brush every time a plain jet of water is required, the Marlboro' washing set includes a device for automatically putting the brush out of action.

brush head out of the direct line of the hose, so allowing a plain jet of water to be directed upon any part desired. By releasing the trigger half-way, the jet of water is directed into a cup on the head of the brush, and thereby gives a circular spray. When the trigger is fully released, the water enters into the head of the brush and comes out at the base of the bristles. The spray disc itself, into which the bristles are fastened, has two rings of holes. The inner ring, being on the slant, provides a small jet of water, which continually cleanses the bristles.

### The Robri Spare-plug Holder.

Under ordinary conditions, the spare plug receives very little attention, and is usually left loose in the

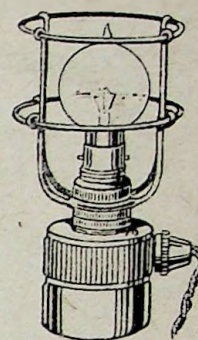


The Robri spare-plug holder, which can be screwed to the dash or other convenient place.

A most useful and handy fitment, in the shape of the Robri spare-plug holder, has been placed on the market by the County Chemical Co., Ltd., Chemico Works, Bradford Street, Birmingham. Its small dimensions and attractive finish render it an ornamentation to the dashboard, to which it is affixed by means of two screws, as well as a convenient receptacle for spare plugs. The holder is made in two sizes, to hold two or four standard plugs, the retail prices being respectively 1s. 9d. and 2s.

### The Kendrick Inspection Lamp.

A good inspection lamp is an essential item in a motorist's equipment, but difficulty is often experienced in finding suitable supports on which to hang or rest the lamp, to provide an efficient light that can be projected upon the work in hand. We have recently been afforded the opportunity of trying one of the Kendrick electro-magnetic inspection lamps, and find, after an exhaustive test, that the makers' claims with respect to this useful accessory are fully justified. The lamp is specially manufactured to withstand the rough usage inherent to the nature of the work for which it is required. The bayonet lamp holder is adapted to take any standard double-pole lamp. It is mounted on a soft iron base containing a carefully insulated magnet coil, the concentric magnetic pole faces being exposed for attaching to any iron or steel surface. An insulating distance-piece holds the flex nipple and contains a push-switch, enabling the lamp to be easily detached without extinguishing the light. All the metal parts are heavily nickelled and the coil is specially wound to suit 4, 6, or 12-volt accumulators, ensuring equal magnetic effect at each pressure. The lamp is sold, complete with bulb, flexible cord, wire guard, and a strong metal case, for 25s. The portable type for use in garages and workshops, wound for standard voltages of 100 to 120 and 200 to 250, sells for 33s., both lamps being manufactured by the Neale Magnet Construction Co., Ltd., Carlton House, Regent Street, London, S.W.1.

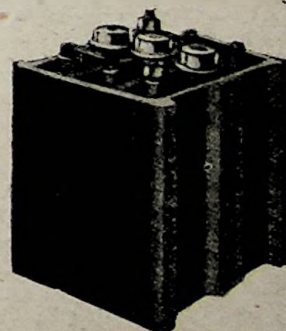


A magnetic lamp, which may be attached to any metal surface.

### New P. and R. Batteries with Moulded One-piece Containers.

An improvement in battery construction introduced by the old-established concern of Peto and Radford eliminates any risk of the cells cracking and resulting in leakage of the acid, and the wood box being damaged. The new Peto and Radford battery consists of one moulding, which takes the place of the three separate cells and the usual wood box.

This moulding is made of the concern's Dagenite material. In the moulding are three compartments, which form the cells into which the plates and separators are assembled. Handles, screwed bushes for fixing bolts, etc., are moulded in at the time of manufacture, thus making a complete container in one piece ready to go straight on to the car and eliminating the three separate cells, sealing compound, wood box, box fittings, paintings, etc. Owing to the toughness of the material, it will not crack, even if dropped on a concrete floor. A widely adopted battery for light cars is a small 6-volt 20-ampere-hour battery, named the Bull Pup. Further details of these batteries can be had from Messrs. Peto and Radford, 50 Grosvenor Gardens, London, S.W. 1.



The one-piece moulded Peto and Radford accumulator.





## OUR READERS' OPINIONS

We welcome at all times letters sent us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. Letters should be as brief as possible and, preferably, typewritten. We reserve the right to make any alterations or deletions which we deem necessary.

### Economy Figures Confirmed. Saving Bookham Common. Power-weight Ratio.

#### Economical Motoring.

May I be permitted to reply to your correspondent's excellent letter which appeared in *The Light Car and Cyclecar* under the heading of "Economical Motoring?" I can, of course, readily appreciate that he possibly

**Figures Which Can Be Proved.** regards a running cost of 1.24 pence per passenger-mile as exaggerated: anyone who has not been fortunate enough to have practical experience of an 11 h.p. Ashton-Evans car would, it is, therefore, with particular pleasure that I am able personally to confirm the figures given and to say that these cannot only be substantiated, but actually can be improved upon.

Take, for instance, the petrol consumption, given as .28 pence per passenger per mile; this figure represents a petrol consumption of 42.8 miles per gallon, whereas the actual figures, as proved in the petrol consumption trials under R.A.C. observation, works out at 52.2 miles per gallon, or practically 20 per cent. better than the figures claimed in the article.

It would take up too much of your valuable space to go through each item in detail, but upon re-reading the original report, Mr. Morgan will at once see that the mistake he has made is in taking the figures shown to be running costs per car-mile, instead of per passenger-mile, as was expressly stated.

If your correspondent still has the slightest doubt as to the accuracy of the statements made, I will be delighted personally to prove them to him by actual performance, if he will be so kind as to make a suitable appointment, my address being as below.

J. A. EVANS.

14, Floodgate Street,  
Birmingham.

#### Bookham Common for the Public.

It may be of interest to your readers to know that the manorial rights in Bookham Common, near Leatherhead, have been conveyed to the National Trust for Places of Interest or Natural Beauty. It will be remembered that last year the manorial rights in the common changed hands, and, in consequence, a good deal of the timber, which forms such a pleasing feature of the property, was sold and cut down. These transactions unfortunately took place before there was any possibility of taking any effective steps to save all the trees, but a movement was immediately started by the residents in the neighbourhood with a view to preserving so much as was possible, and negotiations were, at once opened with the purchasers of the manorial rights. These negotiations resulted in the transference of the above rights to the National Trust, who agreed to hold them for the benefit of the public for ever, so that there is no longer any danger of this beautiful common being despoiled of its timber; it was possible, also, to buy back a certain number of the more prominent trees which had already been marked for felling.

B42

So soon as the necessary preliminaries have been completed a local committee of management will be appointed by the National Trust, who will look after the management of the common and generally endeavour to safeguard the rights of the public. It is hoped that it will be possible to appoint rangers with a view to preventing the despoiling of the common, injuring the timber, etc.

The National Trust has been put to some expense in the matter (more particularly in purchasing the timber which had been destined for destruction), and, until the local committee is well established, there must necessarily be a certain amount of initial expenditure; moreover, if sufficient funds are forthcoming, more of the trees may be saved.

Contributions are, therefore, earnestly invited towards the Bookham Common Preservation Fund, and we feel sure that all those who know the locality and desire to see it properly preserved will willingly contribute to that end. Cheques and postal orders should be addressed to the secretary of the National Trust, S. H. Hamer, at 25, Victoria Street, S.W. 1.

S. H. HAMER, Secretary.

#### Power-weight Ratio Again.

"Hard luck!" I have heard it said, when it has been pointed out that, in order to obtain a "gold," in the London-Land's End, a three-wheeler is required to take the hills

**A Compliment to Three-wheelers.** 50 per cent. faster than a four-wheeler of similar horse-power (18 and 12 m.p.h.) and actually 20 per cent. faster than a four-wheeler of 1,500 c.c. On the contrary, I regard it as the highest compliment (and, incidentally, the best advertisement) that has been paid to the three-wheeler to credit it with this remarkable superiority with regard to speed. That this demand has not daunted the owners of three-wheelers is obvious from the fact that no fewer than 17 Morgans have been entered, none of them entered by the firm. It is another proof, if proof were needed, of the advantage of high horse-power to weight ratio, on which *The Light Car and Cyclecar* has insisted.

H. GEORGE MORGAN.

Stoke Lacy.

#### Not Tyre Repairers.

May we claim the hospitality of your correspondence columns again to remind your readers that the business of this company is to supply plant and appliances for the care of tyres, not to carry out tyre repairs?

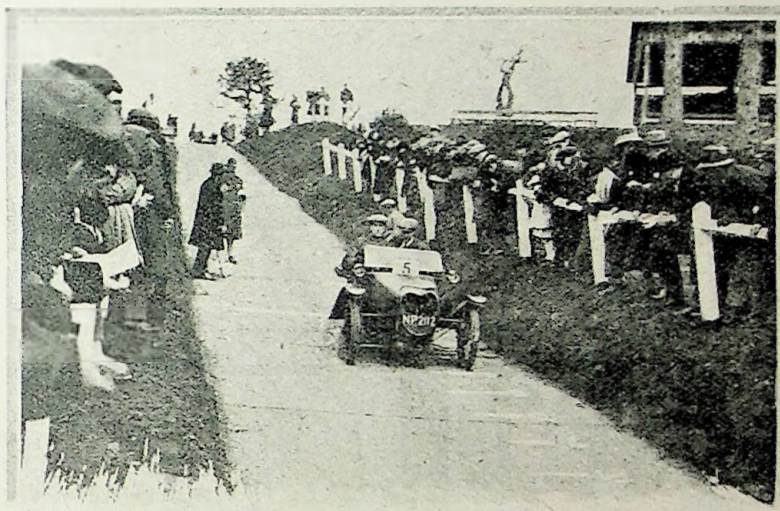
**A Reminder.** We are always pleased to demonstrate the efficiency of the H.F. vulcanizing process by doing sample repairs, but we do not make a business of such work, and we would direct motorists to the many efficient repairers throughout the country, and particularly to the garages registered by us for complete tyre maintenance.

The constant necessity placed upon us of refusing tyre repairs prompts us to ask your help in broadcasting these facts.

HARVEY FROST AND CO., LTD.  
143-150, Great Portland Street, London, W.1.



*Extraordinary Success*  
*of the*  
**Morgan Runabout**  
 in the J.C.C.  
**General Efficiency Trial**



Mr. E. B. Ware, on a Standard Model Morgan,  
*wins the*

## WESTALL CUP

The premier award open to all types of light cars  
 up to 1500 c.c.

Exactly similar J.A.P. engine models, fitted with front  
 wheel brakes, can be supplied to the public at

**£140** Complete.

In the Victory Cup Trial on the same day, 3 Morgans,  
 each obtaining a Gold Medal, win the **Watsonian Cup**  
 for the Best Team Performance of any class of machine.

**MORGAN MOTOR CO., Ltd., Malvern Link.**

TO THE  
 READER

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



Have you ever  
driven an —

ALVIS

If not you have yet to appreciate the intense satisfaction that comes from sitting at the wheel of the World's Best Light Car. Yet to experience the feeling of unlimited power, under close restraint, ready at a touch to sweep forward at a speed which few other cars can accomplish, or to glide up the steepest hill at undiminished pace without fuss or flurry.

It is these superlative qualities that made the ALVIS in great demand even when manufacturing costs forced the price to a high figure. Now, when sweeping reductions have brought the ALVIS within reach of all, it is unquestionably the **FINEST VALUE OBTAINABLE.**

With its long wheelbase, four-speed gearbox, perfectly finished coachwork, and tuned power unit, it is a revelation to all whose experience has hitherto been confined to other makes of cars.

Full specifications are given in our catalogue. May we send you one?

The ALVIS CAR AND ENGINEERING  
CO., LTD., COVENTRY.

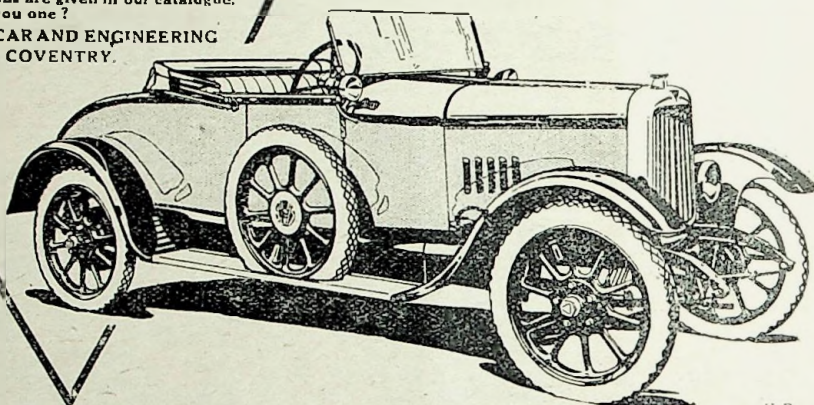
**10-30 h.p. ALVIS  
TWO-SEATER**

with electric lighting and starting,  
four-speed and reverse gearbox,  
all-weather curtains, five steel  
detachable wheels, and double  
dickey seat.

**£397**

**FOUR-SEATER,**

**£430**



H.P.

**SPEEDWELL**

**MOTOR OIL**



: For the Second :  
Year in Succession  
the Premier Award

Great J.C.C. Efficiency Trial in the has been won on **Speedwell**

when Mr. E. B. Ware, driving 8 h.p. Morgan, won the WESTALL CUP.

This Trial is one of the greatest all-round efficiency tests of the year, and to emerge successfully two years running speaks volumes for the quality of the oil.

Among many other successes this year are the following:—

Mellano Cup Trial.—Mellano Cup.

G. C. Griffith, 11'9 h.p. Deemster.

Colmore Cup Trial.—Colmore Cup & Calthorpe Trophy.

B. Kershaw, 2½ h.p. New Imperial.

Eric Walker Cup. M. Bishop, Sun Baby

Manville Trophy Trial.—Manville Trophy.

B. Kershaw, 2½ h.p. New Imperial.

Essex One-Day Winter Trial. 1,500 c.c.

Major W. H. Oates, 10 h.p. Lagonda.  
First in Class.

First World's Motorcycle Records in 1923.

W. D. Marchant, 350 c.c. Rush-Blackburne  
and Sidecar.

Standing Mile, 79'646 k.p.h.

Standing Kilo, 89'67 k.p.h. } Subject to confirmation.

THE QUALITY OF AN OIL is measured by its successes, and you cannot afford to ignore them. We have no need to be extravagant in our claims. To talk at large about the wonderful merits of an oil is easy, but **SUCCESSES SPEAK LOUDER THAN WORDS.**

THE VERY BEST BY EVERY TEST.

Write for pocket lubrication chart to—

The British Oil & Turpentine Corporation Ltd., 55-56, Chancery Lane, W.C.2



## OUR READERS' OPINIONS (contd.).

## 64 m.p.h. on a Morgan.

I have never seen any correspondence relating to hand control of the jet of the Cox Atmos carburettor, so perhaps my experience may be of interest. For the past 12 months I

## How it Can Be Obtained.

have used a Dixon control, and I have nothing but praise for it. Personally, I think the slip sleeve of the Atmos is the main point. I have experimented with it in every possible position, and have found that I can only get the low consumption and the quiet, effortless running at small throttle openings, with the sleeve in its maximum forward position. It is obvious that in this case one must be able to cut the jet opening down, which, with the Dixon control, is simple. My jet opening for all normal running is 20 mins. to the hour, and the full opening is 1 hr. 20 min. Petrol consumption is 64 miles per gallon with a water-cooled 1,100 c. M.A.G.-engined family model Morgan, with full load—i.e., my wife, self, and two children.

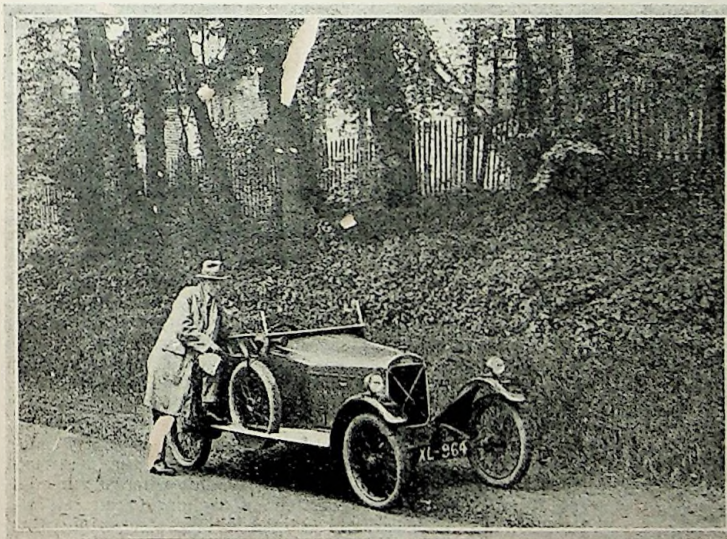
With the jet opened out I always climb Bury Hill on top gear; in fact, I have never used the second gear for a hill. Consumption is accurately measured, and the principle part of my running is into our nearest town shopping, and constant starting and stopping is not exactly conducive to low petrol consumption, so that on a long journey I should, I take it, exceed this figure.

My Dixon control is the original A pattern with which one is restricted as to minimum and maximum opening, so that I should imagine, with the new B type, results should be even better, with the added advantage of being able to close the jet right down for coasting with throttle wide open. Starting up in any weather is absurdly easy—just open the jet and the engine starts at once.

I have no interest whatever in the Dixon concern, but I am a very enthusiastic user, and it certainly fulfils every claim the maker attributes to it.

Emsworth, Hants.

J. T. BELCHAMBER.



## SAFETY FIRST.

A stationary car on a narrow road is the cause of much inconvenience to other road users. Why not follow this motorist's example? He is neither blocking the road nor the footway.

## A Dangerous Practice.

With the opening of the season, I should like to sound a warning and also give some advice to those motorists who from ignorance of the real danger to their cars and to other motorists, make a habit of pulling up on dangerous corners or in narrow lanes when they want to have a smoke or a chat, or, maybe a wayside repast.

## A Word of Warning.

If one desires to "anchor" for a half an hour, why not crawl along for a few minutes until a suitable parking place, such as a gateway into a field, is found? It is safer by far for all concerned that as little of the car as possible be left in the roadway.

RAMBLER

## Maximum and Average Speeds

I notice that one of your correspondents claims to have covered 35 miles in an hour on a Rover Eight. What nonsense some people talk! Having owned more than one of these efficient, reliable, but not fast cars,

## A Late Rover Owner.

I should like to express my opinion that if one is capable of averaging 25-27 m.p.h., one is doing very well indeed. I am pretty sure other Rover owners will agree with me.

I have also owned — cars, and averaged on one of these 34-35 m.p.h. from Storrington (Sussex) to Horsham, a distance of 14½ miles, but in order to do this I had the speedometer well over 40, and at times over 45. The standard Rover Eight cannot be kept going continuously at 40 m.p.h. let alone 45-50. The best car of its class is this excellent "flat eight," but to race it—do not!

ROVER-MORRIS.

## 54 Miles in 1 Hour 25 Minutes.

The question of a car's average speed capabilities always arouses interest, although it would seem that no one can say, "x miles per hour are impossible," or arrive at any such assertive statement. As your correspondents have stated, existing conditions are the controlling factor, not maximum speed.

The following two instances illustrate the fact, and may be of interest: in the first case, the fairly high average was arrived at simply by not wasting time anywhere en route.

The car, a 1920 standard G.N. (since converted to Vitesse, prior to the second run referred to), had a maximum speed of 57 m.p.h. On May 13th, 1921, this car left Maidenhead at noon exactly, arriving at the Lyndale Hotel, Lynmouth, at 7.45 p.m. Distance, 172 miles. Careful note was taken of all stops (very few), and the actual running time was 6 hrs. 20 mins., averaging 28 m.p.h. At no time on the whole run did the car exceed 35 m.p.h.

The second run, after the "Vitesse" conversion, was from Marlborough to Cookham Dean in July, 1922. The distance is 54 miles, and time taken was exactly 1 hr. 25 mins., giving an average of 38.12 m.p.h. Newbury and Reading must be taken slowly, and at no time was the car driven in a dangerous manner or without consideration for other road users.

EL ZINGARO.

## Simplifying Chassis Lubrication.

In reading your issue of March 9th, I was most interested in "The Unconventional Viewpoint," by "Critique," and having come across

## A Multi-point Pump.

a lubricator which appears to me to be a long step in the direction of overcoming the unpleasantness attached to the greasing of a car. I thought a few details might be of interest. This lubricator, I understand, has not actually been fitted on a car for the purpose of lubricating the chassis, but it seems that as it is supplied to deliver to from 2 to 12 points, each of which can be regulated independently, and that each point gets a certain amount of oil or grease, it might be quite suitable for this purpose. It can be worked by hand, and could be placed on any part of the car, with pipes leading along the chassis and connected to the various points requiring lubricant, by a short piece of flexible tube and a union. By a few turns of the handle the whole of the chassis can be lubricated in a few minutes.

This would ensure that every point is thoroughly lubricated, and the whole job could be done in a few minutes without even soiling one's hands.

The whole thing, I should think, could be easily fitted up in any garage, and would save a great deal of time and trouble.

The company that is marketing this pump is the Loco and Auto Economy Accessories, Ltd., 183, Westminster Bridge Road, S.E.1.

H. L. FAUGH.

\* It is interesting to note that we suggested a scheme for centrally controlled lubrication as far back as December, 1921, our idea being similar to that described above. Undoubtedly the lubricator referred to is a step in the right direction.—Ed.



## OUR READERS' OPINIONS (contd.).

## WHAT IS A GOOD AVERAGE SPEED?

**Averaging 36 Miles per Hour.**

I have read a letter on the above subject, signed "Two-wheeler," and would like to say that from experience of cars of all sizes, "Two-wheeler's" estimate of the speeds it is necessary to travel to average 36 m.p.h.

**No Mean** over ordinary English roads is one with **Performance.** which I fully agree. I was also struck at the time with the gentleman who claimed to average 36 miles in the hour on an 8 h.p. two-cylinder car. There must be a mistake somewhere. I am sure. Even to average 30 miles within each hour takes quite good driving over ordinary English roads.

Ditchling, Sussex.

S. F. EDGE.

**Conditions Governing Fast Averages.**

"S.S.," in his notes on average speed, mentions a point that I strongly advocated in previous correspondence on this subject—namely, averages should only be judged upon distances of over 100 miles. It is not by any

**Knowing One's** means a fair test to select the pick of, say, **Car.** the Bath Road and "blind" over it for 1 hr. I should say, without exaggeration, that it would be possible to keep very near the 60 mark between two picked points 35 miles apart on this road. I have myself, on a standard 1920 model G.N., between Hyde Park Corner, London, and Bath Post Office, averaged a fraction over  $x + 16$  (according to "S.S.'s" formula).

There are several points to consider in a fast average of this sort. Absence of traffic. On this occasion Hyde Park Corner to Hounslow might have been Brooklands as regards "other users." Of primary importance is a thorough knowledge of every inch of the road ahead, and in my estimation with regard to safety, no preconceived idea of doing something extra special. I have been bet that I will not do it again. I may probably better it, but, to bet that I will, means "taking risks," and that will inevitably mean trouble. If I have nothing on, there is no harm in losing 5 mins. here or there. If there is a bet on, every second counts, and you chance this and chance that. If a "man in blue" waves his arms, you look the other way and hope one bet will pay the fine.

**The Gwynne in the Economy Trial.**

Will you allow me to call your attention to an error which you have made in your otherwise excellent report of the Economy Trial? You say that "Watson (Gwynne) failed to start on the afternoon run." This is contradicted in the paragraph above, where it says "Watson (8 h.p. Gwynne) was among the best performances in the

**An Echo.**

acceleration test. Now, as this test took place in the afternoon, the first man being due at 3.49 p.m., evidently Watson did start, and I think that you will have to record that he made a non-stop run.

Birmingham.

WILLIAM WATSON.

**Bowden Extra-air on Rover.**

I notice an article in *The Light Car and Cyclecar* re extra-air valve for a Rover Eight. May I say that I have fitted a Bowden valve—motorcycle type—to my 8 h.p. Rover, and have had most surprising results out of it?

**Satisfactory Results.**

Speed, easy starting, economy are all improved, and I can drive on it as if it were an accelerator. On ordinary roads I can average 20 m.p.h. with half air and the throttle open five or six notches.

Above all, it makes the car more pleasant to drive and easier to control. Other local owners of Rover Eights are equally pleased with the results of my recommendation.

Newport, Salop.

R. D. NEWELL.

Another factor in a high average is undoubtedly knowing one's car. A man will put up a better average on a car with a 50 m.p.h. maximum if he knows it than with a strange car having a 70 m.p.h. maximum.

LEON.

**37½ m.p.h. Average on a Morgan.**

With reference to the letter signed "Morganzani," I may state that on a M.A.G.-engined Morgan (sports type) I covered 23 miles from London to Woking in 45 minutes, and the next 50 miles in 1 hr. 20 mins. to Hayling Island via Guildford, Petersfield, Waterlooville, and Havant. This latter works out at 37½ m.p.h. It was accomplished in the summer (1921), starting just before sunrise, but is a performance I do not wish to repeat, as it caused subsequent trouble with leaks in the petrol tank and radiator, due to vibration by having the front tyres blown harder than is conducive to comfort.

**Will Not be Repeated.** A tip that I can recommend to Morgan owners, and one that is now incorporated on new models, is to have a strong release spring fitted to the foot brake and a stop on the pedal (to prevent it being pulled too far back), which enables the pedal to be used as a foot-rest without putting the brake on.

MORGAN-M.A.G.

**What is the Average Speed?**

With reference to the average speed conundrum propounded by your correspondent "Doc," to which you invite replies, I suggest that the mythical motorist's average speed per hour was 28.63. Am I right?

J. H. BRINSON.

75, Church Road, Northwood.

I say that the average speed for the distance is only 26.6 miles an hour. If the motorist drove one mile at 18 miles an hour, and then for an equal length of time at 70 miles an hour, his average speed would, of course, be 44. ANOTHER DOC.

\* \* 28.63 m.p.h. is correct, although quite 50 per cent. of the answers received gave figures varying from 24 m.p.h. to 40 m.p.h., which only goes to show how mistakes in arriving at an average speed come about.—ED.

## INFORMATION WANTED.

**Improving Petrol Consumption.**

I was much interested in reading "H.G.M.'s" article on "Good Averages on a Jowett," and, being a possessor of one of the same admirable little cars, I should like to ask him one or two questions. I have been running it since September, but as yet have never been able to reach the maximum

**—And Speed.**

speed of 45 m.p.h. which he mentions. The highest I have been able to touch has been 38. My petrol consumption is also rather heavy, 63 miles to the tin. As much as I like the car, I should appreciate a few more miles per gallon, and to attain, if possible, the maximum of 45 m.p.h., so if "H.G.M." can suggest where I am missing it and offer any suggestion as to how I can improve things, I should be greatly obliged to him.

J.S.B.

Acerington.

**Service Model Unit.**

I am contemplating the purchase of a service model Unit light car, but before making a decision I should be very grateful if any of your readers would give me their opinions of, and experiences with, this make of car, with special reference to the type of frictional transmission system employed.

W. R. ADKINS.

52, Westbourne Park Villas,

Bayswater, W. 2.

THE  
MOTOR MANUAL.

For the Novice and Expert Alike.  
238 Pages. 266 Illustrations.

2s. 6d.



## YOU WILL GET BETTER RESULTS By Fitting the Special SOLEX Model Designed for Your Own Make of Car

EACH Special Solex Model has been designed and tested out on the individual make of car on which it is intended to be fitted, and each special model is stamped with the name of the car on which it will give the best results. The Special Solex models are the latest achievement in carburettor construction, and every light car owner should write to-day for full particulars.

### What make of Car do You Own?

Your car will give you the best possible power, speed and acceleration, together with more miles per gallon, than you have ever obtained before—if

### You Answer the Question:

The Carburettor I should have fitted to my car is the Special "Solex."

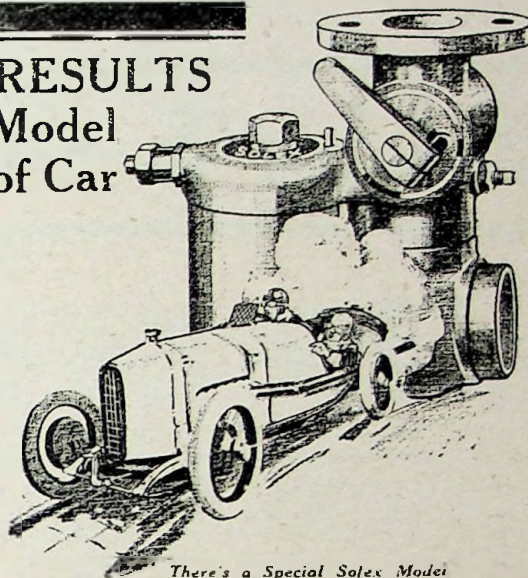
(Fill in the answer to the question here.)

..... Model.

Why not fit the Special Solex designed for your car without delay? You can test it out for 30 days free. Write for full details.

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THE NO-TROUBLE CARBURETTOR



There's a Special Solex Model for each individual make of car. Send for full particulars to-day.

S. WOLF & CO., LTD.,  
115, Southwark Street, London, S.E.1  
Telephones: Central 5172 and Hop 2734.  
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## These Goggles saved his Sight



Many motorists have been disfigured and totally blinded by splintered glass. Be on your guard! After regrets avail nothing. Wear only Triplex goggles, and see that *all* the glass on your car is Triplex. It is the only glass in the world that is

**ABSOLUTELY SAFE.**

**From 8/6**

Anti-Dazzle & Anti-Glare Tints  
1/- per pair extra.

Obtainable at Opticians,  
Stores, Garages, etc.

**Triplex Safety Glass**  
CANNOT SPLIT  
1 ALBEMARLE ST. PICCADILLY LONDON, W.1.

Contractors to H.M. Government.

### Read this Letter

Hatrogate,  
26th May, 1922.

The Triplex Safety Glass Co., Ltd.,  
London, W.1

Gentlemen—

I enclose a pair of Triplex goggles in order that you may see how efficient they were in an accident I had on Saturday last. I was flung off my motorcycle and fell with considerable force on my face. I can thank Triplex Safety Glass that I still possess my sight. With ordinary glass I must have been blinded and my face cut.

Yours faithfully,

(Signed) R. S. HEPPWORTH.

Kennington Service.

TO THE  
READER

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



# £11 : 5 : 0

**T**HIS is the first instalment when purchasing the New Carden Light Car. The balance is paid in 10 equal monthly instalments.

The old excuse that motoring is too expensive is a thing of the past—the New Carden is a proved and tested Light Car which gives real touring service wherever you want to go. It is the machine for the economist, because:

**Only £7 tax, 50 miles per gallon, 40 m.p.h., electric lighting, hood, screen, and all necessary fitments, ready for you to drive away.**

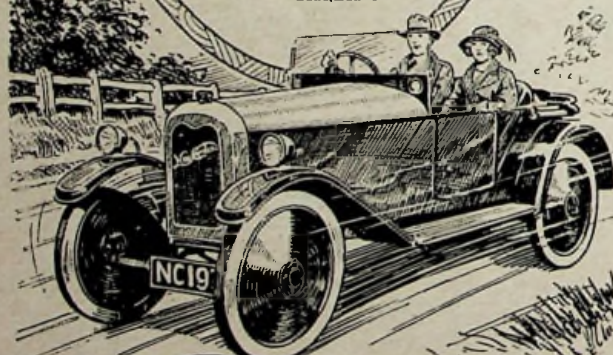
Just pay the first instalment and go "out and away" to the great open-air, where unbounded health and renewed vigour are yours.

*Write for full particulars or call and see.*

**THE NEW CARDEN  
LIGHT CAR CO., LTD.**

**22, Hythe Road,  
Willesden, N.W.10**

Phone: Willesden 2297.  
Grams: "Amotherri."  
Phone, London: "



*The New Carden*  
*All British*

COMMERCIAL  
PUBLICATION.

## AROUND THE TRADE.

The winner of the Westall Cup in the General Efficiency Trial, and all runners-up, were using K.L.G. plugs.

Users of the H.F. Jiffy vulcanizer can obtain replacements of heat tablets and Plasdo from any garage, or direct from Harvey Frost and Co., Ltd., 148-150, Great Portland Street, London, W.1

A very useful booklet, which hides a wealth of information under the plain title of "Aluminium Facts and Figures," has been issued by the British Aluminium Co., Ltd., 109, Queen Victoria Street, London, E.C.

Several business men connected with the motorcycle and motor industry have formed a syndicate to place on the market ingenious and amusing toys and games, the invention of Mr. L. N. Reader, of Berkhamsted.

A new catalogue has been issued by Joseph Kaye and Sons, Ltd., Lock Works, Leeds. This concern are specialists in the manufacture of oilcans, of which they produce every conceivable type. A copy of the catalogue can be obtained free on request.

The Cox Atmos carburettor was used by the winners of the Colmore cup, Calthorpe 100-guinea trophy, and P. J. Evans trophy, the premier awards in the recent Colmore cup trial. In the 1922 trial the winners of the Calthorpe and P. J. Evans trophies also used the Cox Atmos.

On Thursday, March 15th, Messrs. Rideezi opened a new branch of their business at 58, Balham High Road, from which depot they are in a position to supply any make of light car, either for cash or the Rideeziway of deferred payments extending over a period of 18 months.

Some users of the H.F. Tredkuro have been puzzled as to the purpose of the slotted key contained in the outfit. This should be used to wind up the tube from the bottom when extending the material. The thumb-and-finger method of squeezing a tube usually results in a burst—the use of the key prevents this.

Accessory and motor agents should make a point of sending a postcard to Fluid Pressure Pumps, Ltd., Clifton Street Works, Latimer Road, London, W.11, for copies of the new art showcards which this concern have recently issued. The well-known Pioneer engine tyre pumps and Universal petrol pourer are featured thereon.

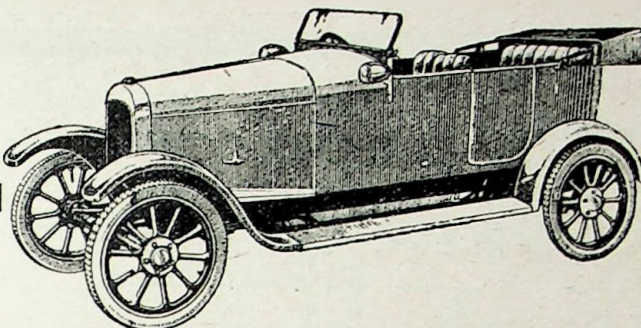
A very handy little tool has been introduced by the Zenith Carburettor Co. in a plug key—a spanner for removing the plugs under the jets on vertical carburettors, and also for the plug over the slow-running tube on the horizontal type. It costs only 1s. 6d., and is a very useful tool to have in the kit in case of a jet stoppage on the road.

We understand that Mr. W. Harding, of 1, Terminus Place, Victoria, S.W.1, the patentee of the Bilbert engine, described in our issue dated December 22nd, 1922, is desirous of disposing of the manufacturing rights of this patent. He would be pleased to hear from any concerns willing to undertake the manufacture of this engine under the supervision of himself and two partners.

The Dunlop Rubber Co., Ltd., Birmingham, request us to state that they hereby give notice to all traders selling and to all users using their Dunlop cord tyres that they will indemnify traders and users against all actions brought against them to restrain any alleged infringement of design by sale or use of Dunlop cord tyres, and will defend any such action, if information of such action is promptly given to the Dunlop Co. and the action be left in their hands for defence. The Dunlop Co. are advised that their tyres do not infringe the rights of any person, firm, or company.



**9/20 h.p.**



**£175**

# THE PRINCESS CAR

*"British Built Throughout."*

quite the most remarkable car on the market. There is nothing to compare with it at anywhere near the price.

Write for Illustrated Booklet giving full specification and details.

TRIAL RUNS BY APPOINTMENT.

THE  
Streatham Engineering Co., Ltd.,  
47, Streatham Hill, London, S.W.2.

## Special Features:

A roomy, comfortable, and very strongly built body; beautifully upholstered; an engine of remarkable quietness, power and acceleration; a wonderful hill-climber; petrol consumption 60 m.p.g. The car is built to give many years' good service. Equipment includes side-curtains, electric lighting, speedometer, etc.

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TO

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READER

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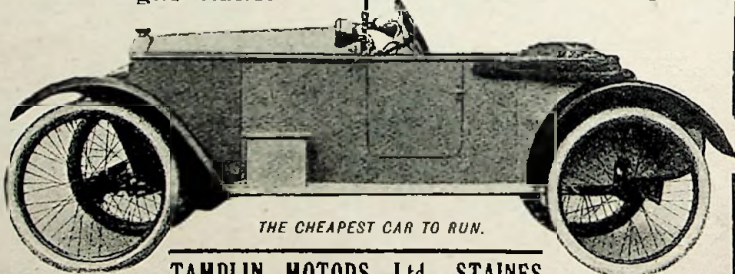
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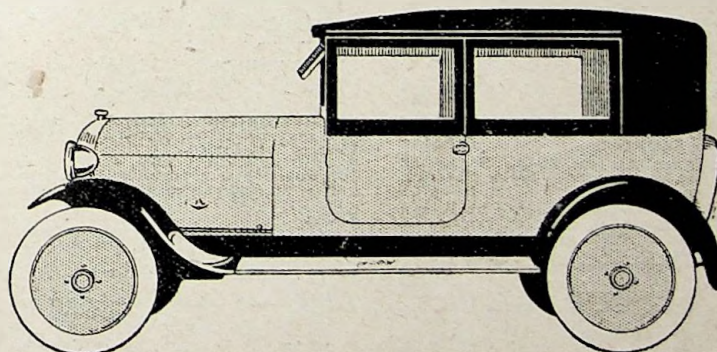
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Read the article in last week's issue of "The Light Car and Cyclecar."

Full particulars from—

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Telephone: Putney 918.

TO THE  
READER

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



## SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,  
and ACCESSORIES FOR SALE

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

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

## SECOND-HAND

### LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Whether you are buying or selling an A.B.C. second-hand, it would pay you to conduct the business through George England (1922) Ltd., 11 Curzon St., Mayfair, W.1. None but guaranteed second-hand cars are sold. Terms to sellers most reasonable. zzz-744

A.B.C. Gordon Watney and Co., Ltd., 31, Brook St., W.1 (Phone, Mayfair 2965 and 2966), West End wholesale and retail concessionaires, have several second-hand 1921 and 1922 models, carrying our guarantee, from £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-55

A.B.C., 1921, dickey, starter, speedometer, beautiful condition, £165. Below. zzz-55

A.B.C., 1922, Sports, perfect, ready to drive away, £145. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 540-757

A.B.C., exceptional 1921 Surbiton model, double dickey, dynamo lighting, self-starter, tax paid for year, every accessory, any trial, £155; exchanges. 24 Balliol Rd., North Kensington. 540-6147

A.B.C., 1922 sports 2-seater, ready for any run, £145. Garage 12 Cornwall Terrace Mews, N.W.1 (open by appointment Easter Holidays), rear Baker St. Station. Phone, Langham 2955 540-6155

A.B.C. 1923 sports model, fitted with extra large steering wheel, spot light, driving mirror, etc., indistinguishable from new, 185 guineas; exchanges or deferred. Edwards, 175-7 Gt. Portland St., W.1 540-880

A.B.C., latest model, shop-soiled, new, makers' guarantee, £187 10s., or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 541-699

A.C. 1921 2-seater, all accessories, recently overhauled and repainted, condition perfect, £240. Smith Motors, Ltd., 11th Rd., Goodmayes, London. zzz-612

A.C., 2-seater and dickey, 9hp, aluminium bonnet, any trial, £62 10s. 40 Linhope St., Upper Park Pl., Upper Baker St., N.W.1. Paid. 2854. 540-1166

A.C. 11.9 2-seater, special all-weather black hood, excellent condition, 1925 tax paid. Fox, Outfitter, Darlington. 540-1259

A.C., 4-seater, owner driven, absolutely first-class condition throughout, new tyres, nearest offer £350. Marks, 17 Trebovir Rd., Earl's Court, Western 4990. 540-1935

A.C., 1921, de luxe 2-seater, all-weather, self-starter double dickey, etc., many other extras, splendid order, £245. Vivian, 35 Spencer St., Victoria St., S.W.1. 540-851

A.C., 1921, de luxe model, dynamo lighting, self-starter, 3 speeds forward and reverse, detachable wheels with spare, tyres good, perfect, £255; cash or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-863

A.C., 6hp, by the A.C. Co., a good, comfortable 2-seater, newly painted, hood, screen, 5 lamps, etc., £70 or reasonable offer. J. Bradford, 51 High St., Sydenham, S.E. 26. 542-696

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

ADLER, September, 1920, 10.4hp, 4-seater, leather upholstery, new all-weather hood and side curtains, detachable wire wheels and spare wheel and tyre, tyres nearly new, C.A.V. lighting, speedometer, dash lamp, oil gauge, mirror, Kaxon and bulb horns, petrol can carrier, aluminium plates, tools, etc., tax paid to December, 1925, any expert examination, a bargain, £195. Wilkins, Simpson, opposite Olympia, London. 540-1804

ADLER, 1914, 10hp, 2-speed, dynamo lighting, spare wheel, etc., good condition, 85 gns.; exchanges and deferred. Edwards, 175-7 Gt. Portland St., W.1. 540-284

ALVIS, 1923, 10hp, 2-seater, dark blue, absolutely as new, many extras, £350. Simister, Jordangate, Macclesfield. 540-192

ALVIS, genuine 1922, Sports model, perfect condition, carefully driven, privately owned, selling through no fault of car, lowest £500. Garaged at Crow Bros., Guildford. Phone 434. 540-804

AMILCAR, 1923, new French, 8hp, 2-seater, complete equipment, list price, £240.

AMILCAR, 1925, replica of above but slightly shop-soiled bargain, £167 10s.; exchanges, deferred payments. Grosvenor Motors, 27 Mount St., W.1. zzz-860

AMILCAR, 1922, 4-cylinder, coupe, dynamo lighting, spare wheel, taxed 1923, like new, £158. Clark and Co., 7 Exhibition Rd., S.W. 7. 540-815

AUTOCRAT, 8.0, sports 2-seater, Bosch magneto, Zenith carburettor, state change, electric light, first-class running order, £35. 100-4 Voltaire Rd., Clapham, London. 540-885

A.V., the best and most lavishly equipped A.V. in the Midlands, 8hp Blackburne, Sturmer-Archer 3-speed and reverse gear, special springing, chain cases, dynamo lighting, 3 headlamps, dashlamps, electric horn, speedometer, clock, Dunlop Magnum tyres, inside discs, plated fittings, colour Royal blue, condition 100 per cent. better than new, whole guaranteed perfect to smallest detail, this car is a bargain; write for appointment and see this elegant little car, price £175, or near offer. Ralph Neville, Park Rd., Chilwell, Nottingham. 540-1950

A.V., 1921, monocar, insurance paid, electric lighting, £40. 45 Crawford Pl., W.1. Paid. 929.

A.V. monocar, 1920, 8hp, fully equipped, dickey seat, new Dunlops, £55; exchanges. Castelnau Motor Exchange, 187 Castelnau Pl., Tottenham Arms, Barnes. Open Sunday. 540-797

A.V. monocar, in excellent condition, guaranteed, £55. J. Heben and Sons, 149 St. James St., Bury, Tel. 488. 540-845

A.V. monocar, 1920, 6hp, dickey, fully equipped, £45; 1920, 8hp, dickey, £40; exchanges. A.V. Garage, 2a Eleanor Grove, White Hart Lane, Barnes. 540-821

A.V. 2-seater, 1922, fully equipped, dynamo, electric horn, inspection dashboard lamp, aluminium dash, pressure fed, 8-10 Blackburne, new oversize tyres, spares, mileage 3,250, excellent condition, best offer. The Limes, Malden, Essex. 540-998

BABY PEUGEOT, 3 speeds, reverse, gate change, £75. 50 Burghill Rd., Sydenham. 540-1961

BABY PEUGEOT de luxe, 1915, splendid condition, speedometer, all accessories, £48; owner bought larger car. 48 Lavender Vale, Wallingford. 540-135

BABY BUCHET, 8hp, scarcely used, 40 miles gallon and hour, £50 or offer. Stockwell's Garage, Windmill Rd., Hampton Hill. 540-694

BAYARD, 2-seater and dickey, 9hp, 4-cylinder, splendid order, £50; exchange combination. 3 Stamford Brook Rd., Hammersmith. 540-892

BAYLISS-THOMAS, 1922, 2-seater, double dickey, Lucas starting and lighting, repainted, perfect condition, £210. Rawson, Ltd., Tunbridge Wells. 540-1966

BELIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966), the West End wholesale concessionaires, have several second-hand 1922 models, carrying our guarantee, from £175. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-56

BELIZE-BRADSHAW, new this month, 3-seater, £190, unscratched, licence paid December, 1923; Manchester district. Box No. 1499, care of "The Light Car and Cyclecar." 540-1962

BELIZE-BRADSHAW, 1922 9hp, 2-3-seater, like new, £140. Surrex Motors, Ltd., Sutton, Surrey. Phone, Sutton 1000. 540-727

BLACK PRINCE, 2-seater, 1920, single-cylinder, Precision engine, £40 or near offer. Horncastle, Guildford. 540-1958

BLERIOT-WHIPPET, F.O.C.H. have 1921 Blériot-Whippet, Magdyno, reverse, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 540-765

BLERIOT-WHIPPET, 1922, brand-new (slightly shop-soiled), full equipment, electric light, spare wheel, petrol tin carrier, maker's full guarantee, list price £155, our price 87 gns.; exchanges or deferred. Edwards, 175-7 Gt. Portland St., W.1. 540-882

BLERIOT-WHIPPET, delivered February, 1922, newly coach-painted grey, numerous spares, electric and acetylene lighting, licensed, £70. 81 Vicarage Rd., Leiton. 540-1108

BLERIOT-WHIPPET, 1921, electric head, side, tail, clear booter horn, 100 ampere hour accumulator (actual), in perfect condition, any trial, £65 or near offer; seen week-ends. Hadlow, Woodlands Rd., Bickley. 540-1105

B.S.A. Wanted in part exchange for new 8hp Talbots. Our hire purchase scheme is unique; it is arranged to suit your convenience. Liberal terms. Warwick Wright, Ltd., Sole London Distributors of Talbot cars, S.T.D. House, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 540-694

BUCKINGHAM, 1923, 10hp, 2-seater and double dickey, latest model, petrol blue, C.A.V. dynamo lighting, horn, spare wheel, Sandum side screens, mascot, spare petrol can and carrier, etc., tax paid, delivered December 30th, cost of £195, mileage 500, accept £160 for quick sale. Buck, 58 Edmonston Rd., West Norwood, S.E.27. 540-801

BUCKINGHAM, 1922, absolutely new and unused, price list £185, our price £120; cash or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-861

BUCKINGHAM, 1922, clover-leaf body, dynamo, spare wheel, hood, etc., best offer, almost new. Thompson, 255 Munster Rd., Fulham. 540-1126

BUGATTI, 1921, 16-valve, sporting 2-seater, dynamo, detachable wheels, clock, speedometer, perfect condition, bargain, £310. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 540-846

CALCOTTS. Wanted in part exchange for new 8hp Talbots. Our hire purchase scheme is unique; it is arranged to suit your convenience. Liberal terms. Warwick Wright, Ltd. (Sole London Distributors of Talbot cars) S.T.D. House, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 540-697

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



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

**CALCOTT**, 10hp, indistinguishable new, £180; appointment only. B. 12 Nelson St., Bury. 541-955t

**CALCOTT**, 11.9hp, 1923, fitted with handsome all-weather 4-seater body by Charlesworth, sliding front seats, Royal blue, blue leather upholstery, frameless windows, Lucas dynamo lighting and self-starter, speedometer, clock, the whole car has been fitted irrespective of cost, present list price £375, an undoubted bargain at £495. Miles and Mches (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2250. 540-758

**CALCOTT**, 1915, 2-seater, dickey, dynamo, tax paid December, 3 new tyres, £105. Garage 12 Cornwall Terrace Mews, N.W.1 (open by appointment during Easter), rear Baker St. Station. Phone, Langham 2633. 540-155

**CALCOTT**, 1922, 10hp, 2-seater, dickey, as new, mileage 1,500, £215. Storer and Tait, 20 Bourdon St., Bond St., W. 1. Mayfair 625. 540-904

**CALCOTT**, 1921, 2-seater, with dickey, starter and lighting. £225. Newham, 225 Hammer Smith Rd., W.6. 540-833

**CALTHORPE**, special, fast, recently overhauled by makers, aluminium pistons, L and S, 6 wheels with v.2. tyres, special streamlined body, 2 seats and dickey, hood, screen, lamps, side curtains, tools, bargain, £220. Buyers' Agents, 170 Piccadilly. Regent 5448. zzz-989

**CALTHORPE** coupe, 1918, £250. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-397

**CALTHORPE**, 10hp 4-seater, 1916, little used and well kept, mechanical details and bodywork excellent, £140. Robbins, opposite East Putney Station. Phone 2859. 540-710

**CALTHORPE**, 1922, saloon, upholstered Bedford cord, self-starter, dynamo lighting, practically new, under 1,800 miles, fully equipped, absolutely as new, £325; terms, exchanges. Midland Garage, 305 Broad St., Birmingham. zzz-679

**CALTHORPE** coupe, with dickey seat, dynamo lighting, self-starter, ready for immediate use, £125. 5 Putney Bridge Rd., Wandsworth. Phone 2728. 540-714

**CALTHORPE**, 1920, dynamo lighting, 6 detachable wheels, very completely equipped and ready for immediate use, a bargain, £145. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 540-716

**CALTHORPE**, 1920, 10hp, 2-seater, with dickey, De Luxe model, lighting and starter, taxed for year, £215. Davies, St. Mary's St., Coventry. 540-1974

**CALTHORPE** coupe, 1923 car, done few demonstrations and practically unblemished, bargain, £385. Smith and Hunter, 77 Gt. Portland St., W.1. Phone, Langham 2363. 540-754

**CALTHORPE**, 10hp, 2-seater, dickey, dynamo lighting, detachables, all accessories, good order, smart, £110. 7 Victoria Rd., Guildford. 540-748

**CALTHORPE**, 4-seater, 1922 de luxe model, 4-cylinder, 3 speeds forward and reverse, dynamo lighting, self-starter, 2 spare wheels, all-weather hood and side curtains, absolutely as new, £255; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford. 540-875

**CALTHORPE**, 4-seater de luxe model, 1921, 4-cylinder, 3 speeds forward and reverse, dynamo lighting, self-starter, spare wheel, all-weather hood and side curtains, perfect condition, £195; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford. 540-876

**CALTHORPE**, 4-seater sports, 1918, 4-cylinder, water-cooled, 3 speeds forward and reverse, dynamo lighting, detachable wheels and spare, hood, side curtains, perfect condition, £165; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford. 540-877

**CALTHORPE**, 1922, 4-seater, de luxe, dynamo lighting, starter, superb condition, £190; exchanges. 24 Balliol Rd., North Kensington. 540-9149

**CALTHORPE**, 177 gns, exchanges, deferred payments; 1920-21 sports 4-seater, lighting, starter, clock, speedometer, polished bounet, 5 detachable disc wheels, extremely smart, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 540-915

**CALTHORPE**, 99 guineas, exchanges, deferred payments; 1914-15, 4-seater, double beam, 5 detachables, one-man hood, electric lamps, smart, Seabridge, 35 Hansler Rd., East Dulwich. Telephone, Sydenham 2452. 540-907

**CARDEN** Official Repair Depot.  
We have taken over the whole of the repairs and sale of spare parts from the Carden Engineering Co. Many great improvements to Carden cars. Leaf springing, sight-feed lubrication, side curtains, domed mudguards, hood covers. Send for full particulars to the New Carden Light Car Co., Ltd., 22 Hythe Rd., Willesden, N.W.10. Phone, Willesden 2257. zzz-943

**CARDEN**, September, 1921, 2-seater, tax paid, sound condition, examination, dynamo, hood, screen, etc., £70, offers, exchanges. Mackrill, Wellow House, Cleethorpes. 540-1957

**CARDEN** de luxe, 2-seater, 1921, dynamo, hood, screen, oversize tyres, £45; seen by appointment. Graveley, Walsborough Green, Hereham. 540-1959

**CARDEN**, 2-seater, late 1921, excellent condition, and many improvements, among them being ball bearings in gearbox, sight-feed lubrication, oil-retaining strip, hood, screen and spring seat, good starter, and fast, £40, or good offer. R. W. English, Peterborough. 541-1964

**CARDEN**, 1921, complete, good condition, original tyres, or in part payment for Austin 7. Whale, Wash Common, Newbury. 540-1967

**CARDEN**, 1921, first-class condition, complete hood, screen, electric light, £50. 54 College Drive, Rock Ferry. 540-66

**CARDEN** (3) Easter gifts. 1921 beautiful 2-seaters. 39 gns, 49 gns, 59 gns; complete, hood, screen, lighting sets, ready for touring; motorcycle or combination part, also easy terms suit any customer. Wandsworth Motor Exchange, Ebnor St., Wandsworth (Town Station). 540-803

**CARDEN**, 1921, 2-seater, 7hp, Miller electric lighting, Klaxon, mirror, hood, screen, etc., Hutchinson studded tyres with spare, spring seat, standard finish as new throughout, £55; exchanges. Castelnau Motor Exchange, 187 Castelnau Pl., Bolcau Arms, Barnes, Open Sunday. 540-790

**CARDEN**, 1921, de luxe model, dynamo lighting, 8hp Carden engine, good tyres, £55; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-871

**CARDEN**, 1919, sports single-seater, acetylene lighting, 8hp J.A.P. engine, never been licensed, been used for demonstration purposes only, £45; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-872

**CARDEN**, 27 guineas; exchanges or deferred payments; 1921 Carden 2-seater, hood, screen, lamps, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 540-914

**CARDEN**, 1922, engine in first-rate condition, licensed, drip feed, speedometer, electric and acetylene lighting, heavy tyres, £45. River Cottage, Lower Teddington Rd., Hampton Wick. 540-9122

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

**CARDEN**, 1921, electric lighting and all accessories, warranted perfect condition, £50. McDonnell, Decorator, Market St., Stourbridge. 540-9119

**CARDEN**, 1921, good condition, electrical lighting, accessories, 2 spare tyres, etc., £50. 81 Denmark Hill. 540-9118

**CARDEN**, 1922, demonstration 3-seater de luxe, improved unit, Dunlop ex. heavies, 2,000 miles, £48. Martin, Kennel Ride, Ascot. 540-9114

**CARDEN**, 1921, fully equipped, perfect, £55; exchange A.V. or side A.V. Garage, 23 Eleanor Grove, Ilkley. 540-822

**CARDEN**, 1920, 5hp, Retax electric lighting, lamps, horn, hood, screen, 2-seater, colour black, £40. Mauds Motor Mart, 100 Gt. Portland St., W.1. London. 540-931

**CARDEN** 1921 2-seater, electric lighting, accessories, tax paid year, best over £50. 15 Broadfield Rd., Catford, S.E. 6. 540-9102

**CASTLE THREE**, 1921 model, recently overhauled and repainted prim rose colour, fitted with Smith's dynamo lighting set, spare wheel and 4 Dunlop tyres, all practically new, licence paid to end of year, a bargain, £97 10s. James Fryer, Ltd., "Iragon Garage", Hereford. 540-691

**CASTLE THREE**, P.O.C.H. have 1922 Castle Three, dynamo, bargain, exchange or deferred. 5 Heath St., Hamstead (near Tube). 540-767

**CASTLE THREE**, 1921, dynamo lighting, detachable interchangeable wheel, perfect, £85; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-860

**CITROEN** coupe, 1921, 10.4hp, £275. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-396

**CITROEN**, 4-seater, lighting, starting, nearly new tyres, full tax paid for year, really good condition, £145. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 540-715

**COVENTRY-PREMIER**, 1921, dynamo lighting, perfect condition, £110; terms, exchanges. Midland Garage, 305 Broad St., Birmingham. zzz-682

**COVENTRY-PREMIER**, £95 only: 1920-21, 3-speed, reverse, spare wheel, electric, speedometer, clock, beautiful condition. Call Friday morning first deposit secured. H. Gregory, 35 Graham Rd., Wimbledon. 540-734

**COVENTRY-PREMIER**, 1922, 4-wheeler, as brand new, speedometer, electric horn, spare wheel, double dickey, luxuriant outfit, £130; exchanges. James, c/o Bradmore's, 482 Harrow Rd., Paddington. 540-779

**COVENTRY-PREMIER**, 1922, perfect condition, all accessories, tax paid until December, £150 or nearest offer. 62 Haysdon Park Rd., Wimbledon. 540-9158

**COVENTRY-PREMIERS**, 3-wheelers, 1921, dynamo lighting, 8hp water-cooled spare back wheel, 3 speeds forward and reverse, choice of 2 grey £90, green £100; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Manchester. 540-866

**COVENTRY-PREMIER**, late 1922, dynamo lighting, spare wheel, double dickey, speedometer, small mileage, £130; exchanges; seen any time. Hillier (late Bell), 127 St. Mark's Rd., North Kensington. 540-143

**COVENTRY-PREMIER**, 1922, 4-wheeler, dynamo, excellent condition, any total, £135. J. Hebdon and Sons, 149 St. James St., Bury. 540-842

**CROUCH**, 1920, 2-3-seater, in excellent condition, speedometer, good tyres, £65. Owen, School House, Mount Pleasant, Swansea. 540-1287

**CROUCH**, F.O.C.H. have 1921 Crouch, completely overhauled, bargain, exchange or deferred. 5 Heath St., Hamstead (near Tube). 540-764

**DARRACQ-TALBOT**, 8hp, 1922, as new, very fast, £225 cash, or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-859

**DE MARCAY**, 1920, 8hp, 2-seater, dynamo lighting, spare wheel, etc., tax paid for year, as new, £75. Davies, St. Mary's St., Coventry. 540-1973

**EMSCOTE**, 1920, £95, 2-seater, dynamo lighting, 8hp J.A.P. engine, perfect condition; terms, exchanges. Midland Garage, Broad St., Birmingham. zzz-681

**ERIC-CAMPBELL**, 1922, spotlight, temperature meter, many extra fittings and spares, as new, £160. James, c/o Bradmore's, 482 Harrow Rd., Paddington. 540-783

**ERIC-CAMPBELL**, 1921, 10hp Coventry-Simplex engine, all-aluminium body, dynamo lighting, very attractive, fast car, £135; exchanges. 24 Balliol Rd., North Kensington. 540-9148

**FIAT**, Maxwell Monson, Ltd., 2 Halkin Pl., Belgrave Sq., S.W.1. Tel., Victoria 6143.  
The Fiat specialists.  
New and second-hand Part exchange.  
Delivered before Easter.  
1923 10-13hp 4-seater touring body, full equipment, spare tyre, licensed to June, £450. 540-800

**GLOBE** cyclecar, 7hp Asler water-cooled engine, Mea magneto, Claudel carburettor, 3-speed, gate change, streamlined body, first-class running order, £25. Ingall, 4 Voltaire Rd., Clapham, S.W.4. 540-820

**G.N.**, 1920, dynamo, splendid condition, £90 cash, or £18 16s. deposit and 11 payments of £6 16s., less rebate. Service Co., 275 High Holborn, W.1. 540-112

**G.N.**, 1921, 8hp, 2-seater, fully equipped and in excellent condition throughout, an exceptional bargain, price £70; exchanges. Hambers, 2 Eastbank St., Southport. Phone 607. 541-709

**G.N.**, 1922, dynamo lighting, dickey, oversize tyres, mirror, mascot, small mileage, tax paid to end of year, exceptional condition throughout, £125. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 540-707

**G.N.**, 1922 touring, splendid condition, new tyres, Klaxon, speedometer, side shields, dynamo lighting, many extras, £120. Restall's Garage, Ltd., 241 Lower Clapton Rd. 541-622

**G.N.**, 1922, 2-seater and dickey, dynamo lighting, spare wheel, painted exterior, blue silk only, £155; deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 540-689

**G.N.**, 1922, dickey, electric lighting, horn, side curtains, adjustable jet, other extras, Rapson, Dunlop, Avon tyres, 3 spares, tools complete, £135 or highest. A. Wonston Manor, Sutton Scotney, Bants. 540-67

**G.N.**, Legere 1921 model, recently overhauled, ex condition, 2 spare wheels, speedometer, c.l., very economical and fast, £105 or offer. 6 Melrose Ave., Wimbledon Park. 540-66

**G.N.**, 1921, dynamo lighting, many extras, exceptional condition, Smith and Hunter, 77 Gt. Portland St., W.1. Phone, Langham 2363. 540-758

**G.N.**, special late 1922 model, double-purpose body, side curtains, hood, dickey, electric horn, self-starter, speedometer, many extras, £135. James, c/o Bradmore's, 482 Harrow Rd., Paddington. 540-781

**G.N.**, 1922, 2-seater dickey, oversize tyres, extras, superb car, as new, £125. James, c/o Bradmore's, 482 Harrow Rd., Paddington. 540-782

**G.N.**, 1921, model de luxe, dynamo lighting, fitted special disc wheels and spares, 3 new covers, sight feed lubrication, dash light, mirror, very special car, £85; would take Triumph or other good motorcycle and cash. Gill, 11 Craven Park, Harlesden. 540-749

**G.N.**, October, 1921, model de luxe, dynamo lighting, special coach finish and in exceptional condition, 85 gns. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 540-750

**THE BEST BARGAINS** in second-hand light cars and cyclecars are offered in these pages.



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

**G.N.**, 1921, specially tuned sporty 2-seater, aluminium discs, dynamo lighting, oversize tyres, absolutely perfect condition, nearly 60 miles per hour, road speed guaranteed, willing to give purchaser day's run, room wanted for larger car, to quick buyer £100 or near offer. 61 South St., Rochdale. 540-828

**G.N.**, 1922, Lagere model, tax paid, £155; also 1920 model, dynamo, tax paid, £70. Garage, 12 Cornwall Terrace Mews, N.W.1 open by appointment during holidays, rear Baker St. Station. Phone, Langham 2935. 540-156

**G.N.**, 1922, dynamo lighting, speedometer, spare wheel, licensed, exceptional condition, 125 guineas; exchanges and deferred. Below.

**G.N.**, 1922, all-weather coupe model, with dickey, dynamo lighting, speedometer, clock, discs, indistinguishable from new throughout, 145 guineas; exchanges and deferred. Below.

**G.N.**, 1920, dynamo lighting, clock, speedometer, spare wheel, good condition throughout, 75 guineas; exchanges and deferred. Below.

**G.N.**, 1920, special o.h.v. model, 2 spare wheels, etc., all-aluminium body, well equipped, exceptional car, 80 guineas; exchanges or deferred. Edwards, 175-177 Gt. Portland St., W.1. 540-881

**G.N.**, 1922, 8hp, dynamo lighting, spare wheel, dickey, speedometer, speedometer order, 155 gns.; exchanges and deferred. Below.

**G.N.**, 1922, 8hp, dynamo lighting, speedometer, spare wheel, etc., good order throughout, 125 gns.; exchanges and deferred. Below.

**G.N.**, 1921, 8hp, dynamo lighting, speedometer, spare wheel, good condition throughout, 80 gns.; exchanges and deferred. Below.

**G.N.**, 1920, 8hp, dynamo lighting, clock, speedometer, spare wheel, good order throughout, 75 gns.; exchanges and deferred. Edwards, 175-177 Gt. Portland St., W.1. 540-883

**G.N.**, 1920, dynamo, spare wheel, excellent condition, £77 10s. Storrs and Tait, 20 Beardon St., Bond St., W.1. Mayfair 625. 540-905

**G.N.**, 1921, 7.9hp, dynamo lighting, hood, screen, norms, 2-seater, colour green, £75. Below.

**G.N.**, 1922, 9hp, 2-seater and dickey, dynamo lighting, bulb horn, speedometer, hood, screen, colour blue, with black wings, £140. Maudes' Motor Mart, 100 Gt. Portland St., W.1, London. 540-950

**G.N.**, late 1921, Popular model, recently overhauled, speedometer, lamps, oversize tyres, exceptional good condition, new tyre and tube, B. Prisma, 1 Deborough Rd., Eastleigh. 540-104

**G.N.**, exceptional 1921 de luxe, dynamo lighting, spot lamp, speedometer, superb condition, £82; exchanges. 24 Balliol Rd., North Kensington. 540-151

**G.N.**, late 1922, dynamo lighting, speedometer, dickey seat, side screens, spare wheel, small mileage, £130; exchanges; seen any time. Hillier (side bell), 127 St. Mark's Rd., North Kensington. 540-144

**G.N.**, 1921, perfect condition, repainted, overhauled, dynamo lighting, all on, best offer. Clarke, 3 Broad St. Place, E.C. 540-135

**G.W.K.**, 1921 2-seater with dickey, excellent condition, £140 cash, or £29 deposit and 11 payments of £10 12s., less rebate; exchanges entertained. Service Co., 275-274 High Holborn, W.C. 1. 222-184

**G.W.K.**, F.O.C.H. have 1920 G.W.K. 4-seater, 1921 back axle, fully equipped; exchange or deferred. 5 Heath St., Hampstead (near Tube). 540-768

**G.W.K.**, 1921 4-seater, dynamo, really good order, tax paid, £115. Garage, 12 Cornwall Terrace Mews, N.W.1 (open by appointment during Easter), rear Baker St. Station. Phone Langham 2935. 540-154

**G.W.K.**, delivered 1920, 4-seater, tax paid, fully insured for year, spare wheel, clock, speedometer, dynamo lighting, faultless condition, £120. Bunting's Motor Exchange, Wealdstone, Middlesex. 540-818

**G.WYNNE**, 1925, 4-cylinder light car, chummy body, self-starter, £218. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, W.1. Regent 986

**HANDS**, late 1922, occasional 4-seater, dynamo lighting and starter, spare wheel, very small mileage, cost over £300, accept £175, or exchange good combination and cash; seen any time. Hillier (side bell), 127 St. Mark's Rd., North Kensington. 540-145

**H.F.G.**, 1920, dynamo lighting, H.O. twin engine, double dickey seat, in very good condition, £70 cash, or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-875

**HILLMAN** cars. Official repairers, London district, J. C. Brodie Ltd., 94a Cheyne Walk, Chelsea, London, S.W. 10. Telephone, Kensington 3900. All spare parts in stock. Well-equipped works. 546-412

**HILLMAN**, special all-weather 2-seater body, bulbous back, discs, Lucas dynamo, many extras, excellent condition, £168 lowest price. 540-1125

**HILLMAN**, 1921 aluminium sports Hillman, all-nickel finish, Lucas electric lighting and starting, 5 wheels complete with tyres, mileage under 3,000, cost £650, must be sold. 229 Nantwich Rd., Crewe. 540-1151

**HILLMAN**, 11hp, 4-seater car, lighting and starting, 1920 model, 2 spare wheels, £225. Holland, 164 Earlston Ave., Coventry. 540-778

**HORSTMAN**, 1921, 2-seater, dickey, dynamo, spare wheel, mileage 4,000, new condition, bargain, £140; exchanges. James, c/o Bradmore's, 482 Harrow Rd., Paddington. 540-780

**HORSTMAN**, Coventry-Simplex, latest type, condition and appearance as new, day's run any time, £190. 15 Gatwick Rd., Southfields, S.W. Phone, Putney 1375. 540-120

**HUMBERETTE** Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.

**HUMBERETTE**, Hummer Service Depot Canterbury Rd., Kilburn, N.W. 6. Phone, Willesden 1298-1299. Telegrams, "Humberonia, London." 222-993

**HUMBERETTE**, water-cooled, 1914, completely overhauled, dickey, bargain, £55. Warren, Bootmaker, Swancombe, Gravesend. 540-258

**HUMBERETTE**, beautiful 2-seater, streamline body, 8.7hp twin, 5 speeds, reverse, new tyres, new hood, screen, lamps, speedometer, any trial sacrifice, 59 gns; wanted motorcycle. 1 Ebber St., Wandsworth, S.W. 18. 540-804

**HUMBERETTE**, 59 guineas; exchanges, 2-seater, 8hp, air-cooled, 5 wheels, spare rim, good appearance any examination, trial. Seabridge, 35 Hanslar Rd., East Dulwich, Sydenham 2452. 540-913

**HUMBERETTE**, 1915, 8hp, licensed, E.L., tyres and general condition excellent, any trial guaranteed, no dealers, £80. Phone, Regent 2215. Georgian, 35 Soho Sq., W. 1. 540-107

**HUMBERETTE**, 8hp, a.c., good condition, hood, lamps, jack, pump, etc., owner wants larger car. Andreas, 115 Cumberland Grove, S.E. 540-106

**HUMBERETTE**, 1914, 8hp, 5 speeds forward and reverse, repainted, water-cooled, blue with black lines, good condition, £60 cash, or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-869

**HUMBERETTE**, 1914, 8hp air-cooled, 3 speeds forward and reverse, good tyres £50 cash or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-870

**JOWETT**, A very limited number of second-hand Jowetts now available. Write at once for particulars. Kinsey's, of Croydon, 350 Lower Addiscombe Rd. Phone 1129. 222-229

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

**JOWETT**, 1922, 2-seater, dickey, dynamo, blue, perfectly sound, 244 Old Christchurch Rd., Bournemouth. 540-742

**LAGONDA**, Several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd. 195 Hammersmith Rd., London, W. 6. 222-96

**LAGONDA**, special 1919, 11.9, standard 4-seater, excellent condition, bevel drive, C.A.V. dynamo lighting, 5 wheels and tyres, speedometer, licensed, £145. Western Motor Works, Perry St., Chislehurst, Kent. Phone, Sidcup 160. 222-442

**LAGONDAS**. Wanted in part exchange for new 8hp Talbots. Our hire purchase scheme is unique; it is arranged to suit your convenience. Liberal terms. Warwick Wright, Ltd., Sole London Distributors of Talbot cars, STD. House, 150 New Bond St., London, W. 1. Telephone, Mayfair 6004. 650-696

**LAGONDA**, K model, 1923, C.A.V. lighting and starting, exceptional offer, inspection and trial, £250. Ferryman, 21 Carlton Pl., Southampton. 540-619

**LAGONDA** coupe, 1922 model, Mebes and Mebes, The Original Light Car Specialists (Established 1895), have one of these high-class light cars to offer from stock, painted margin, fitted with C.A.V. dynamo lighting and self-starter, speedometer, clock, spot light, dash lamp, step mats, petrol can carrier, electric and ordinary horns, oversize covers, etc., car in splendid condition throughout, bargain at £275. 144 Gt. Portland St., W. 1. Phone, Langham 2250. 540-760

**LAGONDA** 2-seater coupe, 4-cylinder, water-cooled, 3 speeds forward and reverse, electric lighting, repainted, good condition, £75 cash, or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-868

**LITTLE MIDLAND** 1921 2-seater and dickey, spare wheel, 5 lamps, excellent condition, £110 offer. 244 Old Christchurch Rd., Bournemouth. 540-405

**MARSHALL-ARTER**, 1916, 2-seater, dickey, 9hp, 4-cylinder Napier-Dornier engine, dynamo lighting, detachable wheels, 110s, new, any trial, £70, no offers. Talbot, 46 Wellwood Rd., Goodmayes, Hford. 540-646

**MATHIS** 4-seater, 1920, dynamo lighting, self-starter, 4-cylinder water-cooled, very good condition, £165 cash, or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-874

**MCKENZIE** 10hp 1920 2-seater, double dickey, dynamo lighting, etc., runs perfectly, £155. Vivian, 35 Spencer St., Victoria St., N.W. 540-852

**MERCURY**, 129 guineas, exceptional bargain; exchanges, deferred payments, 1920 Mercury, 2-seater, sunk dickey, 10hp, 4 cylinders, gate change, dynamo, clock, speedometer, 5 detachables, smart, splendid condition. Seabridge, 35 Hanslar Rd., East Dulwich, Sydenham 2452. 540-909

**MERCURY**, 1920-21, 10hp 4-cylinder w.c., 5 Sankeys, dynamo lighting, while 2-seater, double sunk dickey, trip speedometer, 119 guineas. Apply. Mercury, New's Garage, Broadfield Rd., Coventry. 540-115

**METEORITE**, 155 guineas, exchanges, exceptionally smart, 1919-20 2-seater, dickey, dynamo, 11hp, 4 cylinders, 5 detachables, silent, flexible, fast. Seabridge, 35 Hanslar Rd., East Dulwich, Sydenham 2452. 540-908

**METRO-TYLER**, Special offer. 5-6hp, 2-seater, electric lighting, condition as new, mileage 200, cost over £150; no reasonable offer refused. Brown and Lytton, Ltd., Automobile Agents and Engineers, 13 Albemarle St., London, W. 1. Telephone, Central 4292. 540-785

**MORGAN** Service Dept. Officially appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homa's, 245 Lower Clapton Rd., E. 5. Dalston 2408. 222-580

**MORGAN** specialists. James and Co. (Sheffield), Ltd., 265 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. 222-337

**MORGAN**, Daa Guy, Weymouth, main Dorset agent. Trade supplied. Spares in stock; exchanges and deferred payments. 544-454

**MORGANS**, £55 to £175, new and second-hand; exchanges or deferred. Cleveland Garage, Ackworth, Pontefract. 540-224

**MORGANS**, Hall, official agent, service depot, spare part stockist. Second-hand Morgans always in stock. 91 St. Peter's St., St. Albans. 222-214

**MORGAN**, Grand Prix, 1923, royal blue, latest roller bearing, 10hp M.A.G. engine, water-cooled Lucas electric lighting set, electric horn, lighthouse radiator, mascot petrol can carrier, rear wheel shock absorbers extra 4-in. leg room, special 4 1/2 to 1 top gear, Cowey speedometer and watch, tyres and mechanical condition perfect, any trial, £150 or near offer. Box No. 1369, c/o "The Light Car and Cyclecar." 222-194

**MORGAN**, 1921, G.P., cushion and upholstery, right-wing, steering wheel, nearly new, cheap, 225 Brixton Rd., S.W. 540-1944

**MORGAN**, 1921, 10hp, family model, water-cooled M.A.G. engine, fully equipped with lamps, horn, hood and screen, licence paid to the end of the year, excellent condition throughout, price £98; exchanges. Bampers, 2 Eastbank St., Southport. Phone 607. 541-708

**MORGAN**, 1916, 8hp, in excellent condition, electric lighting, £65. Davis, St. Mary's St., Coventry. 540-192

**MORGAN**, F.O.C.H. have a 1921 G.P. Morgan, luxuriously equipped, bargain, exchange or deferred. 5 Heath St., Hampstead (near Tube). 540-765

**MORGAN**, Grand Prix, 1911, w.c. J.A.P., electric lighting new parts throughout, engine rebushed excellent condition, £70. 19 Crescent, Chorley. 540-112

**MORGAN**, 8hp J.A.P., new body, splendid order, £45; exchange combination. 5 Stamford Brook Rd., Hammersmith. 540-891

**MORGAN**, 1923, Grand Prix, Show model, M.A.G., special nickel fittings, speedometer, gaiters, Bink's carburettor, foot accelerator, discs, licensed, unscratched, run 500 miles, would exchange for new 2, Douglas and £115. Apply, Saltmarsh, Howden, Yorkshire. 540-479

**MORGAN**, Grand Prix, J.A.P. water-cooled, 10hp, recently overhauled and repainted, equal in condition to many 1921 models, £90. Below. 540-866

**MORGAN**, 1922, Grand Prix, M.A.G., speedometer, discs, tax paid, £130. Below.

**MORGAN**, 1921, de luxe, speedometer, clock, tax paid, £125. Maudes' Motor Mart, 100 Gt. Portland St., W. 1, London. 540-929

**MORGAN**, 1922, Grand Prix, special o.h.v. J.A.P., speedometer, discs, all in new condition, £125. 7 Exhibition Rd., S.W. 7. 540-812

**MORGAN**, 1923, new chassis with unused 1921 engine, complete with discs, acetylene lighting, etc., single body, also nearly completed 2-seater body, £125. Argylls, Priory Rd., Hornsey, N. 8. 540-810

**MORGAN**, 1921, 8 J.A.P., water-cooled, newly painted, excellent condition, price £90. Holmes, Slindford, Sussex. 540-110

**MORGAN**, G.P., 1921, M.A.G., fitted hood, £20 worth extras, mileage guaranteed under 500, £115. B. Henry, c/o Surgery, 216 Portobello Rd., North Kensington. 541-637

**MORGAN**, G.P., 1920, water-cooled, electric lighting, M.A.G., 10hp engine, painted yellow with black lines, 60 m.p.h. hour, tools, etc., £10 cash, or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-867



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**MORGAN**, special G.P., fitted "200-Mile" body, cyclecar, 10-12hp o.h.v. J.A.P., exceptionally fast, new tyres, £155. This is an exceptional machine, and affords an excellent opportunity to anyone desirous of obtaining a really hot-stuff Morgan at a low figure. Below.

**MORGAN**, 1922, Grand Prix, w.c. M.A.G., fully equipped, tax paid, original tyres, unscratched, perfect condition, mileage 2,000 only, guaranteed faultless, £150. Below.

**MORGAN**, 1921, Grand Prix, w.c. M.A.G., Lucas dynamo lighting, speedometer in exceptionally nice condition, £125. Home's Morgan Service Depot, 245 Lower Clapton Rd., N.E. Phone, Dalston 2408. 540-878

**MORGAN** 1921-22 de luxe, water-cooled 10hp M.A.G., special model, foot accelerator, car carburettor, electric lighting, as new, £110. 21 Rastell Ave., Streatham Hill, S.W. 2. 540-8124

**MORGAN**, 1921, Grand Prix, water-cooled J.A.P., accumulator lighting, fully equipped, excellent condition, £100. Jellerys, 15 Birchwood Mansions, Muswell Hill. 542-6117

**MORGAN**, 1920, G.P. M.A.G. w.c. engine, speedometer, electric lighting, running lamp, petrol can carrier, dash lamp, mechanical horn, hood cover, etc., fast and economical, climbs anything on top, £85. Please do not make offers. 74 Lyndhurst Rd., Peckham. 540-6115

**MORGAN** de luxe, 1920, water-cooled M.A.G. engine, 10hp, Lucas dynamo lighting, running perfectly, hood and paint like new, £100. Several others from £65. Bunting's Motor Exchange, Wealdstone, Middlesex. 540-816

**MORGAN**, 1920, Grand Prix model, J.A.P. engine, £75. Newham, 223 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 540-855

**MORGAN**, late 1920, Grand Prix, M.A.G. w.c. engine, disc wheels, year's licence, just been completely overhauled, tyres and paint good condition, £100 or near offer, or part payment near Marseal car. Lees, Darmanway St., Edinburgh. 540-6137

**MORGAN**, Grand Prix, about 1918, 8hp J.A.P., overhauled, full equipment, £70, offer. 8 Eastbrook Rd., Blackheath, near "Sun-in-Sand". 540-6154

**MORRIS-OXFORD**, 1914, 2-seater, recently completely overhauled, in splendid running order, newly painted, new hood and side curtains, tax and insurance paid, £125 or near offer. K., 11 Wolverton Ave., Kingston Hill. 540-1650

**PERRY**, 1914-15, two-cylinder, 7hp, all spare parts for engine, chassis and magnets for disposal. Apply, Johnson and Wright, Ltd., Connaught Garage, Northampton. 540-1968

**PHENIX**, 11hp, 2-seater, lighting and starting set, licensed to December 31st, 1923, perfect, £215. Butler, Baldock. 541-1156

**PHENIX**, 1920, 11hp, 2-seater, dicker, starter, lighting, etc., runs perfectly, £165. Vivian, 35 Spencer St., Victoria St., S.W.1. 540-853

**RHODE**, 1922, 9.5, occasional 4-seater, guaranteed in splendid running order, £140. Simons, Longbridge, Macclesfield. 540-1955

**RHODE**, latest model, occasional 4-seater, electric lighting and starting, painted grey, wheels and wings black, shop-soiled, a bargain, £225, or near offer. Weybridge Automobiles, Ltd., Weybridge. Phone 236. 540-719

**RHODE**, all-weather saloon, 1923, royal blue, dynamo lighting and self-starter, 5 lamps, speedometer, clock, dash lamp, tool locker on running board, grease-gun system, aluminium numbers, tax paid, only done 300 miles, cost owner £310, bargain at £270. Your present light car in exchange. Deferred terms 4 per cent. Mebes and Mebes Ltd., 18931, The Original Light Car Specialists, Rhode Distributors, 144 Gt. Portland St., W.1. Phone, Langham 2250. 540-784

**RHODE** 1922, No. 141, speedometer, side curtains, spring gaiters, under 4,000 miles, tax paid, seen by appointment, not Sundays, £185. H. Norgate, 72 Wakehurst Rd., Clapham Common, West Side, S.W. 540-626

**RHODE**, 1922, 2-4-seater, fullest equipment and ready for road, £155. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2250. 540-741

**RICHARDSON** light cars. Spare parts in stock. Richardson's, Mill Thorpe, near Sheffield. 222-275

**RICHARDSON**, 1920, 8hp, 2-seater and dicker, dynamo lighting, hood, screen, recently painted, in excellent condition, £50. E. Chalmers, 9 The Crescent, Surbiton. 540-454

**RICHARDSON**, 1920, 8hp, 2-seater and dicker, electric lighting, hood, screen, etc., in excellent condition, £65. The Lancaster Motor Co., 158 Norwood Rd., West Norwood, S.E.27. 540-802

**RICHARDSON**, 1920, 2-seater, dicker, electric lighting, new tyres, excellent condition, £60. J. Hebdon and Sons, 149 St. James St., Burnley. Tel. 488. 540-844

**RILEY** service depot. Guaranteed 1922 second-hand models from £325. See Motor News, Leeds. 542-425

**ROVER** 8, 1921 model, splendid condition, painted maroon, £95 lowest. 4a County Grove, Camberwell. 540-1949

**ROVER** 8, 1921, tax paid, side curtains, speedometer, £120; deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 540-690

**ROVER** 8, 1922, 2-stroke, splendid condition throughout, tax paid 1923, £120. Rawson, Ltd., Tunbridge Wells. 540-1965

**ROVER**, 8hp, 2-seater, 1922, condition practically as new, several excellent improvements fitted, £135. Vivian Hardie and Lane, Ltd., 23-34 Woodstock St. (off Blenheim St.), Bond St., W.1. Mayfair 6559. 540-721

**ROVER**, 8hp, November, 1921, licensed, full equipment and extras, special colour, absolutely as new, £110 or near. Tobaccoist, 58 London Rd., Coventry. 540-614

**ROVER** 8, practically new, speedometer, clock, atomizer, full kit tools, guaranteed, £110. Phone, Kingston 1274. 57 Arlington Rd., Surbiton. 540-615

**ROVER**, 1921, 8hp, 2-seater, dynamo lighting, in new condition, £110. Davies, St. Mary's St., Coventry. 540-1975

**ROVER**, 8hp, May, 1921, fitted with speedometer, very carefully used, and is as new in every way, 50-mile trial willingly given, £110. E. Pollard, Broomfield Rd., Chelmsford. 540-722

**ROVER** 8, 1923, done few demonstrations, £170. Below.

**ROVER** 8, 1922, complete equipment, very fine order, £125. Below.

**ROVER** 8, 1921, speedometer, sound order, £110. Below.

**ROVER** 8, 1920, ready for the road, £100. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2250. 540-739

**ROVER**, 1921, double oiling system, dynamo, insured, tax paid December, repainted, and in excellent mechanical order, £110. Garage, 12 Cornwall Terrace Mews, N.W.1 (near Baker St. Station). Open by appointment during Easter. Phone, Langham 2955. 540-6187

**ROVER**, 1922, in good condition, taxed 1923, £135. Elce, Ltd., 13-16 Bishopsgate Ave., Cannon St., E.C. Phone, Avenue 5548. 540-856

**ROVER** 8, late 1922, not used since December, speedometer, side curtains, electric horn, 3,000 mileage, sound condition, £150, or near offer. H.K., 48 Redcliffe Square, S.W.10. Phone, Ken. 4132. 540-6131

**ROVER** 8, 1922, small mileage, as new, £135; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford. 540-862

**ROVER** 8, 1922, dynamo lighting, 3 speeds forward and reverse, painted brown, with black lines, spare wheel perfect condition, £145; cash or deferred; exchanges. Raitton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-865

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

**ROVER** 8, practically new, 1922, speedometer, dynamo lighting, tax paid for year, car unsold, £126; exchanges. 24 Balford Rd., North Kensington. 540-6130

**ROVER** 8, late 1921, full equipment, taxed, £105. Miller (side hall), 127 St. Mark's Rd., North Kensington. 540-6142

**ROVER**, exceptional opportunity, 8hp, mileage 1,500 only, looks new, carefully driven, guaranteed perfect running and condition, extra electric horn, dashboard light, side curtains, sacrifice £120 or nearest; enterlain 1922-3 Triumph, Sunbeam, A.J.S. combination in exchange. 160 Birmingham Rd., Redditch. 540-6125

**ROVER**, 1922, 8hp, clock, speedometer, R.O. coupe fitment, dash lamp, mats, etc., perfect condition, £140. Pickworth and Hall, 107 Gt. Portland St., W.1. Langham 1998. 540-846

**ROVER** 8, super de luxe finish, dark save blue coachwork and real black leather upholstery, aluminium running boards and boot, electric horn, Trip speedometer, dash lamp and inspection lamp, extra air valve, cast aluminium, scraper mat, and bristle mat inside car, negligible mileage, Dunlop cord tyres (practically unscathed), reasonable offers invited after examination and trial ideal car for lady or sole reason for being having bigger car. Dr. Gater, 68 Lyndhurst Rd., Peckham. 540-6170

**SALMON**, new June, 1922, driven 2,000 miles, as new, 5 wheel, dynamo lighting, £150. Schäfer, 14 Sherborne Rd., Cheshire Heath, Stockport. 541-1155

**SALMON**, De Luxe, Cass's Motor Mart, Ltd. 1922 Sports aluminium body, dynamo, starter, clock, speedometer, used for demonstration only, bargain, £175; deferred terms from one-tenth down; exchanges. 5 Warren St., W.1. Museum 6182. 540-744

**SALMON**, 1922, de luxe, all-weather, dicker, speedometer, electric horn, full equipment, bargain, £150, as new; exchanges. Allbar Garage, Thorntree Rd., Earlsfield, S.W. Phone, Latchmere 4388. 540-856

**SALMON** 1922 de luxe, excellent condition, £152. 7 Exhibition Rd., S.W. 540-810

**SALBROOK**, 10-15hp, 4-seater, all-weather car, C.A.V. dynamo lighting and starting, detachable wheels and spare, and speedometer, good drive, very small mileage, cost £520 in April last, except £265 for quick sale; sole reason for selling, owner bought larger car. E. Pollard, Broomfield Rd., Chelmsford. 540-725

**SHORT-ASHBY**, 1922, 2hp, 4-cylinder water-cooled, 2-seater and dicker, friction drive, hood and screen, Lucas dynamo lighting, spare wheel. This is the actual model exhibited at Olympia last November. Dark blue body with aluminium bonnet. An ideal no-trouble car. Trial run can be arranged in London. What offers? Major, 18 Russell Gdns., Golden Green, London, N.W. 22-768

**SINGER**, 1916, 10hp, dynamo lighting, in splendid condition, £85. 11 Gloucester St., Oxford. 222-551

**SINGER**, 10hp, 2-seater, detachable wheels, speedometer, excellent condition, £57 10s. 40 Lanhope St., Upper Park Place, Upper Baker St., N.W.1. Paid, 2854. 540-766

**SINGER**, 1919-20 model, 10hp, 2-seater and dicker, starter and electric lighting, just repainted, new tyres, excellent condition, easy payments or exchange, £135. Cleveland, 169 Piccadilly. 540-455

**SINGER** 10hp 2-seater, with dicker, 1916, dynamo lighting, recently repainted, good mechanical condition, £115. Robbins, opposite East Putney Station. Phone 2859. 540-712

**SINGER** Sports, 1921, very little used, original paintwork, appearance throughout as new, dynamo lighting, starter, speedometer, and accessories, privately owned, £175. Cooke, 10 Beauville Court, Clapham, S.W.14. 540-1963

**SINGER**, 2-seater with dicker, dynamo lighting, detachable wheels, nickel fittings, very smart appearance, £85. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 540-717

**SINGER**, 1916, 2-seater, in particularly nice order, £90. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2250. 540-740

**SINGER**, 10hp, 1919, Mebes and Mebes (Est. 1893), The Original Light Car Specialists, have one of these high-class light cars to offer from stock, fully equipped with speedometer, etc., in nice condition throughout at £145. 144 Gt. Portland St., W.1. Phone, Langham 2250. 540-759

**SINGER**, F.O.C.W. have 2 Singers, 1919 and 1920, both dynamo starters, dicker seats, condition excellent, bargains; exchange or deferred. 5 Heath St., Hampstead (near Tube). 540-766

**SINGER**, 10hp, 2-seater, dynamo, speedometer, new Michelin cycle tyres, as new, £125; exchange combination. Allbar Garage, Thorntree Rd., Earlsfield, S.W. Phone, Latchmere 4388. 540-857

**STANDARD**, 9.5hp, 2-seater and dicker, 1915, £125. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. 222-395

**STANDARD** 9.5hp 2-seater, with dicker, good running order, £115. Robbins, opposite East Putney Station. Phone 2859. 540-711

**STANDARD**. Wanted in part exchange for new 8hp Talbot. Our hire purchase scheme is unique; it is arranged to suit your convenience. Liberal terms. Warwick Wright, Ltd., Sole London Distributors of Talbot cars, S.T.D. House, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 540-695

**STANDARD** 2-seater, 9.5hp, late 1919, lighting and starter, all-weather curtains, good condition, £175. Vivian Hardie and Lane, Ltd., 23-24 Woodstock St. (off Blenheim St.), Bond St., W.1. Mayfair 6559. 540-720

**STANDARD**, 2-seater and dicker, 1914, perfect condition, smart, fully equipped, £85. 1 Fortis Green, East Finchley, N.2. 540-621

**STANDARD**, 1920, 2-seater, all-weather, dicker, starter, etc., appearance and condition perfect, guaranteed, £210. Vivian, 35 Spencer St., Victoria St., S.W.1. 540-854

**STELLITE** 10hp 2-seater, in perfect condition, £120. Smith Motors, Ltd., High Rd., Goodmayes, London. 222-517

**STELLITE**, Cass's Motor Mart, Ltd. 1919 10hp 4-seater, starter, dynamo lighting, tax paid December, splendid condition, £167 10s; deferred terms from one-tenth down; exchanges. 5 Warren St., W.1. Museum 625. 540-745

**STELLITE**, 10hp, 2-seater, dynamo lighting, spare wheel, condition as new, any trial, after 6. 24 Sidney Rd., Forest Gate, E.7. 540-261

**STELLITE**, 1914, overhauled and repainted, £80, or motorcycle and cash. 40 Roplingham Rd., S.W.18 Putney 1654. 540-610

**STELLITE-WOLSELEY**, 10hp, 1915-16, 2-seater and dicker, £87. 4 cylinders, 3 speeds, detachable wheels, dynamo electric lighting, thorough mechanical order. Garaged 15a Frederick Mews, Albany St., W.1. 540-955

**SWIFT**, 7hp, 1914, in excellent running condition, £60 for quick sale. Can be seen at 11 Atlingworth St., Brighton. 540-1196

**SWIFT**, 10hp, 2-seater car, dynamo lighting, recently overhauled and repainted, very smart and silent running, £135. Robbins, opposite East Putney Station. Phone 2859. 540-713

**SWIFT** 7.9hp 2-seater, smart little car, in top order, electric lights, etc., £47 10s. 12 West View, Letchworth. 540-225

**SWIFT**, 10hp, 1920, 2-seater, dicker, speedometer, bargain, £150. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2250. 540-736

**SWIFT**, 52 guineas; exchanges. 2-seater, 9hp, 2 cylinders, 5 speeds, a/b, hood, screen, lamp, pulls well, on examination and trial, see brochure, 22 Hunter Rd., East Dulwich. Sydenham 2452. 540-912

**THE BEST  
BARGAINS**

in second-hand light cars and cyclecars are offered in these pages.

B55



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

**SWIFT**, 10hp, 1916, 2-seater, starter, dynamo, etc., repainted, new hood, £125. Vivian, 33 Spenser St., Victoria St., S.W.1. 540-855

**SWIFT**, 7.9, excellent order and condition, new radiator, 5 good tyres, 5 lamps, tools, Stepney, tax paid June, £80; trial any day during Easter holidays. Shotridge, Old Mill House, Lee St., Hoxley, Surrey. 540-132

**SWIFT**, 10hp, 1921, special high-grade cloverleaf body, dynamo lighting, self-starter, 5 detachable wheels, all tyres practically new, double windscreen, hood, side curtains, speedometer, tools, etc., excellent condition throughout, year's tax paid, accept £148 cash. 85 Peshurst Rd., Thornton Heath. Phone 1572. 540-g110

**TAMPLIN**, shop-soiled, 1925, side-by-side model, 120, guineas. Tamplin Motors, Ltd., Staines. Phone 159. 540-g22

**T.B.** Standard, February, 1925, 8hp J.A.P., a-c., 5 speeds, 540-g22

shaft, drive, spare wheel, acetylene lighting, tax paid December, insured, February, 1924, cost £161, mileage under 550, grey with green seats, perfect condition, trial, free delivery 30 miles, satisfactory reason for sale, £135, no offers. 29 St. David's Hill, Exeter. 541-e65

**T.B.**, 1922, water-cooled J.A.P., spare wheel, 3-speed, reverse, shaft drive, bought July, tax paid, insured, excellent condition, small mileage, offers. Brown, 2 Chapel Hill, Skipton. 540-g20

**T.B.**, 2-seater, 1921, interchangeable wheels, spare wheel, 3 speeds and reverse, in splendid condition, £70. 236 Merton High St., Wimbledon. 540-g12

**T.B.**, 1921, 8-10 Blackburne, a-c., spare wheel with tyre, speedometer, a.c. lighting, colour grey, £100 or near. Bailey, 45 King Richard's Rd., Leicester. 540-g105

**UNIT**, April, 1922, mileage 8,000, an exceptionally attractive sporting or touring car with 4-cylinder water-cooled Coventry-Climax engine, friction gearbox and final drive by enclosed spur gearing, 2-seater body in aluminium, red wings and wheels, nickel-plated radiator and fittings, looks as good as new, 5 good Kempshall 705 mm. by 80 mm. tyres, Brolt electric lighting, trial run, inspection or photo, willingly, £200 or near offer. F.J.P., c/o "The Light Car and Cyclecar," 7-15 Rosebery Ave., E.C.1. 540-g295

**UNIT**, 1925 model, 4-cylinder, water-cooled engine, 2-seater, double, electric, plated radiator, speedometer, etc., mileage about 500, perfect condition, indistinguishable from new, owner must sell, accept £165, delivered London. Box No. 1555, care of "The Light Car and Cyclecar," 540-937

**WARREN-LAMBERT**, 1921, 11hp, 2-seater, dickey, de luxe body, dynamo lighting, mileage 2,000, as new, only wants seeing, owner had serious illness, £140. 384 Green Lanes, Finsbury Park. 540-1956

**WARREN-LAMBERT**, 1921, 2-seater, dynamo lighting, 11hp light car, very smart and reliable, £155. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, W.1. Regent 986. 540-889

**WARREN-LAMBERT**, 1921, 2-seater de luxe, dickey, dynamo lighting, spare wheel, tax paid for year, £125; or exchange. Newham, 225 Hammersmith Rd., W.6. 540-834

**WOLSELEY** Ten, latest current model, 2-seater, dickey seat, starter and lighting, perfect condition throughout, small mileage, £265; terms, exchanges. Midland Garage, Broad St., Birmingham. 542-680

**WOLSELEY** 10, 1922 (June), coupe, absolutely as new, owner will accept nearest offer to £350. Agents, Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2565. 540-755

**WOLSELEY**, 7hp, 1925 model, starter, all-weather curtains, double screen, shop-soiled, £235. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 540-847

**ZEBRE**, 1921, 8hp, 2-seater, double dickey, English body, practically new, unpainted, Michelin tyres, self-starter, 5 speeds, spring seaters, recently completely overhauled, price £150 for quick sale. Seen by appointment at Davenport and Ashford, 13 Little James St., Holborn, W.C.1. Phone, Museum 5859. 541-705

## SPARE PARTS FOR LIGHT CARS.

**CALCOTT** spares and repairs. All Calcott spare parts in stock for immediate delivery. Trade supplied. All kinds of Calcott repairs, small or large. Complete overhauls. Authorized direct agents for Calcott cars. Trade supplied. Calcott Service Depot, Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 540-1805

**HUMBERETTE** spares. Crown wheels, pinions, balance boxes. Wandsworth Motor Exchange, Elmer St., Wandsworth. 540-90

**K.J. (KINGSBURY-JUNIOR)** spares in stock. The Kennedy Motor Co., Ltd., Shettleston, Glasgow. Telegrams, "Minervanyti, Glasgow." Telephone, 620 Shettleston. 565-159

**MERRALL-BROWN** spares and repairs. Merrall-Brown, 28 Chorley Rd., Bolton. 551-859

**MORGAN** spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or 'phone your requirements. Prompt attention given. Phone, Stevenage 55. 540-599

**MORGAN SPARE PARTS DEPOT**. Spares for all models from stock; list free. Elce, Ltd., 15-16 Bishopsgate Avenue, Canonville St., London, Avenue 5548. 540-858

**RICHARDSON** light car spare parts can now be obtained from Arthur Franks, 34 Lenton St., Sheffield. (Lato Manager.) 540-859

**SHIP ROVER** spares. Practically every part in stock; immediate delivery. Kays, 8-10 Bond St., Ealing. 550-186

**RICHARDSON** light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. 540-654

## NEW LIGHT CARS AND CYCLECARS

**A.B.C.** Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966). The Wholesale and Retail Concessionaires, can give immediate delivery of the 1925 types at further reduced prices; sports model, £225; standard model, £240; 4-seater, £265; deferred payments arranged and cars taken in part exchange. 540-878

**A.B.C.** George England (1922). Ltd., 11 Curzon St., Mayfair, W.1 (Phone, Grosvenor 2191), have fully-equipped A.B.C. repair works, stocks of spares, and are experts in tuning; sports model, £225; Regent model, £240; special featherweight 4-seater; super sports model, aluminium body, to specification. Write for gadget list. Deferred payments or exchange. 540-818

**A.B.C.**, latest model, makers' guarantee, going cheap, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 541-g101

**A.C.** Cuthbert and Co., Ltd. (late Alfred Wastnagel), for quick deliveries and the best service after purchase. Write for particulars of revised prices and new models. Demonstration runs at any time. Deferred payments and part exchanges. 65 Gt. Portland St., W.1. Tel., Langham 2172. Telegrams, "Cuthberts, Weedo, London." 540-698

**A.C.** (Surrey). Glohe Auto Service, Portsmouth Rd., authorized agents. Models stocked from £395; exchanges. Kingston 1591. 547-222

**A.C.** In stock, Empire 1925 model, 2-seater, £325; deferred terms. Official agents, Offord and Sons, Ltd., 94 Gloucester Rd., S.W. 7. 542-578

**A.C.** Birkenhead Motor Works, 64 Duke St., A.C. agents, immediate delivery, and 6 Hardman St., Liverpool. 562-869

## NEW LIGHT CARS AND CYCLECARS (continued).

**A.C.** Lamb's, Ltd. A.C. cars in stock. Our organization always at your service. 387 Euston Rd., London, N.W.; 50 High Rd., Wood Green, N.; new premises, (16,000 sq. ft.) opposite Hox Station, Walthamstow. 540-790

**A.C.** Autoveyors, Ltd., 84 Victoria St., S.W.1.

**A.C.** Leading London agents and concessionaires Surrey. Trade enquiries invited. All models in stock at new reduced prices. Autoveyors, Ltd.

**A.C.** Empire 2-seater model, all colours, £325. Autoveyors, Ltd.

**A.C.** Royal 2-seater all-weather models, £395. Autoveyors, Ltd.

**A.C.** Royal 4-seater all-weather models, £415. Autoveyors, Ltd.

**A.C.** Royal coupe, any colour, £475. Autoveyors, Ltd.

**A.C.** Autoveyors, Ltd., can supply any of the above cars on deferred payments. Only a small deposit required. 84 Victoria St., S.W. 1. 540-919

**A.C.** 1925 12hp 4-cylinder and 16hp 6-cylinder cars for immediate delivery, prices from £325, secondhand cars accepted in part payment; deferred terms if desired. Newham Motor Co., 225 and 245 Hammer Smith Rd., W. 6. Phone, Hammersmith 1525. 540-824

**ALVIS**, Official Agents, Motors and Motors (Est. 1895). The Original Light Car Specialists, sole distributors South Bucks and London agents, can offer immediate delivery of all models, including the 10-30hp, which are on view in their showrooms, price from £397. Your present light car in exchange. Deferred payments over 12 or 18 months to suit client's pocket. 144 Gt. Portland St., W.1. Phone, Langham 2250. 540-756

**AMILCAR** specialist and distributor. North and East Riding Yorkshire, S. Glover, North Pl., Ripon. Phone 172. 540-472

**ARIEL**, the new 9hp water-cooled 3-4-seater, price £255, is the nicest light car on the market, a combination of speed, reliability, and elegance. Particulars from Fred Speakman, Ariel Garage Harpurhey, Manchester. 530-519

**ARIEL** Nine, water-cooled, 3-seater, £255, in stock. A smart roomy light car. Extended payment terms, or your car part payment. Ariel Motors and General Repairs, Ltd., 320-2 Camberwell New Rd., S.E.5. 540-153

**ARIEL** "Nino," the £215 all-weather car with the thousand-guinea personality, water-cooled, right-hand change, long wheelbase, 3-4-seater, single-shell body, adjustable seats; have a trial run or free tuition without obligation; cash, exchange or deferred payments. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N.10. 540-224

**ARIEL** 9, the ideal light cars, de luxe with 3-4-seater body, all-weather equipment, £9 tax, dynamo, revised price £215, equally cheap to maintain. Maude's Motor Mart, 100 Paris St., Exeter; the Norwich Garage, Norwich. 540-935

**AUSTIN**. You can now see and try the new Austin Seven at our Showrooms. The price is £165, and there is a great demand. Book your order now for earliest deliveries, which can be obtained from F. G. Smith Motors Ltd., High Rd., Goodmayes. Phone, Ilford 1082. 542-462

**AUSTIN** 7hp. Can give prompt delivery. Write for specification. George England (1922), Ltd., 11 Curzon St., Mayfair, W.1. 542-817

**AUSTIN**, Stratton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. 542-950

**AUSTIN**, 7hp model, early deliveries. Official agents, Motors, Regent's Parade, Tally-ho, Finchley. 542-w994

**AUSTIN**, new 7hp model, £165; place your order now for early delivery; exchanges, deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 540-686

**AUSTIN**, new 7hp model, £165. Authorized agents, Wilkins, Simpson, opposite Olympia, London. 540-1808

**AUSTIN** 7 light cars, earliest deliveries. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, W.1. Regent 986. 540-886

**BAYLISS-THOMAS**, Junior, £260 cash, or £54 16s. deposit and 11 payments of £19 12s., less rebate. Service Co., 273-4 High Holborn, W.C.1. 542-408

**BAYLISS-THOMAS** cars in Brighton at Welford's, St. James St., Brighton, authorized main agents for the district. 548-499

**BAYLISS-THOMAS**. Authorized agents, London, South of Thames and 25 miles radius. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. 542-598

**BAYLISS-THOMAS**. All 1925 models in stock: 10.5hp 2-seater, with dickey, £295; 10hp, 4-seater, £320; 8.9hp Junior, £260; exchanges or extended terms. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W. 1. Tel., Victoria 4634. 541-819

**BELSIZE-BRADSHAW**, 9hp dynamo lighting, £210, speedometer 5 extra, immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. 540-658

**BELSIZE-BRADSHAW**, 9hp, £210; also supplied on our payment out of income system. Send for particulars, Ratcliffe Bros., 200 Gt. Portland St., W.1. 542-705

**BELSIZE-BRADSHAW**, Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966), the wholesale and retail concessionaires, can give immediate delivery of the 1925 types at reduced prices. Standard 2-seater complete, £210; 4-seater complete, £235. Cars on show and demonstrations given. Deferred payments arranged and cars taken in part exchange. 542-54

**BELSIZE-BRADSHAW**, 9hp, oil-cooled 2-3-seater, delivery from stock. County Garage, Caterham Valley, Surrey. 549-d312

**BELSIZE-BRADSHAW**, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 273-4 High Holborn, W.C.1. 542-290

**BELSIZE-BRADSHAW**, £210. C. A. Britten and Co., sole distributing agents for Liverpool, St. Helens and districts; early delivery. 31 Islington, Liverpool. Phone, 1529 North. 542-225

**BELSIZE-BRADSHAW**, with 9hp oil-cooled engine 2-3-seaters, £210; 4-seaters, £255; 2-3-seater coupe, £260; immediate delivery. Tom Norton, Ltd., Charles St., Cardiff. 544-w975

**BELSIZE-BRADSHAW**. Willmott's can give immediate delivery of Belsize-Bradshaw 4-seater, £235; 2-seater, £210; coupe, £260; £18 extra to any model for self-starter and speedometer. We will take orders in part payment or supply on deferred terms. Trial runs any time, anywhere. Percy Rd., Uxbridge Rd., Shepherd's Bush, W.12. Phone, Hammersmith 621. 558-s972

**BELSIZE-BRADSHAW** 9hp coupe, £260, 4-seater £235, 2-3-seater £210, all in stock, deferred payments arranged, exchanges. J. D. Paterson and Co., Barbauld St., Warrington. Phone 545. 585-968

**BELSIZE-BRADSHAW**, 9hp, oil-cooled, detachable wheels, dynamo lighting, hood, side curtains, fully equipped, £210, starter £15 extra; prompt delivery. Telford Garage, District Agents, 47 Streatham Hill, S.W. 2. 542-784

**BELSIZE-BRADSHAW**. We can deliver from stock 1925 2-3-seaters, fully equipped, £210. Falcon Motor and Cycle Co., North Finchley, N.12. Phone, Finchley 2827. 540-e59

**BELSIZE-BRADSHAW**, 9hp, oil-cooled, 2-3-seater, immediate delivery from stock, £210. C. W. and J. Mason, Ltd., 3 St. Luke's Place (top of Bold St.), Liverpool. Royal 3311. 550-e256

**BELSIZE-BRADSHAW**, 9hp, from stock, £210; deferred payments. Surrey Motors, Ltd., Sutton, Surrey. Phone, Sutton 1000. 540-724

**BELSIZE-BRADSHAW** 2-3-seater, 1925 purchaser unable take delivery, £195. Box No. 1516, c/o "The Light Car and Cyclecar," 540-g141

**BELSIZE-BRADSHAW**, 2-seater with 9hp oil-cooled engines, £210; exceptional value. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 540-926



## NEW LIGHT CARS AND CYCLECARS

(continued).

**BLERIOT-WHIPPET**, brand new, shop-soiled, 1922 2-seater, complete with spare wheel, electric lighting, horn, hood and screen, makers' guarantee, offered at the very low price of 87 guineas, marvellous value, only 6 left, delivery arranged anywhere in England, second-hand combination of good make considered in exchange. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 540-828

**BLERIOT-WHIPPET**, £155 cash, or £72 10s. deposit and 11 payments of £11 14s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. 540-409

**B.S.A.**, Leamington Automobile Co., Ltd., appointed special agents for B.S.A. cars. Display of latest models on view at our showrooms. Delivery anywhere. Complete repair depots and stocks of spare parts. 2 Parade, Leamington Spa. Tel. 113. 542-810

**B.S.A.**, 10hp, before deciding on your light car try this masterpiece at Mylman's, 197 London Rd., Croydon. Phone, Thornton Heath 1273. 540-220

**R. KINCHAM**, 10hp. The value for money light car. Call and see the latest model 2-seater, with double dickey, price £185. Book your order now for early delivery with the Lancaster Motor Co., 158 Norwood Rd., West Norwood, S.E. 27. Phone, Streatham 2541. 540-731

**BUCKINGHAM**, Mebes and Mebes, (Est. 1893). The Original Light Car Specialists, sole district agents, can offer immediate delivery of this famous all-British light car from stock, at list price £185; your present car in exchange, deferred payments 4 per cent. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 540-737

**CALCOTTS**, 1923 10.5hp models, brand new, just arrived, cash or easiest of easy payments. Your old Calcott or any motorcycle or car taken in part payment for a new Calcott. We specialize in exchanges and allow best prices. Direct authorized agents, Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 540-1806

**CALCOTT**, 1923 10.5hp all-weather model, just arrived, finished grey. £325, also one finished crimson lake, inspection invited of this very smart model; cash, easy payments, or exchanges; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 540-1807

**CALCOTT**, 10hp, all-weather, 1923 models. £325, immediate delivery; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 540-704

**CALCOTT**, Smith and Hunter, authorized agents. Delivery from stock. 2-seater, all-weather, £325. 77 Gt. Portland St., W. Phone, Langham 2565. 540-731

**CALTHORPE**, All models, including new all-weather, in stock. Deferred payments. Your old car taken. Mann, Egerton and Co., Ltd., 379-381 Euston Rd., N.W. 1; and Norwich. Sole distributors for London and the Home Counties. Calthorpe Service Depot, 1a High Rd., Kilburn. 540-550

**CALTHORPE**, Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow. Moore's Motor Works, Ltd., North End, Croydon. Phone 2624. 565-117

**CALTHORPE SERVICE DEPOTS**, 200 Deansgate, Manchester. In stock at Colmore Depot.

**CALTHORPE** 10-15 standard 2-seater, 285 guineas. In stock at Colmore Depot.

**CALTHORPE** 10-15 de luxe 2-seater, 325 guineas. In stock at Colmore Depot.

**CALTHORPE** 10-15 de luxe 4-seater, 340 guineas. In stock at Colmore Depot.

**CALTHORPE** 12-20 2 or 4-seater, 410 guineas. Early delivery from Colmore Depot.

**CALTHORPE** cars are always available from Colmore Depot, for cash, exchanges or easy terms.

**BIRMINGHAM**: 49 John Bright St.

**LIVERPOOL**: 24 Paradise St.

**LEICESTER**: 62 High St.

**MANCHESTER**: 200 Deansgate. Distributors for Lancashire. 540-554

**CALTHORPE**, 1923 models: cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 540-524

**CALTHORPE**, Lankester Engineering Co., Kingston, Surrey agents for Calthorpe cars. Sub-agents wanted where not already represented in county. Liberal terms, prompt deliveries. 54 Duke St., Calthorpe agents. 540-665

**CALTHORPE**, Birmingham Motor Works, 54 Duke St., Calthorpe agents. Immediate delivery new models. And 6 Hardman St., Liverpool. 540-970

**CALTHORPE**, Smith and Hunter, authorized agents. All models in stock: standard 2-seater, 285 gns.; 10.15hp de luxe model, all-weather, 325 gns.; all-weather 4-seater, 340 gns.; coupe 400 gns.; deferred payments. 77 Gt. Portland St., W. Phone, Langham 2565. 540-729

**CITROEN**, 7.5hp, 2-seater, dynamo lighting, self-starter, £195. Immediate delivery from the authorized agent, Harris, Garage, Slough. 540-680

**CITROEN**, 7.5hp, 10hp, 11.4hp.

**CITROEN**, The Leighton Garage.

**CITROEN**, Earliest delivery of all 1923 models.

**CITROEN**, Personal service at any time a feature. Deferred payments arranged a specialty.

**CITROEN**, Satisfaction guaranteed. We are genuine authorized agents. Telephone, Hampstead 1565. Princess Mews, Belsize Cres., Hampstead. 551-653

**CITROENS**, 1923, with English bodywork. All models from Jackson's Garage, Guildford. Phone 345. 540-705

**CITROEN**. See W. H. Jones,

**CITROEN** specialist.

**CITROEN**. For all new models. Any second-hand cars taken in part payment; deferred terms arranged; also trade inquiries invited. 101 Gt. Portland St., W. 1. Mayfair 7197. 544-476

**CITROEN**. Delivery from stock of 11.4 4-seater, price £265; deferred payments and part exchanges. Authorized agents, Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. Telegrams, "Caithness, Wesdo, London." 540-699

**CLULEY**, 1923, immediate delivery from the authorized agents, Jackson's Garage, Guildford. Phone 345. 540-706

**CLYNO**. For power, comfort, finish and reliability. 2 and 4-seater models in stock. Authorized agent, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. See also Jowett, Singer and Coventry-Premier columns. 550-160

**CLYNO**, latest family model 4-seater with starting, lighting, detachable wheels and spare, 4-cylinder, water-cooled 10.8hp, painted grey, polished aluminium bonnet, black wings, £255. Inspection and trial by appointment by London and Home County representatives. Autocars, Ltd., 15 Woodstock St. (next Bond St.), London. Telephone, Mayfair 2631. 540-906

**CLYNO**, 10.8hp, standard 2-seater, double dickey, starter, £275; also 4-seater family, starter, £255. J. Hebben and Sons, 149 St. James St., Burnley. 540-839

**COVENTRY-PREMIER**. Immediate delivery.

**COVENTRY-PREMIER**. West Bros.

**COVENTRY-PREMIER**. Authorized agents, 42 Cranbrook Rd., Ilford. Deferred payments. Telephone, Ilford 740. 556-196

**COVENTRY-PREMIER**, 1923 models: cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 540-525

**COVENTRY-PREMIER**, 1923 models, in stock, 230 guineas; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 540-703

## NEW LIGHT CARS AND CYCLECARS

(continued).

**COVENTRY-PREMIER**, 10hp, 1923 model, 4-cylinder, overhead valves, just delivered, 230 guineas; deferred terms and exchanges arranged. Eagles and Co., 275 High St., Acton, London. 540-229

**COVENTRY-PREMIER**. Gedfrey's are authorized agents. 1923, 10hp, 4-cylinder, 2 or 4-seater, 230 guineas; immediate delivery; gradual payments, exchanges. 208 Gt. Portland St., London, W. Phone, 1300 Langham. 540-355

**COVENTRY-PREMIER**. H. H. Crook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 230 gns.; unique credit system, £22 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. 540-647

**COVENTRY-PREMIER**, 230 gns. cash or £50 8s. deposit and 11 payments of £18 5s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. 540-550

**COVENTRY-PREMIER**. Dan Guy, Weymouth, main Dorset agent. Trade supplied. New 4-seater, 230 guineas; in stock; exchange and easy payments arranged. 544-455

**COVENTRY-PREMIER**. Ernest Grimaldi, Ltd., authorized agents, 1923 models, 2 and 4-seater, 4-cylinder, 230 guineas; part exchange, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2985. 540-493

**COVENTRY-PREMIER**, 1923, 4-cylinder, 2 and 4-seaters, 230 guineas, in stock. Authorized agent, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. Tel., 4978 Central. See also Singer and Jowett columns. 550-160

**COVENTRY-PREMIER** 1923 2 and 4-seater models in stock, 230 guineas; exchanges, deferred payments. Parker's, Bradshawgate, Bolton. 540-685

**COVENTRY-PREMIER**. F.O.C.H. for immediate delivery. Cash, exchange or deferred. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 540-771

**COVENTRY-PREMIER**. Lamb's, Ltd. Three Coventry-Premier cars in stock. Our organization always at your service. 387 Euston Rd., London, N.W. 50 High Rd., Wood Green, N.; new premises opposite the Station, Walthamstow (16,000 sq. ft.). 540-786

**COVENTRY-PREMIER**, 1923 models, 2 and 4-seaters, 230 guineas; deferred payments if desired. Kingsway Motor Co., Waldorf House, Aldwych, Regent 691. 540-918

**COVENTRY-PREMIER** 1923 10hp models for immediate delivery from stock, 230 guineas for 2 or 4-seaters; exchanges and deferred terms. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 540-825

**COVENTRY-PREMIER** 1922 2-seater without dickey, dynamo lighting, spare wheel, excellent order, £115. Newham, 223 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 540-829

**COVENTRY-PREMIER**, 4-seater, customer unable to accept, £241 10s. will accept £220, quick sale. J. Hebben and Sons, 149 St. James St., Burnley. Tel. 458. 540-840

**CROUCHES**, 1922, new, exceptional opportunity, 200 guineas, originally £285, Brooklands, Ecclesall, Sheffield. 540-864

**CROUCH**. Lamb's, Ltd. Three Crouch cars in stock. Our organization always at your service. 387 Euston Rd., London, N.W. 50 High Rd., Wood Green, N.; new premises (16,000 sq. ft.) opposite the Station, Walthamstow. 540-791

**CROUCH**, brand new 2-seater, dynamo lighting, as per makers' specification, list price £245, our price £195 cash or deferred; exchanges. Railton, Cobham and Co., Ltd., 21 Blackfriars St., Salford, Manchester. 540-864

**DEEMSTERS**, early delivery. Debnam Motors, Atherton Mews, Cromwell Rd., S.W. Kensington 2917. 552-802

**DEEMSTER**, 1923 models: cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 540-524

**DEEMSTER**. A full range of models on view at the Deemster Showrooms, Victoria Rd., Acton, W. 5. Nearest station Willesden Junction. Phone, Chiswick 2044. Ask for the name of our nearest agent. 540-922

**DEEMSTER**. Nicholls for Deemsters. Deliveries from stock 10 and 12hp models, cash or terms; genuine after-sale service given; inspection invited. W. G. Nicholls, Ltd., 504 Whitcomb St., Leicester Square, London, W.C. 2. Telephone, Regent 3111. 540-922

**DEEMSTER** cars can be seen in our showrooms. Five minutes from Oxford Circus. Immediate delivery and the best service after purchase. Deferred terms and part exchanges.

Note the address: Caithness and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. Telegrams, "Caithness, Wesdo, London." 540-700

**DEEMSTER**, Autoveyors, Ltd., are authorized agents for this very attractive and efficient light car. Models for immediate delivery. 84 Victoria St., S.W. 1. 540-922

**DEEMSTER**, bargain, shop-soiled, 10hp 2-seater, in stock, self-starter and dickey, £275; easy terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 540-922

**DERBY** cars. 8.5 4-cylinder water-cooled engine, 2-seater and dickey. Standard, £220; de luxe, £245; Sports, £275. Trial runs. 540-922

**DERBY**, S.S.C., 166 Gt. Portland St., W. 1. 540-658

**ERIC AMPRELL**, F. G. Smith Motors, Ltd., The Essex County Agents, High Rd., Goodmayes, can give immediate delivery of these speedy, smart and comfortable 2-seaters from stock. Cars, complete with dynamo lighting set, detachable wheels and full equipment. £300; with starter, £315. Phone, Ilford 1082. 540-577

**ERIC LONGDEN**. Mann and Handover, sole concessionaires for London and Home Counties, for Eric Longden cars. Two-seater sports touring, 9.8 4-cylinder Alpha engine, all-aluminium body, dynamo lighting, hood, screen, spare wheel, tyre and tube, consumption 50 miles per gallon, 70 miles per hour, 265 guineas; deferred payments; delivery 14 days. 116 Gt. Portland St., Museum 2878. 540-814

**G.N.**, shaft drive, £195 cash or £40 11s. deposit and 11 payments of £14 15s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. 540-551

**G.N.** light cars. Sussex agents and service agents. The Eastgate Garage, Woking, Surrey. 540-522

**G.N.** We are authorized agents. Immediate delivery; exchanges; deferred payments. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 540-967

**G.N.** The Motor Marketing Co. offer immediate delivery all 1923 models: cash, exchange, deferred, to suit clients. Wantage Rd., Reading. 540-547

**G.N.** light cars, £195 and £235. Wiltshire Agent and Service Depot, Longman, Fisherton St., Salisbury. 558-1125

**G.N.** authorized agents; quickest delivery. Windsor Castle Garage, 417 Brighton Rd., Croydon. 540-857

**G.N.** Got your 1923 G.N. at Maude's? Best terms, best deliveries, best exchanges and best services. Maude's, 100 Paris St., Exeter, and London. 540-932

**G.N.** Autoveyors, Ltd. can offer immediate delivery of this well-tried light car and arrange deferred payments to suit the customer. Authorized agents, 84 Victoria St., S.W. 1. 540-922

**G.N.** 1922, brand new, guaranteed, speedometer, aluminium dash, £155. P. B. Clark and Co., 7 Exhibition Rd., S.W. 7. 540-811

**G.N.**, 1925, 10hp, shaft drive, ready for Easter, £195, Elee, Ltd., 15-16 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 540-857

**GRAHAME-WHITE**, £100; new, 2-seater, simple and strong; deferred terms £10 per month includes tax and insurance; no deposit. Showrooms, 12 Regent St., W. 549-163

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in second-hand light cars and cyclecars are offered in these pages.

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## NEW LIGHT CARS AND CYCLECARS

(continued).

**GWYNNE** Eight light car, 2-4-seater, immediate delivery. Cars now in stock. Handsome model, water-cooled engine, overhead valves, 198 guineas. Midland Counties Motors, Station Rd., Letchworth, Herts. Tel. 253. 540-4578

**GWYNNE** 8 in stock, immediate delivery. District agents, Bromley Auto-car Co., Bromley Hill, Bromley. 222-284

**GWYNNE** Eight. District agents deliver from stock. H. R. Moore, Ltd., Automobile Engineers, Bishop's Stortford. 542-581

**GWYNNE**. Stretton and Smith for Gwynne Eight, £207 18s. Immediate delivery from stock; easiest of easy payments. 12 Woodstock St., Oxford St., London. 222-407

**GWYNNE**. The Gwynne Eight in stock. Trial runs can now be arranged. The Olympia Motor Co., 1 Hammersmith Rd., Kensington. 'Phone, Western 4140. 541-655

**GWYNNE** 8, 2-3-seater cloverleaf body, from stock, 4-cylinder water-cooled engine, differential; deferred payments arranged; 198 guineas. Surrey Motors, Ltd., Sutton, Surrey. 'Phone, Sutton 1000. 540-725

**GWYNNE** and Albert cars at Maude's. Best deliveries, best terms, and best service. Maude's, 100 Gt. Portland St., London; 100 Prince of Wales Rd., Norwich; Walsall Garage, Walsall; and Paris St., Exeter. 540-955

**GWYNNE** 8. Light cars in stock, clover-leaf and wide 2-seater bodies. C.A.V. lighting, £208, with starter £218 10s.; best value obtainable. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, W.1. Regent 986. 540-887

**GWYNNE** Eight, 2-3-seater, 198 guineas cash, or £43 deposit and 11 payments of £15 15s. 6d. less rebate. Service Co., 273-4 High Holborn, W.C.1. 222-819

**HANDS**. Official agents, immediate delivery of all 1923 models. Standard 2-seater, 260 guineas; 4-seater, 280 guineas; coupe, 330 guineas. The above cars complete with dynamo lighting, starter, clock and speedometer (inclusive). Trial run with pleasure. Deferred payments arranged. Telephone, Hornsey 495. Wright's Motor Works, High St., Hornsey, N. 8. 554-217

**HANDS**. Mann and Handover, authorized agents for Hands cars; 2-seater, dynamo lighting, self-starter, double dickey, speedometer, and clock, upholstered in real leather, £250; deferred payments or part exchange with pleasure; demonstration any time. Immediate delivery. Museum 2878. 222-704

**HANDS**. Sales and service, immediate deliveries: 2-seater £250, 4-seater £270, coupe £320, 2-seater utility model £220; deferred terms arranged. Sole London and Kent Distributors, Cecil Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. 'Phone, Regent 1207. 222-956

**HANDS** shop-soiled 2-seater, complete with self-starter and dickey, £250; easy terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W.1. 540-921

**HORSTMAN**, latest 11.9 Anzani-engined models

**HORSTMAN**, the car which looks and runs like a £600 car, but costs—below.

**HORSTMAN** coupe, £399.

**HORSTMAN** 4-seater, £357.

**HORSTMAN** 2-seater, £356.

**HORSTMAN** special super sports model, £500.

**HORSTMAN** do over 50 miles per hour and 40 miles per gallon. We are the sole London agents for the new models; exchanges and deferred terms a speciality. Edwards and Parry, Horstman Service Depot, 4 Blechnum St., New Bond St., W.1. Mayfair 2666. 222-854

**HUMBER**, 8hp, £275, order now for early delivery, cash or deferred payments. Bond's Garage, 223 High Rd., Kilburn. 222-391

**HUMBER**. Lankester Engineering Co., Kingston, Surbiton, and Esher, sole district agents for Humber cars. Earliest delivery of new 8hp model below. 222-664

**JOWETT** cars. Write for demonstrations. Parker Bros., South Wales Agents, Aberdare. 542-108

**JOWETT**. Sole distributors for the western half of Surrey and the Aldershot district. Place your order with us now for a 4-seater for earliest delivery. 2-seaters in stock for immediate delivery. Howard, Davidson and Noel, Motor Engineers, Ripley, Surrey. 545-255

**JOWETT** cars in Brighton at Wellord's, St. James St., authorized main agents for the district. 548-498

**JOWETT**. Jones Garage for this famous car. All models, demonstrations given, 2-seater, water-cooled, £220. Motorcycles taken in exchange. Broadway, Muswell Hill, N. 10. 222-658

**JOWETT**. Sole distributors Dorset, I.O.W., and part of Hants. Imperial Motor Works, 244 Old Christchurch Rd., Bournemouth. 222-828

**JOWETT**. 1923 models in stock: 2-seater, £220; 2-seater with dickey, £225; 4-seater with long chassis, £245; self-starter £15 extra to all models. The car of proved reliability. Distributing agents for Lancashire, Saxon Jellifer, 253 Deansgate and 27 Lower Mosley St., Manchester. 'Phone, 6978 Central. 544-498

**JOWETT**. Your best chance of getting prompt delivery of a Jowett 4-seater is to communicate with us immediately. Exceptional opportunities. 2-seaters, 4-seaters, and delivery vans, all actually in stock. Kinsey's, of Croydon, 350 Lower Addiscombe Rd. 'Phone 1129. 222-228

**JOWETT**. Main agents for W. 1 district. Immediate delivery: exchanges; deferred payments; all-weather 2-seater, £225; 4-seater, £245. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 222-968

**JOWETT**. Authorized agents London south of Thames and major portion Kent, Surrey and Sussex. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E. 1. Hop 6187. 222-399

**JOWETT** 2-seater, for immediate delivery. Holloway's, 57 East St., Chichester. 222-683

**JOWETT**. F.O.C.H., being main agents for the famous Jowett car, offer best deliveries and service after sale. 2 and 4-seaters actually in stock, tax £7; tuition free; very easy payments; cash or exchange; trade also supplied. 5 Heath St., Hampstead (near Tube). 'Phone, Hampstead 3752. 540-769

**LAGONDA** cars. West-end, London. Messrs. Mobes and Mobes (Est. 1893). The Original Light Car Specialists, have a full range of models on view, including the 2-seater, 4-seater and coupe. We are Lagonda specialists and experts, and we shall be pleased to demonstrate the various claims put forward for this all-British light car's outstanding merits at any time to suit your convenience. Prices from £275. Fully equipped. Your present Lagonda or other light car in exchange. Trade supplied. 144 Gt. Portland St., W. 'Phone, Langham 2230. 540-755

**LAGONDA** cars, 11hp. Below.

**LAGONDA**. Latest models. Immediate delivery. Below.

**LAGONDA**. All prices reduced. Below.

**LAGONDA** coupe, £340. Below.

**LAGONDA** 4-seater, £325. Below.

**LAGONDA** K model 2-seater, £275. Below.

**LAGONDA**. The above cars complete with dynamo, starter, clock, speedometer and spare wheel. Below.

**LAGONDA**. Sole authorized agents for Long Acre and district and county of Hertfordshire. Demonstration runs at immediate notice. T. H. Wright, Ltd., 12 Upper St. Martin's Lane, W.C. 2. 'Phone, Regent 5070-1. 541-403

**LAGONDA**, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 222-527

**LAGONDAS**. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. 222-314

## NEW LIGHT CARS AND CYCLECARS

(continued).

**LAGONDA**. F.O.C.H., main agents. Trial runs daily. Immediate delivery. Cash, exchange or deferred. Trade also supplied. 5 Heath St., Hampstead (near Tube). 'Phone, Hampstead 3752. 540-772

**LAGONDA**, K model, 2-seater, £275; coupe model, £340; in stock; deferred terms. Offord and Sons, Ltd., 94 Gloucester Pl., S.W.7. 222-212

**MARSEAL**. Immediate delivery of 1923 models, prices from £215. Vaughan Engineering Co., Vaughan St., Leicester. 542-991

**MARSEAL**, 2-seater, £215; 9.8hp, 4-cylinder, water-cooled, 1000ccs. Slater St., Liverpool. 543-m429

**MARSEAL** light cars. District agents, The Eastgate Garage and Works, Lewes, Sussex. 543-51

**MARSEAL** coupe, now ready for immediate delivery, £275. Holloway's, Shoredam-Sea, near Brighton. 222-976

**MARSEAL**. 1923 models 9.8hp, 4-cylinder, C.A.V. starting and lighting: 2-seater, £215; 4-seater, £255; coupe, £275; deferred payments arranged. Dundas, Garage, Jesmond Rd., Newcastle-on-Tyne. 544-575

**MARSEAL**. Sole agents for this wonderful car in Croydon, South London and surrounding districts, Quick Service Motor Co., 125 Church St., Croydon. 'Phone, Croydon 2000. 547-413

**MARSEAL**. All models in stock from £215, with self-starter. Lutterworth Garage, Ipswich. 556-4126

**MARSEAL**. We can give immediate delivery of this wonderful car, £225; part exchanges entertained and also easy payments arranged to suit purchaser's convenience. Authorized agents, Moroney and Co., Sowley Pl., Ebury St., Victoria, Victoria 8245. 540-814

**MATHIS**. Debnam Motors, Atherton Mews, Cromwell Rd., S.W. Kensington 2917. 222-900

**MATHIS**. Smith and Hunter, authorized agents. New models for immediate delivery: 2-seaters from £197 10s. 77 Gt. Portland St., W. 222-215

**MORGANS**. Allen-Bennett Motor Co., Ltd., sole Surrey agents. Earliest delivery of all models; second-hand Morgans always in stock. We specialize in these wonderful machines; repairs executed by Morgan experts; all spares in stock; cash or extended payments. 9-11 Royal Parade, London Rd., W. Croydon. 'Phone, Croydon 2450. 'Grams, "Track Croydon." 222-606

**MORGANS**. Immediate delivery, all models and spares; exchanges. Chaston, Blackwood, Mon. Tel. 65. 222-558

**MORGANS**. Barker's Motors official Morgan agents and service depot. Delivery of all models; cash or deferred payments; spare parts, repairs, etc. 194 Balham High Rd., S.W.12. 'Phone, Latchmere 4441. 222-716

**MORGANS**! Morgans!! Morgans!!! Immediate delivery from stock of Standard, Grand Prix, and De Luxe models, trade supplied. Alexander's, 115-115 Lothian Rd., Edinburgh. 547-291

**MORGANS**. Hall, official agent, service depot, spare part stockist, early delivery de luxe £148, Grand Prix £155. 91 St. Peter's St., London. 222-685

**MORGAN**, 1923 Standard Popular, £123 cash or £26 10s. deposit and 11 payments of £9 14s., less rebate. Other models on similar terms. Service Co., 273-4 High Holborn, W.C.1. 222-185

**MORGANS**. 1923 models for early delivery, your second-hand motorcycle taken as part payment; should extended payment be required, your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine £128, de luxe £148, family £153. Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine £155, de luxe water-cooled, £158, family water-cooled £165. M.A.G. water-cooled engine, £5 extra, Anzani water-cooled overhead valve engine with aluminium pistons and oil pump £5 extra; tuition free. 'Phone, Central 5168. Wanchop's, 9 Shoe Lane, Fleet St., London. 222-685

**MORGAN**. Lamb's, Ltd. Morgan all models in stock. Our organization always at your service. 387 Euston Rd., London, N.W.; 50 High Rd., Wood Green, N.; new premises (16,000 sq. ft.) opposite Hoo St. Station, Walthamstow. 540-789

**MORGANS**. 1923 models actually in stock. Deferred payments, one quarter down, balance 12 months. Below.

**MORGANS**. At the time of going to press we have in stock for immediate delivery de luxe, Grand Prix and family models, J.A.P. and M.A.G. engines. Below.

**MORGANS**. As one of the largest agents for these cars, we give immediate deliveries, best exchange figures, easiest deferred payments, trade supplied. Below.

**MORGANS**. Maude's Motor Mart, 100 Gt. Portland St., London; 100 Paris St., Exeter; the Norwich Garage, Norwich; also Walsall Garage, Walsall. 540-928

**MORGANS**, all models, cash or deferred terms, J. Hebdon and Sons, 149 St. James St., Burnley. Tel. 488. 540-841

**MORGAN**, 1923, de luxe, w.c. Anzani, dynamo lighting, aluminium dash, black leather hood, for early delivery; easy payments accepted, list £173; also new Grand Prix J.A.P. standard equipment, finished blue, £155; early deliveries of all models to your specification. Home's, Morgan Service Depot, 245 Lower Clapton Rd., N.E. 'Phone, Dalston 2406. 540-879

**NEW CARDEN**. Cheapest all-British light car, 2-seater 105 guineas; family model, 110 guineas, complete with all accessories and electric lighting; deferred terms £11 10s. cash, balance by small monthly instalments. Order promptly for spring delivery. Write for full particulars to the New Carden Light Car Co., Ltd., 22 Lythe Rd., Willesden, N.W.10. 'Phone, Willesden 2297. 222-211

**PALLADIUM**. Ernest Grimaldi, Ltd., authorized agents. 1923 models from £360; part exchange; deferred payments. 87 Gt. Portland St., W.1. Tel. Langham 2993. 222-491

**RHODE**. Immediate delivery offered of 1923 Rhode all-weather saloon, 4 seats, price £265 complete. Sole district agent A. J. Rice, 155 London Rd., Brighton. Write for catalogue. 222-824

**RHODE** cars for immediate delivery; exchanges or easy payments arranged. P. W. Surplice, Poole Hill, Bournemouth. 'Phone 1795. 546-148

**RHODE**. 9.5hp. Messrs. Mobes and Mobes (Est. 1893). The Original Light Car Specialists, sole Southern distributors, have on view all models from £235. Your inspection is cordially invited. We shall be pleased to take your present light car or motorcycle in part exchange, and arrange for the balance to be spread over 12 months. The original light car to be fitted with a chummy body and still the best. We sell only the pick of the best after test of the rest. 144 Gt. Portland St., W.1. 'Phone, Langham 2230. 540-762

**RHODE**. Lamb's, Ltd. Rhode cars in stock. Our organization always at your service. 387 Euston Rd., London, N.W.; 50 High Rd., Wood Green, N.; new premises (16,000 sq. ft.) opposite Hoo St. Station, Walthamstow. 540-788

**RILEY** service depot. New and second-hand cars in stock. Lowest Motor Works, Lewes. 542-424

**RILEY**, 1923, immediate delivery from stock of all-weather 2-seater, £215, 4-seater £430, sports £495. West End Agents, Pickworth and Hall 107 Gt. Portland St., W.1. Langham 1998. 540-848

**ROVER**, 1923 coupe, 8hp, 2-seater, dynamo lighting, self-starter, clock, speedometer, etc., £240; cash or easiest of easy payments; any motorcycle or car in part exchange; exchanges arranged anywhere, distance no object. Wilkins, Simpson, opposite Olympia, London. 'Phone, Hammersmith 258. 540-1802

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in second-hand light cars and cyclecars are offered in these pages.



NEW LIGHT CARS AND CYCLECARS

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**ROVER**, 8hp, all 1923 models in stock for immediate delivery: 2-seater standard, £180; 4-seater, standard, £190; 2-seater model de luxe, £200; 4-seater model de luxe, £210; 2-seater coupe, complete with dynamo lighting, self-starter, clock, speedometer, etc., £240; 2-seater standard, with dickey, as supplied by the Rover Co., £182 10s. Inspection invited. Any motorcycle or car taken in part exchange. Best prices allowed. Basis of easy payments. Exchanges arranged anywhere; distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 540-1801

**ROVER** cars. All models in stock.

**ROVER** 2-seater, £180; 4-seater, £190.

**ROVER** coupe, £240.

**ROVERS**, cash, easy payments or exchanges. S. G. Cummings, Rover agent, 101 Fulham Rd., London, S.W. 3. zzz-345

**ROVER**, 8hp, standard model, £180; 8hp, 4-seater model, £190; 8hp, 4-seater De Luxe model, £210; 8hp, 2-seater De Luxe, £200. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-718

**ROVERS**, 1923. Immediate delivery of all models. Jackson's Garage, Guildford. Phone 345. zzz-707

**ROVER**, 1923 models for immediate delivery at the reduced prices: 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater, standard brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra. Extended payments spread over 18 months. Your motorcycle accepted as first payment. Demonstration car sent to your address with pleasure. Catalogue post free on request. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, London Rd., West Croydon. Phone, Croydon 2450-51. zzz-741

**ROVER**, 8hp, 2-seater, £180; 4-seater, £190. The North Wales Motor Exchange, Wrexham. Phone 285. Can give immediate delivery. zzz-990

**ROVER**, 8hp, 1923 models in stock; cash, exchange or deferred payments; motorcycles taken in part payment; free tuition; demonstrations daily. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N.10. zzz-25

**ROVER**, 8hp. Authorized agents. Cash or deferred payments. Taylors, 52 Sussex Place, S.W. 7. Phone, Kensington 7250. zzz-570

**ROVER**, 8hp. Fowler and Bridgen, authorized Rover agents, 150 Euston Rd., King's Cross. Museum 4827. zzz-459

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**ROVER**, 8hp, 2 and 4-seaters, in stock, from £180; deferred payments arranged. Offord and Sons, Ltd., 94 Gloucester Rd., S.W.7. zzz-157

**ROVER**, 1923, 4-seater, £190, in stock, cash or deferred payment. Horne's Garage, 225 High Rd., Kilburn. zzz-392

**ROVER** cars, 8hp, all models from stock: 2-seater, £180; 2-seater, £190; 2-seater model de luxe, £200; 2-seater ditto, £210; self-starter £15 extra to all models. Jarvis, Ltd., 205 Edgware Rd., London, W.2. 2512 Padd. zzz-144

**ROVER**, £180 cash, or £58 14s. deposit and 11 payments of £15 10s. less rebate; other models similar terms. Service Co., 273-4 High Holborn, W.C.1. zzz-896

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**ROVER** 1923 8hp 2-seater standard model, in stock, £180; deferred payments and demonstrations. Autoveyora, Ltd., Authorized Agents, 84 Victoria St., S.W. zzz-920

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**SINGER**, Authorized agents, West Bros., Cranbrook Rd., Ilford. See Coventry-Premier advertisement. 556-195

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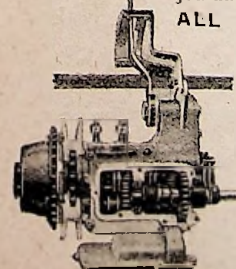
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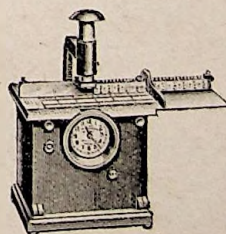
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A few more vital questions for the Business man who did not see our advertisement last week—  
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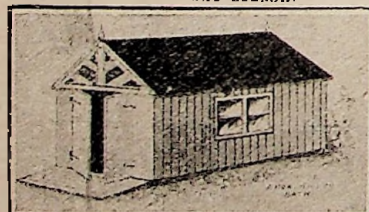


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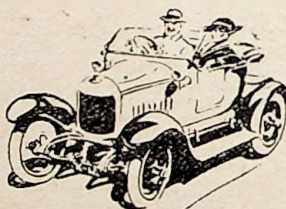
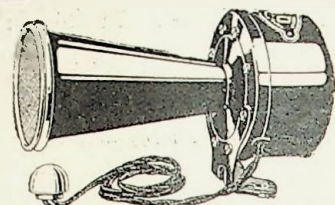
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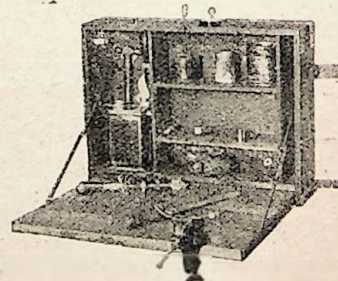
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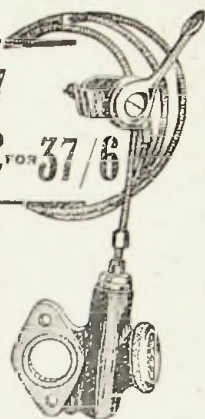
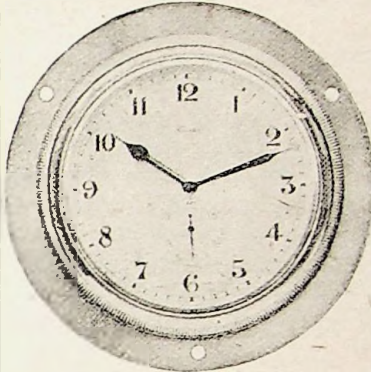


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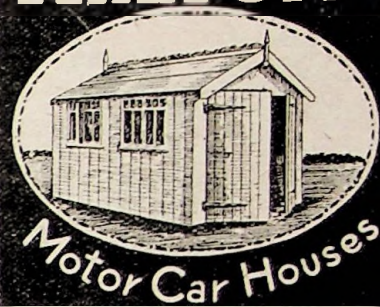
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**Light Car  
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Do you use  
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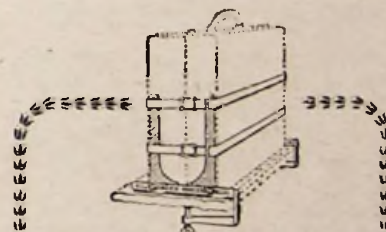
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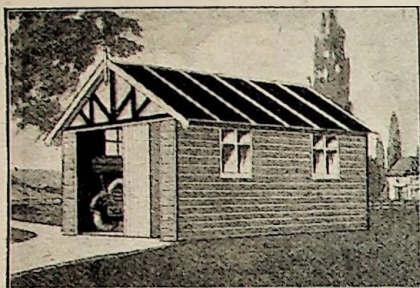
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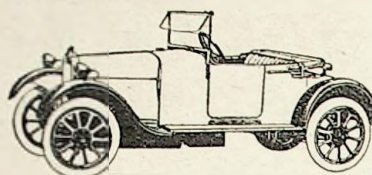
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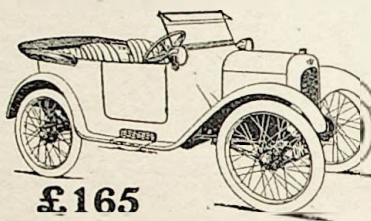
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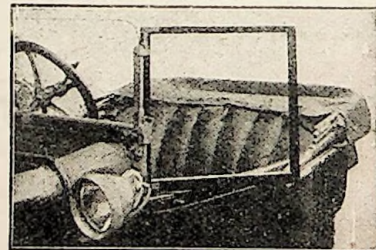
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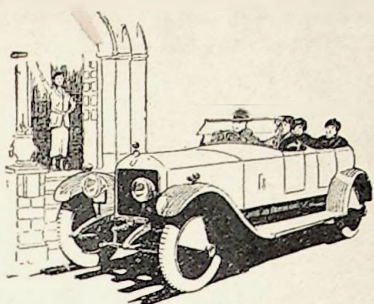
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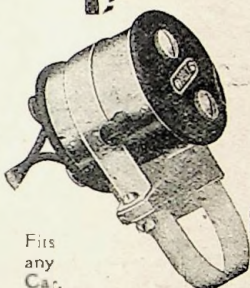




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Electrical Equipment  
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promptly o'mornings  
—and see you home  
safely o'nights.

A BROLT  
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sees you  
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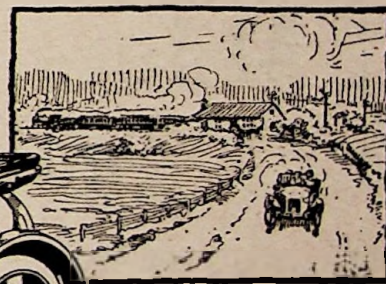
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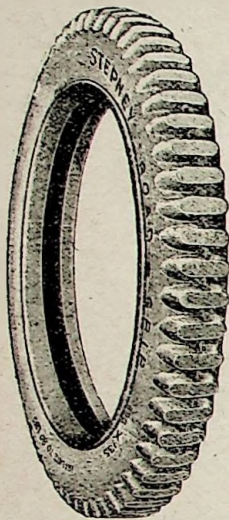
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you will be working for the cause of the new motoring.

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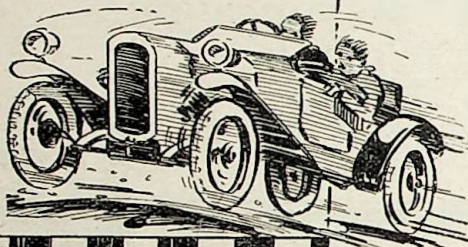
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#### LOWEST UPKEEP COST.



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Yours faithfully,  
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*J. G. Widdows*  
MANAGING DIRECTOR.  
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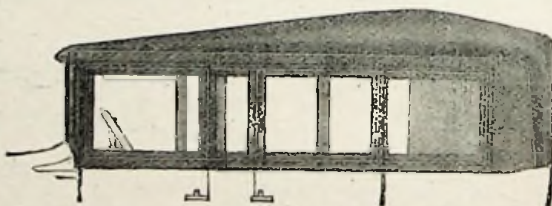
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minimum.

Limit the  
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The fabric is tremendously strong—and only pure live rubber, thoroughly vulcanised, is used.

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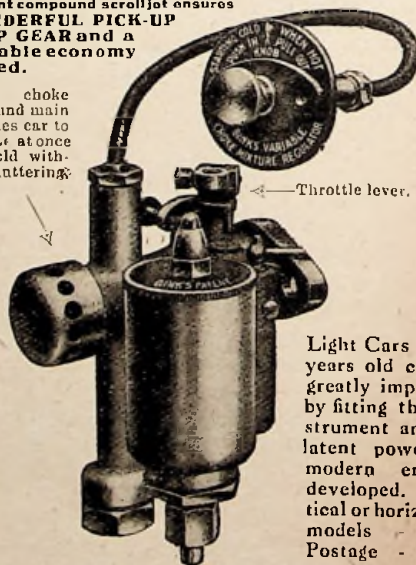
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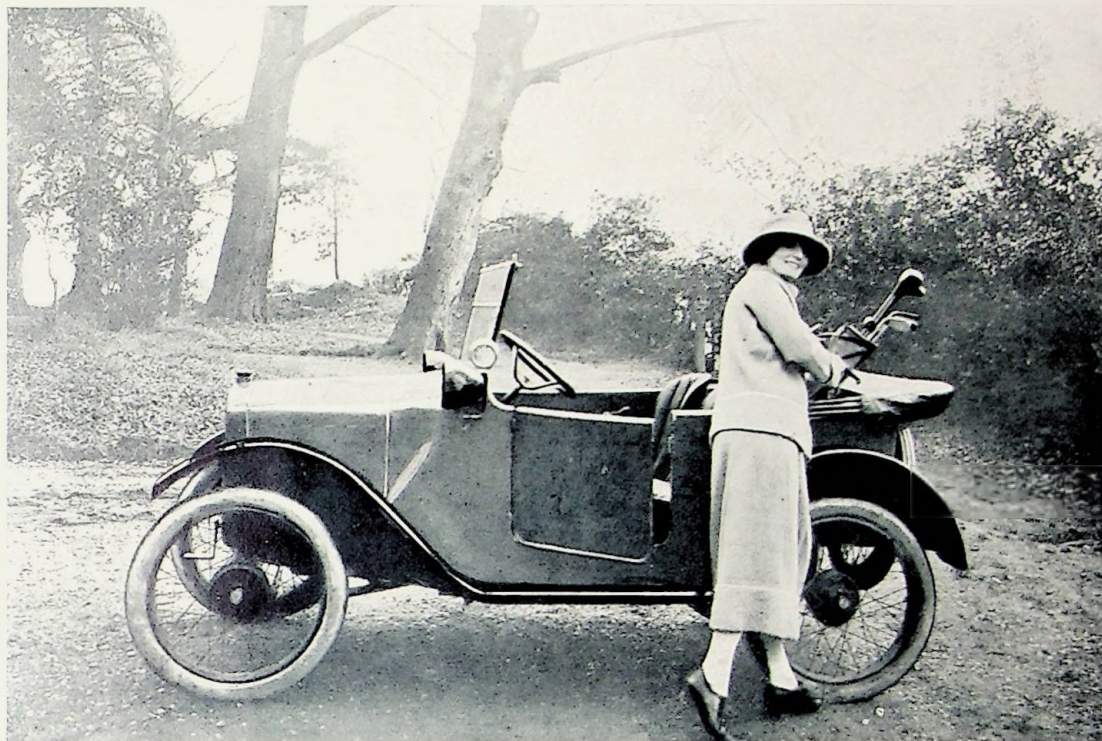
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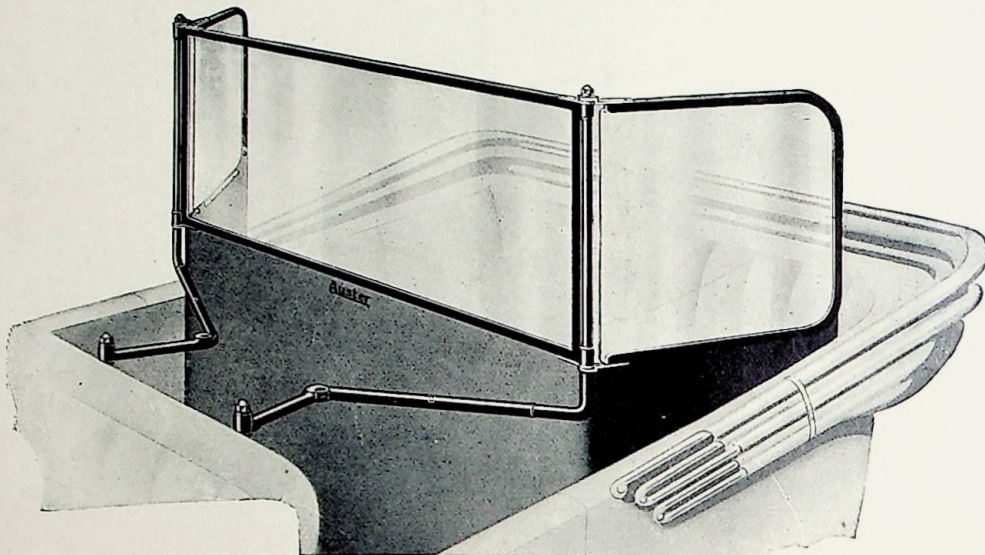
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