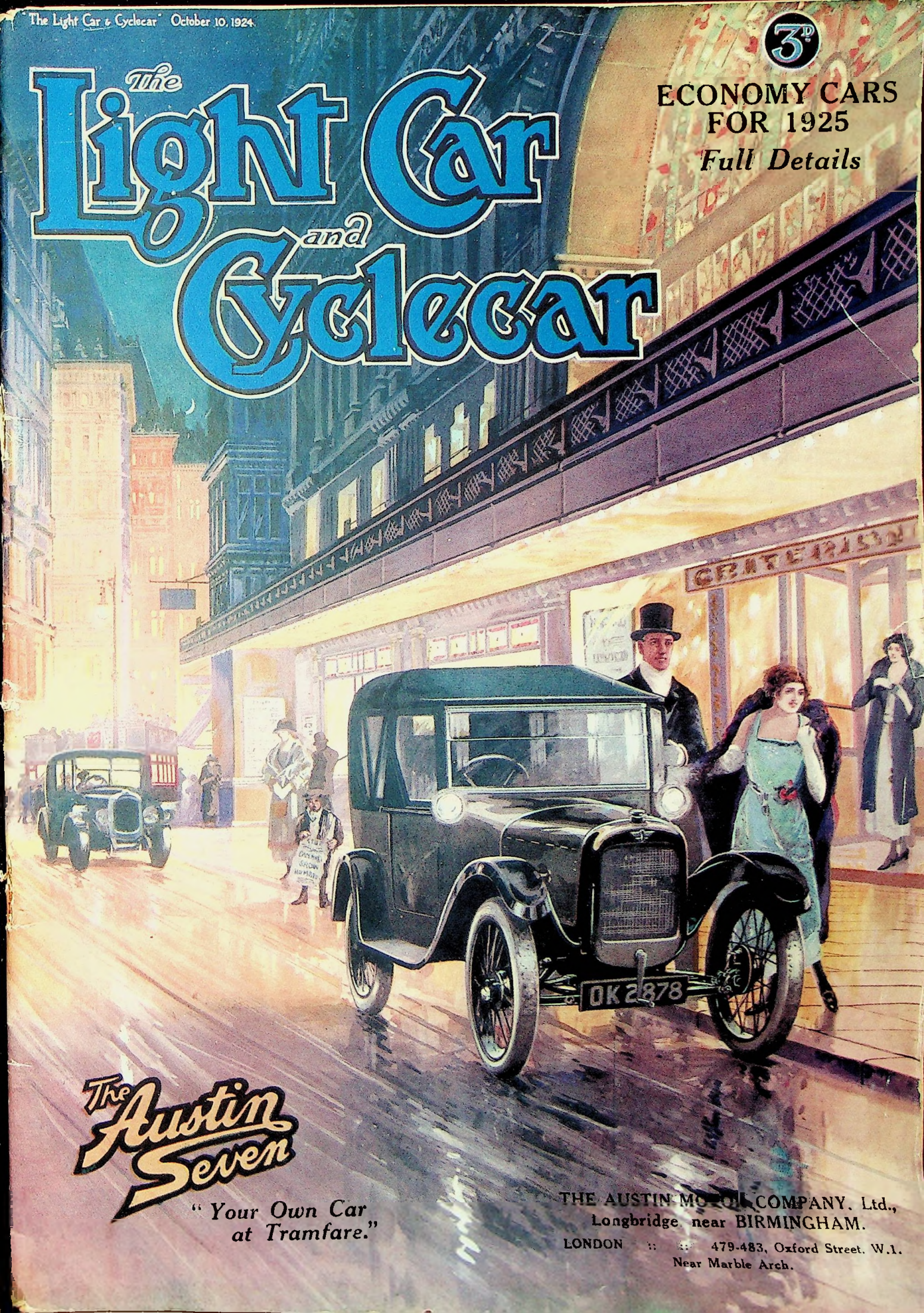


3rd

ECONOMY CARS
FOR 1925
Full Details

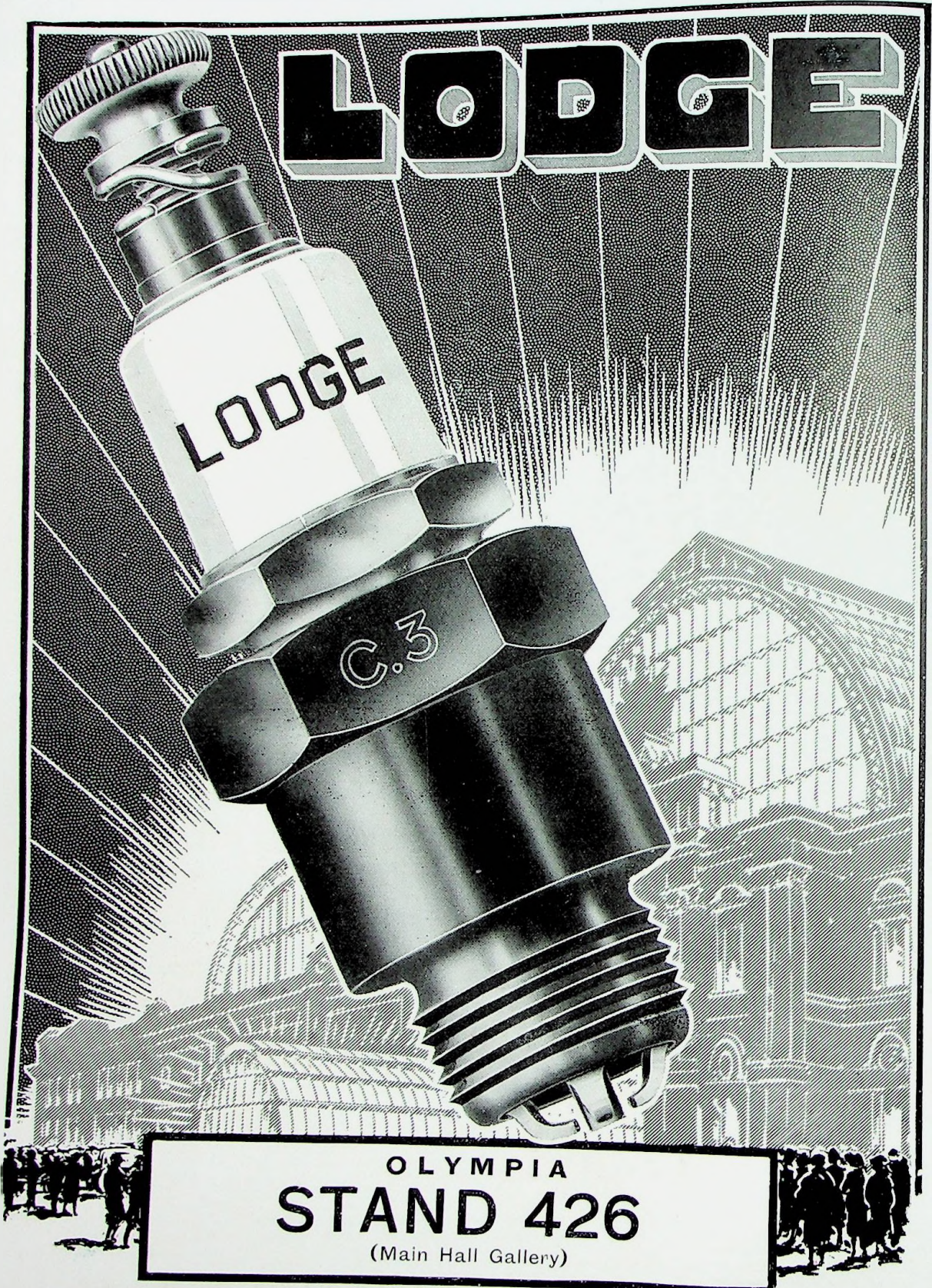
The Light Car *and* Cyclecar



*The
Austin
Seven*

"Your Own Car
at Tramfare."

THE AUSTIN MOTOR COMPANY, Ltd.,
Longbridge near BIRMINGHAM.
LONDON : 479-483, Oxford Street, W.1.
Near Marble Arch.



OLYMPIA
STAND 426
(Main Hall Gallery)

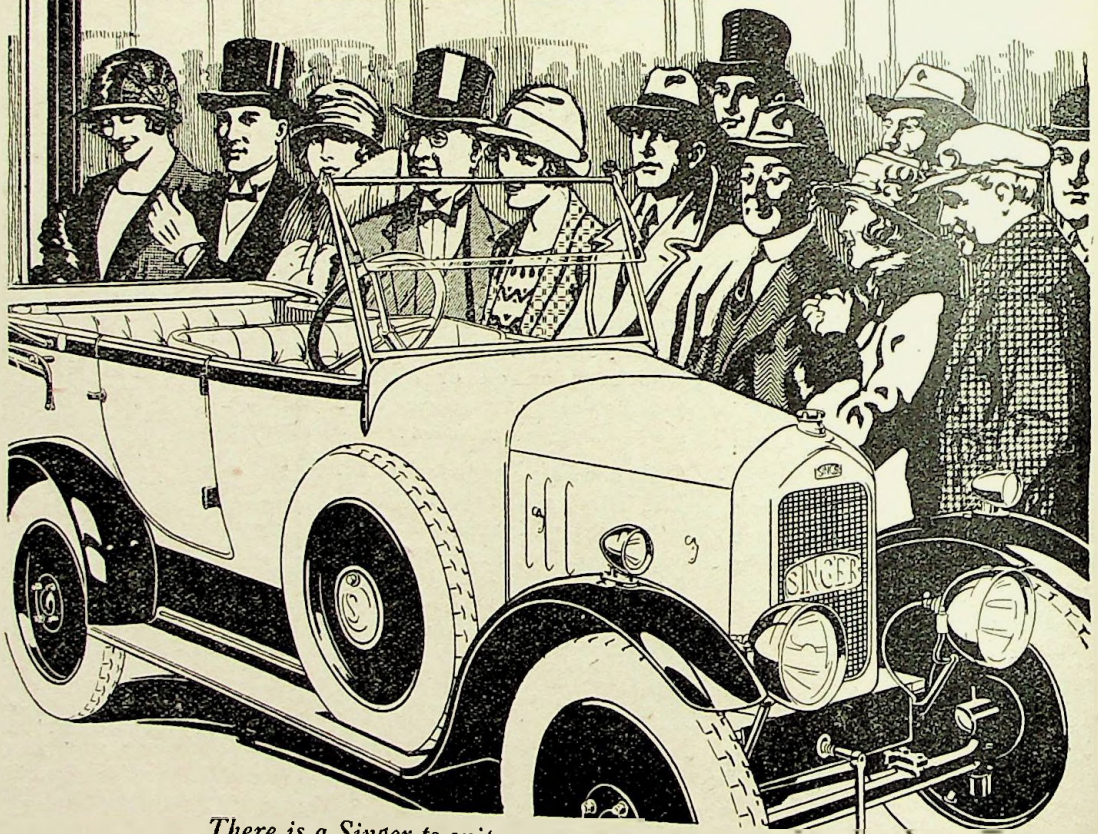
PLEASE REFER TO "THE LIGHT CAR AND CYCLECAR" IN YOUR LETTERS TO ADVERTISERS.

Select a

SINGER

and be satisfied

STAND 209



There is a Singer to suit every taste from £195 complete.

All Singer Cars can be purchased on Deferred Payments through any Singer Agent. Illustrated Catalogues and full particulars sent with pleasure.

SINGER & CO. LTD., COVENTRY.
London Showrooms: 17, Holborn Viaduct, E.C.1. London
Service Depot: York Works, Brewery Road, Holloway, N.

H.P.

A2

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



SINGER
FOR SATISFACTION

SINGER
FOR SATISFACTION

SINGER
FOR SATISFACTION

SINGER
FOR SATISFACTION

SINGER
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SINGER
FOR SATISFACTION

SINGER
FOR SATISFACTION

OWN A SINGER AND BE SATISFIED

THE extraordinary popularity of the SINGER amongst all types of motorists during 1924 resulted in a record year in the history of Singer & Co., Ltd. Such popularity can only come from widespread satisfaction, and it may be argued that a car giving such a degree of reliability, economy in running costs, a development of power much above its rating, and, above all, representing a sound investment in first cost, requires no alteration for next Season. We realise, however, that motor car design and values must keep abreast of the times, and that the motoring public look to us as Pioneers to give a lead in the industry. Our 1925 models therefore incorporate many new features, which are calculated to improve the already well-established reputation of SINGER cars for efficiency, economy, comfort and durability.

1925 Models & Prices

10 h.p. "Popular" Four-Seater £195
Chassis specification same as supplied with "De Luxe" Model. 12 volt Starting and Lighting equipment with 5 Lamps, Balloon Tyres, Spare Wheel and Tyre, etc.

10 h.p. De Luxe Two-Seater - £215

10 h.p. De Luxe Four-Seater - £225
Both models have been re-designed and enlarged. Patent pneumatic upholstery, leather covered and full equipment.

10 h.p. Limousine Saloon - £295
A light coach-built saloon of ample proportions, with four doors and six windows. Pile carpets, leather upholstery. Colour Maroon.

10 h.p. Saloon, Weymann Body £280
Greatly improved design, exceptionally light.

Catalogues upon application to:
SINGER & CO., LTD., COVENTRY.



SINGER
FOR ECONOMY

SINGER
FOR ECONOMY

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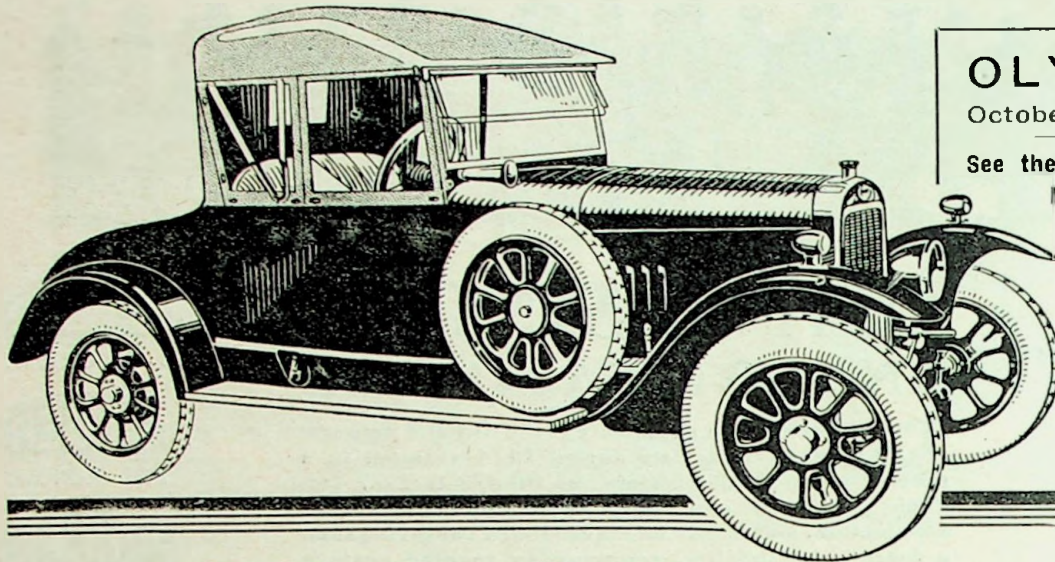
SINGER
FOR ECONOMY

SINGER
FOR ECONOMY

SINGER
FOR ECONOMY

OWN A SINGER AND BE SATISFIED.

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


OLYMPIA

October 17 — 25.

See them on STAND

 No. **175**

CLYNO

Economy—with Individuality.

When you examine the Clyno critically with an eye to comparative values you will understand why sales have risen in a single season by 300%. When you find that it lives up to every virtue promised by attractive design, you will realise that it is the car that will give you the very last ounce of value for your money. Don't be content to waste money — the Clyno will give you 40-45 miles to every gallon of spirit, and in its individuality there remains an attraction that grows with the miles. A copy of the latest illustrated catalogue of all models awaits your name and address.

CARS

IMPROVED COACHWORK.
RIGHT-HAND GEAR
CHANGE.

REAR WINDSCREENS TO
ALL 4-SEATERS.

FULLY UPHOLSTERED
SUNK DICKEY SEAT ON
ALL 2-SEATERS.

40-45 M.P.G.

New Reduced Prices :

11 H.P. (TAX £11)	OLD PRICES.	NEW PRICES.
The 2-Seater	£198	£175
The 4-Seater	£215	£195
The Occasional 4-Seater ...	£205	£185
The De Luxe 2-Seater... ..	£215	£195
The De Luxe 4 Seater... ..	£225	£210
The Clyno "Royal" 2-Seater	—	£225
The Clyno "Royal" 4-Seater	—	£235
Coupe (2-door)	£315	£285
Saloon (4-door)	—	£345

(These prices are effective from 8th September, 1924).

STANDARD SPECIFICATION :

11 h.p., 4-cyl., water-cooled engine, 66 mm. bore, 100 mm. stroke; electric starting and lighting with five lamps; three forward speeds and reverse; single cantilever springs; non-floating rear axle with differential; full all-weather equipment and sloping double windscreen; spare wheel and five Michelin Comfort tyres; grease gun chassis lubrication.

STANDARD EQUIPMENT :

C.A.V. electric lighting and starting, etc. Smith's clock and speedometer, horn, petrol can and holder, special container of Wakefield Castrol, instrument board locker, hood envelope, and full kit of tools.

Four-wheel brakes and four-speed gearbox at extra charge.

**CLYNO ENGINEERING
CO. (1922), LTD.,
WOLVERHAMPTON.**

AGENTS:—London and South East Counties: ROOTES, LTD., 141, New Bond Street, W.1. Staffs., Warwickshire and Wores.: GEORGE HEATH, LTD., Birmingham. Lancashire and Cheshire: LOOKERS, LTD., Manchester. Yorkshire: CENTRAL GARAGE, LTD., Town Hall Square, Bradford. Devon, Cornwall and Somerset: MAUDE'S MOTOR MART, Exeter.

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

forty-nine

for the economy of motoring
— forty-nine — the number
of the stand at :: :: ::

OLYMPIA

where the full range of the
1925 models of the

**Remarkable
RHODE**

the most economical car in the
World will be or view.

Are you coming? — then call!

RHODE MOTOR Co., Tyseley, BIRMINGHAM. LONDON—GODFREY'S Ld. 368-8, Euston Rd.

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

7 h.p.

Jowett

£7 Tax

We can give IMMEDIATE DELIVERY
from Stock of this MARVEL CAR.

2-Str. £150. Chummy £160. 4-Str. £170

With Dickey £152. Balloon Tyres on either model £6-5-0 extra.
The Car which is INEXPENSIVE to buy, ECONOMICAL
to run, RELIABLE, and does the work of the big Car.

Let us send you literature about this Car—it will interest you.

Visit our JOWETT Service Station in London.

Telephone
Hop 5279.

Opposite new London
County Council Hall.



5, Lambeth Palace Rd.,
LONDON, S.E.1.

Garage Open Day and Night. Repairs to any make of Car. Moderate Charges.

? WHY CONSULT ? GORDON WATNEY & Co.

Because

Limited.

- THEY** Will advise you the Best car to suit YOUR requirements.
- THEY** Will give you the HIGHEST ALLOWANCE on YOUR old car.
- THEY** Will arrange the balance to be paid by deferred payments.
- THEY** Supply any make of car.
- THEY** Give you SERVICE after SALE.

You will find our Representatives at
Olympia Show on the following Stands:

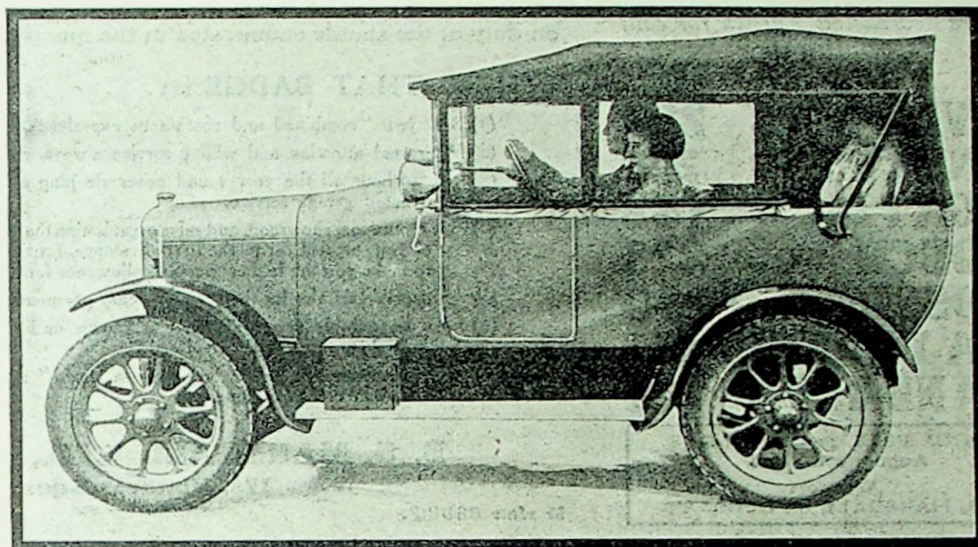
SALMSON - - - No. 4
SIZAIRE FRERES No. 57
A.C. - - - - - No. 18
JOWETT - - - No. 40
STANDARD - - No. 211

Gordon Watney
& Co Limited
THE PART EXCHANGE SPECIALISTS

31, Brook Street, LONDON, W.1.

Phone: M. 4414
296-2906
Grams: "Gordowatmo."
Phone, London."

THERE IS MORE ROOM IN THE REAR,
as we told you before



You agree it is different, roomier, better. But then, all Jowett models are.

Why will you insist on calling it a "Chummy"? Heigho! have it your own way. 'Twas ever thus.

Anyway, the price is £160, not £180. You will allow us to insist on that, eh?

We also insist on building it better than any other light car.

'Twas ever thus, with us

Have you had our Light 4 — (pardon) — *chummy* folder yet?

JOWETT CARS, IDLE, BRADFORD.

B.S. Marshall LTD

We are accredited Agents for and specialise in—

	STAND Nos.
ALVIS -	220
BENTLEY -	221
BUGATTI -	142
CROUCH -	223
CROSSLEY -	99
LEA-FRANCIS	51
STANDARD -	211

GRAND PRIX de BOULOGNE, August 30th, 1924.

Winner: B. S. MARSHALL on BUGATTI.

AN INTRODUCTION

This buttonhole badge will serve to introduce our representatives, who during the Olympia Show will be on duty at the stands enumerated in the margin.

BEHIND THAT BADGE is:

- (1) 50 years' combined and continuous experience.
- (2) Personal attention and willing service always.
- (3) A 24 hour all the year round never sleeping and centrally situated garage service.
- (4) A reputation, showroom and sales organisation that will dispose of your present car to the best advantage, thus enabling us to make you the highest possible allowance for it.
- (5) Financial facilities for the easiest of easy payment terms.
- (6) An honourable reputation that is known and appreciated throughout the British Empire.
- (7) It is an insurance policy in itself—a "safe" smooth road to satisfaction and value.

B. S. MARSHALL LTD.,
17a, Hanover Square, W.1.

Mayfair 5906/7.



STANLEY WRENCH, Proprietor.

A SQUARE DEAL

STANLEY WRENCH, Proprietor.



OUR MOTTO—YOUR SAFEGUARD



19 years ago our Principal adopted this Slogan because he believed in it, and he does to-day; moreover, he sees you get it



1,000 MOTORISTS ANNUALLY TESTIFY TO OUR METHODS



We sell only **DEPENDABLE CARS** and give **Unequalled Service** on both New and Used Cars



100 Used Guaranteed Cars in Stock.

We Buy, Sell, or Exchange All Makes.



RIDE AS YOU WILL.

PAY AS YOU PLEASE.



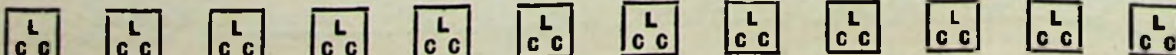
STANLEY WRENCH, Proprietor.

331, 410-414, EUSTON ROAD, LONDON, N.W.1.

STANLEY WRENCH, Proprietor.



Telephones—Museum 3081 and 3143.



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

Bayliss Thomas

12-27 h.p. Bayliss Thomas
4-seater.

4-cyl. water-cooled engine, three speed and reverse gearbox, central change, spiral bevel final drive. Five Dunlop Cord Balloon Tyres, 29x4'40. Lucas electric starting and lighting set.

Price £300

11-22 h.p. Bayliss Thomas
2-seater.

4-cyl. water-cooled engine with overhead valves, three speed and reverse gearbox, neutral change. Five Comfort Tyres. Lucas electric starting and lighting set.

Price £259

The above models, with the addition of a 4-seater 11-22 h.p. model, will be displayed on Stand No 58 during the Motor Show—October 17-25.

A word on "Spoiling the Ship for a Ha'porth of Tar"

—in other words, a pound saved in first cost may mean many pounds lost in upkeep where cars are concerned.

When you buy a Bayliss Thomas, you buy a car that will last with faultless reliability, for quality has not been sacrificed to price cutting in its manufacture. No single penny has been saved at the cost of efficiency or comfort. Nothing that can add to the satisfaction of ownership is omitted from its specification.

The Bayliss Thomas is a cheap car—in the sense in which the best is always cheapest. Olympia provides you with a splendid opportunity for comparison—don't neglect to visit

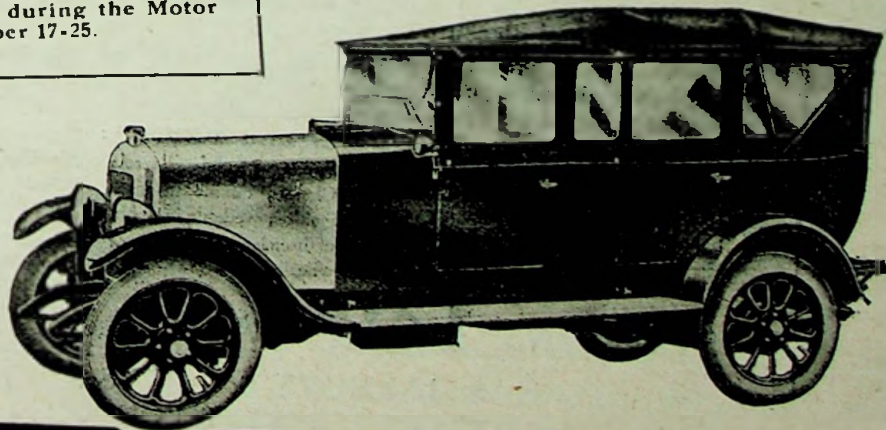
**STAND NO.
58**

BAYLISS THOMAS & Co.,

Proprietors:
THE EXCELSIOR MOTOR Co., Ltd.,
TYSELEY - - BIRMINGHAM

Telephone . . . 277-8 Acocks Green.
Telegrams . . . "Munarch. Hay Mills."

Distributors:
LONDON: Mehos & Mehos, 144, Gt. Portland Street, W.1.
N.W. of ENGLAND: S. W. Phillpotts (Motors) Ltd., 40-44, Pancrath Street, Liverpool.
N. WALES: The Sun Motor Co., Ltd., 115, Collyer.
SCOTLAND: North British Machine Co. Ltd., 66, Gr. at Clyde Street, Glasgow.



We are makers of the "EXCELOPHONE." If interested in wireless, write for illustrated folder.
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

Peugeot

(OLYMPIA
STAND
No 184)

THE SUPERIOR CAR IN
COMFORT & ECONOMY

ALL MODELS CAN BE
SUPPLIED ON DEFERRED
PAYMENTS AND ANY MAKE
OF CAR TAKEN IN PART
EXCHANGE.

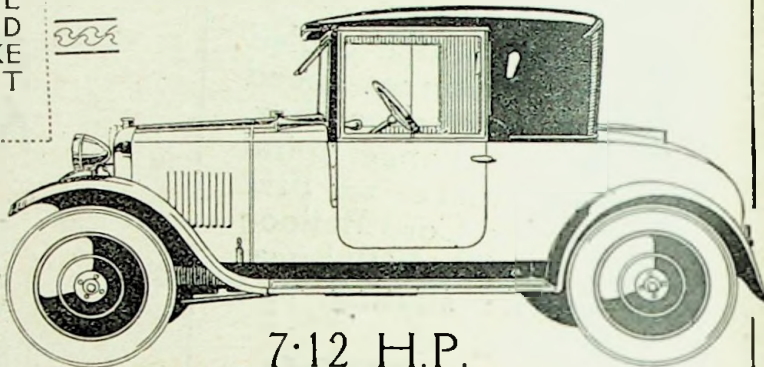
PEUGEOT (ENGLAND) LTD.,
10, BROMPTON ROAD, S.W.1.

*Phone 871 Kens.
*Tel. "Peugeot, Knights, London."

SERVICE STATION:

19a, Carlyle Sq., CHELSEA, S.W.3.

*Phone 1413 K ns.



7-12 H.P.

FRENCH STANDARD ALL-WEATHER . . £180
FRENCH COUPE £195



The Penalty of Fame.

The Bugatti's renown for speed is apt to eclipse its suitability for touring purposes.

Such is the penalty of fame in one direction, yet the Bugatti at touring speeds is a real pleasure to drive.

On the open road or in traffic the ease of control and engine flexibility inspire confidence, whilst Bugatti economy appreciably lowers the cost of first-class road travelling.

MODELS and PRICES:

Modified Brescia Chassis, 4-cylinder engine, 69 x 100, ball bearing crankshaft, latest type steering, shock absorber, dashboard, etc., etc. Complete with lighting and starting equipment, spare wheel and tyre, and tool kit **£330**

Sports Model Brescia Chassis, double magneto ignition, available in either of three lengths wheelbase ... **£385**

Modified Brescia Chassis, equipped with standard type two- or three-seated body, with speedometer, electric horn and side lamps ... **£485**

STAND No. **142** MAIN HALL, OLYMPIA.

Telephone :
Gerrard 5534
(4 lines).

CHAS. JARROTT & LETTS, LTD.,
40-41, CONDUIT STREET, LONDON, W.1

Telegrams :
"Jemidar, Piccy,
London."

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

You are Invited to visit Stand 296

(MOTOR SHOW - OLYMPIA OCT. 17.-25)

Here you will meet an old friend in Pratts Perfection Spirit and you can also take a peep behind the scenes into the mechanical intricacies of the famous Golden Pumps—familiar landmarks to every motorist.

Five models and their equipment, including the Depth-o-meter, a simple but ingenious device which enables your dealer to gauge his stock of spirit at a glance, are on view.

A representative of the Proprietors of Pratts Motor Spirit will gladly demonstrate the working and accuracy of the Golden Pump.

When out on the road buy Pratts, the uniform, reliable motor spirit, from the Golden Pump or the Green Can.

PRATTS

*Uniform everywhere
Reliable always*



ANGLOCO

D.A. 422.

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

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



There's Music in an Engine



*if its a
Coventry
Climax.*

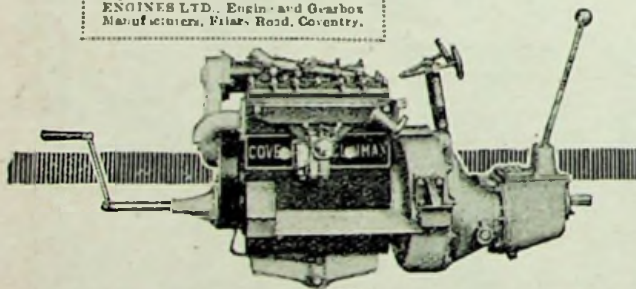
Rhythm

THERE is no music without rhythm—no harmony without "keeping time." Rhythm is the pulse of music, and the dance is its physical expression. Through rhythm the dancers achieve their harmony of movement, their exhilarating unity.

In fine motor car engines like the Coventry Climax there is the same understanding and harmony between every part, each tuned and timed with patient care, producing smooth, effortless running and unceasing power. There's the rhythm of music and the music of rhythm in every Coventry Climax Engine.

Is YOUR car fitted with a Coventry Climax Engine?

MOTOR CAR MANUFACTURERS should fit the Coventry Climax Engine in all three sizes of the Four Cylinder type and a Six-Cylinder engine which is just within the Two Litre Class. See them at the Motor Show, Stand 362. Full particulars and quotations upon request to COVENTRY CLIMAX ENGINES LTD., Engine and Gearbox Manufacturers, Filar Road, Coventry.



F Type 4 cylinder engine, with 3-speed gearbox unit construction.

Engines for every type of Light Car

COVENTRY CLIMAX ENGINES

H.P.

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

"CHEMICO"

Car

Polish avoids the cost of Renovation

Brilliant Coachwork is a thing of beauty. No matter how dull the paintwork on your car, it can be brightened with "Chemico" Car Polish. A little time and a little polish, and tar, grease and dullness disappear, and in their place you find a hard shining surface.

"Chemico" Car Polish is the most practical, the most effective and the most economical polish offered to the Motorist to-day.

Every Dealer and Garage sells "Chemico" Car Polish and other "Chemico" money and labour-saving specialities.

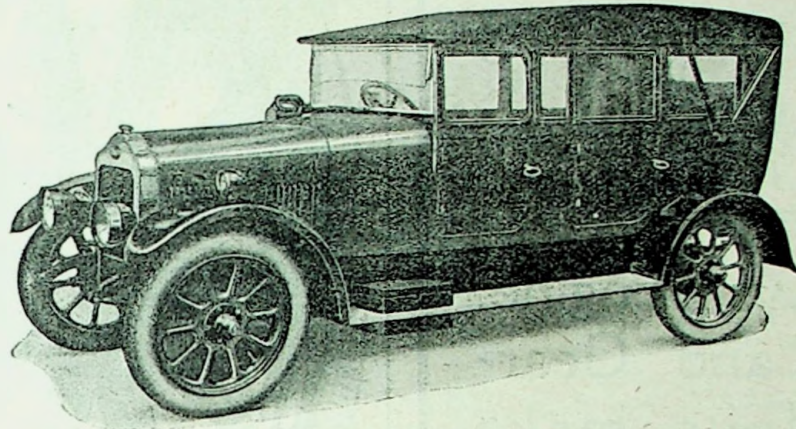


OLYMPIA
Stand No. 395

WEMBLEY
Stand No. 205
Cycle and Motor Section,
Palace of Engineering.

The County Chemical Co., Ltd.
Chemico Works :: Birmingham.





LEADERSHIP

A pioneer amongst light cars, the Calcott "TEN" still stands in the front rank to-day a leader in its class. The new model for 1925 is an admirable expression of Calcott ideals, re-designed, enlarged and improved to such an extent as to immediately place it above the average "lightcar" class. In power, roominess, comfort, and completeness of equipment it is equal to many cars of higher rating and cost.

The chassis has been brought up-to-date by sloping engine and transmission to produce a straight line

drive to rear axle. The engine has been re-modelled to increase its efficiency on the same lines as the 12-24 h.p. The cylinder head is detachable, valves of larger diameter, and are inclined. Wheelbase lengthened to 8 ft. 6 in., providing ample room for a full sized four-seater body. Both the four-seater and two-seater bodies are finished mole with hand-buffed brown hide to match. Black wings and lamps. The all-weather equipment is unusually effective and complete, comprising hood and side screens opening with the doors.

10-15 h.p. De Luxe Two-Seater Semi-Coupe Type, £275. 10-15 h.p. De Luxe Four-Seater Touring, £275. Popular Two-Seater, £255. Dunlop Ballon Tyres standard to all models. STAND No. 91, MOTOR SHOW, OLYMPIA. Catalogues from CALCOTT BROS., LTD., COVENTRY.

CALCOTT

Established 1886

H.P.

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

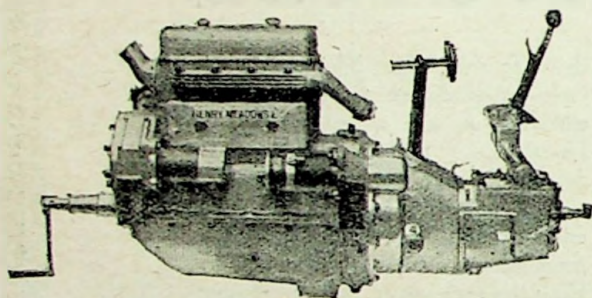


Stand No. 113

Olympia

Oct. 17-25, 1924

Meadows Engine.
Clutch and Gear-
box Units make
successful Cars.



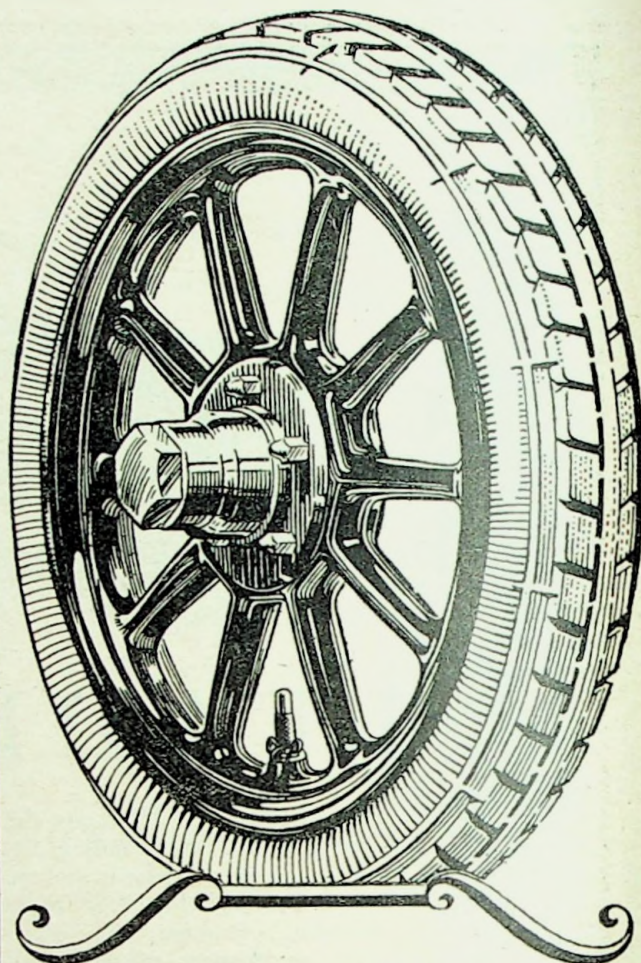
Meadows Engines ..

Five Sizes

Meadows Gearboxes

Four Speed and Three Speed

HENRY MEADOWS, LTD.
Fallings Park, Wolverhampton.
Telephones 1641-1642 Wolverhampton.
Telegrams... .. "Output, Wolverhampton."



SANKEY

PATENT ALL STEEL

wheels

No other wheel is made like a Sankey Wheel—stamped from solid steel in two sections, then welded into one complete unit. Light, but what colossal strength!

JOSEPH SANKEY & SONS, LTD.,
Hadley Castle Wks, WELLINGTON, SHROPSHIRE

Telephone: Wellington, Shropshire, 66. Telegrams: "Sankey, Wellington, Shropshire."

LONDON OFFICE:
Mr. R. Jenkins, Ulster Chambers, 168, Regent Street, W.1.

STAND NO
489 GALLERY
OLYMPIA



*Before deciding — see
the HUMBER Light
Car models at Olympia*

WHETHER you are looking for new refinements in mechanical construction or comfort-giving qualities of coachwork and equipment, a visit to the HUMBER Stand at Olympia will prove both interesting and instructive.

HUMBER may always be depended upon to keep pace with the latest developments of engineering and coachwork design. In the 1925 models car-comfort and engine-efficiency have been brought to perfection. "Better value than ever" is the watchword for motorists visiting the HUMBER Exhibit at Olympia this year.

Reduced Prices:

8/18 h.p. 2-3 seater,
£240

8/18 h.p. Chummy
body, **£240**

8/18 h.p. Saloon
£290

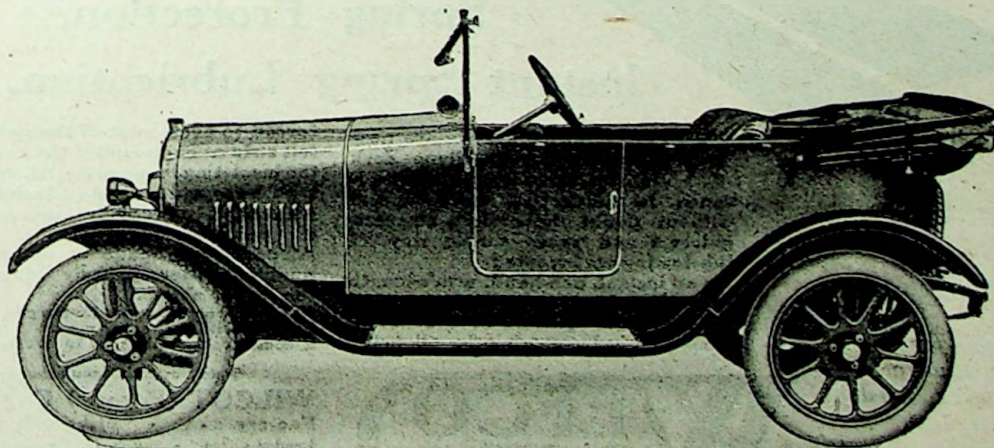
See the Humber Models on Stand No. 128.

HUMBER LTD., COVENTRY.

London, City Showrooms: 37, Holborn Viaduct, E.C.1.

London, West End Showrooms & Export Branch Office: Humber House, 94, New Bond Street, W.1.

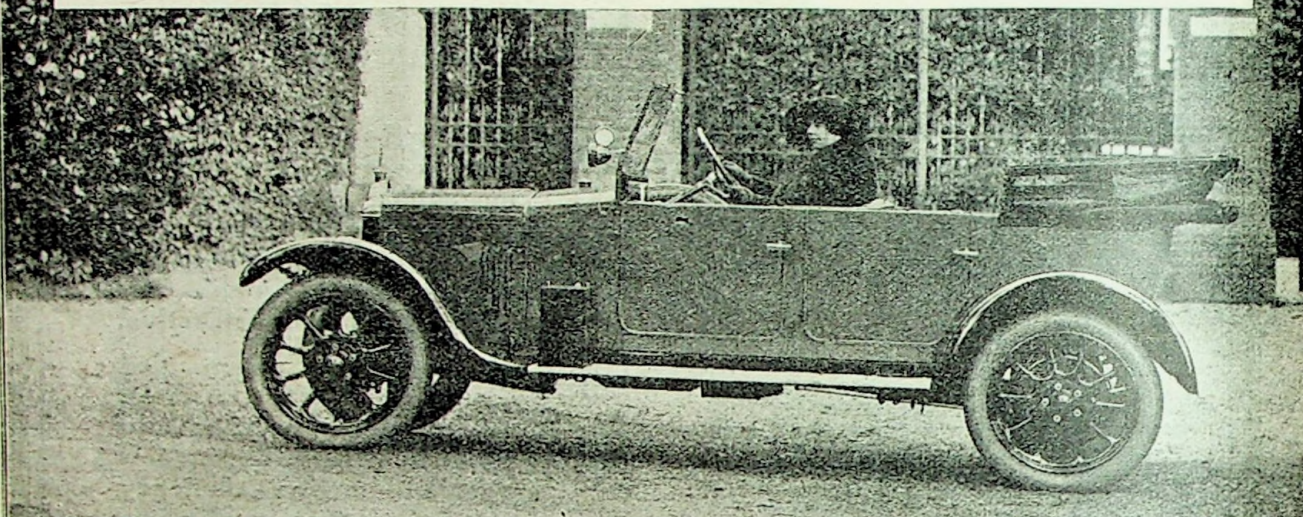
London, Repair Works & Service Depot: Canterbury Road, Kilburn, N.W.6.



The All British
Standard
 11 h.p. Two and Four-Seaters
£235
Dunlop Tyres.

ARISTOCRATS of the small car class, the 11 h.p. "Standards," possess all the good qualities of the famous 14 h.p. Models.
Write for full particulars.
 The Standard Motor Co., Ltd., Coventry.
 London Showrooms: 49, Pall Mall, S.W.1

OLYMPIA Oct. 17 to 25 **Stand 211**
 "COUNT . THEM . ON . THE . ROAD."



See our demonstration
 at Stand No. 280,
 New Gallery,
MOTOR
 Exhibition.



**Ideal
 Spring Protection.
 Instant Spring Lubrication.**

WEFCO Spring Covers are now fitted with the Allyn Zerk lubricator—a remarkable advance in lubricating methods and without doubt the easiest, cleanest, quickest and most simple way of lubricating yet invented. It's an instant, one-hand, arm's-length operation. Just a push of the gun and it develops a pressure of over 2,000 lbs.—positively ensuring the oil being forced to every part of the spring. A felt strip at each end of the cover and the insulating lining material, combined with the ingenious and exclusive Wefco fastening, effectively prevent any escape of oil. All covers are made in an excellent quality leather specially blocked to the spring shape. No extra charge is made for the gun, which is supplied with a chest of covers. This means a considerable reduction in Wefco prices.

*Apply for our
 new Illustrated
 Folder and
 Price List.*



Patentees and Manufacturers:
WILCOT (Parent) Co., Ltd.,
 Factory - Fishponds, Bristol.
 London Office - 26 & 27, Avenue Chambers,
 Southampton Row, W.C.1
 Birmingham - 20, Cannon Street.
 Manchester - 72a, Deansgate.
 Glasgow - 34 & 36, Bath Street.

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

AUTOMOBILES
SALMSON



Sole Concessionnaires:

S.M.S. LTD.

17a, Motcomb Street, Belgrave Square, S.W.1.

'Phone VICTORIA 8856.

Olympia
Stand
No. 4

1925 MODELS

Olympia
Stand
No. 4

10 h.p. Standard Two-Seater	- - - -	£158
10 h.p. Sports Two-Seater	- - - -	£165
10 h.p. English Two-Seater (Double Dickey)	- - - -	£175
10 h.p. Four-Seater	- - - -	£175
10 h.p. Two-Seater, Cabriolet Coupe	- - - -	£205
10 h.p. Grand Prix (70 m.p.h.)	- - - -	£285
10/15 h.p. Four-Seater	- - - -	£275
10/15 h.p. Sports Two-Seater	- - - -	£298
10/15 h.p. Four-Door Saloon	- - - -	£350

Equipment in every model (except the Grand Prix supplied without Starter), includes Starting, Lighting, Speedometer, Clock, Horn, five 710 x 90 Tyres, Tool Kit, etc.

Deferred Payment arranged for all models and any car or motorcycle taken in part exchange—balance on deferred.

*The Car that
WON*

*The 200 Miles Race (1100 c.c.)
Three Years in Succession*

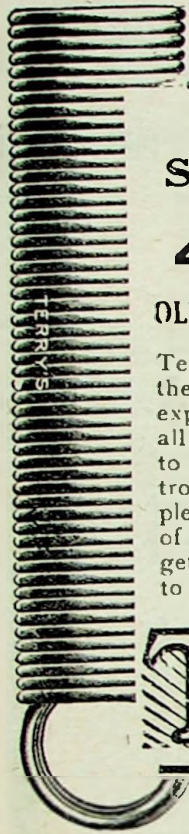
LONDON DISTRIBUTORS AND SHOWROOMS:

Gordon Watney
& Co Limited
 THE PART EXCHANGE SPECIALISTS

31, Brook Street,
Bond Street, W.1.

Mayfair 2965.

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



at
Stand No.
445
OLYMPIA GALLERY,

Terry's are showing the cream of 70 years' experience in making all kinds of equipment, to save time and trouble, and add to the pleasure and economy of motoring. Call and get our lists, or write to us for them.

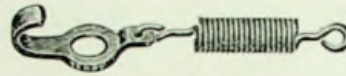
622 24

TERRY

Herbert Terry & Sons, Ltd., Manufacturers.
Redditch, Eng. Est. 1855.



Silence, Security, Compactness. Terry's "set of 5" high-grade Whitworth spanners. Gives 10 grips, from $\frac{1}{8}$ " to $\frac{1}{2}$ " Whit., and $\frac{1}{8}$ " and $\frac{5}{16}$ " across flats. Blued, 3/6; Plated, 6/- set, subject. In leatherette case, 1/- set extra.

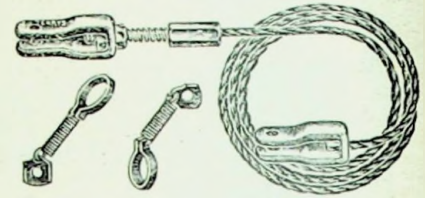


Terry's Bonnet Clip.
Suitable for Morgans and other cars. High-grade. 4d. each. From your agent.

In case of difficulty, from us.

If you get supplies of Terry's "Avecta" Tool Clips, you can make your own tool racks. Made from high grade hardened and tempered STEEL 3/- dozen with screws. From your agent.

In case of difficulty, from us.



Ensures the luxury of silent running, on light cars, when Terry's patent cable brake set takes the place of the rods. They improve brake control too. 10/6 for light cars. 7/6 each for "Morgans."

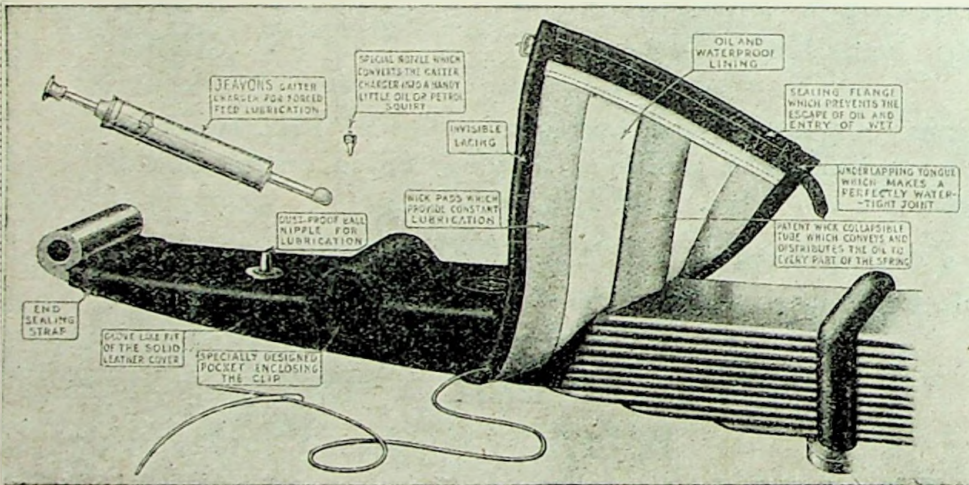
At 5,500 r.p.m.

Terry's "Aero" quality valve springs gave tip-top action, energy and power. Design, material, and heat finishes are what 70 years' co-operation with all kinds of high-powered spring work has taught us.

Fit Terry's "Aero" quality - order by name for any engine. We make to sample or print in a few hours. Over 90% of all cars and motorcycles are equipped with "Terry" springs.



List free.



See that Tube

IT GETS THE OIL TO WHERE IT IS WANTED

The Flexible Wick Tube guarantees the positive uniform distribution of oil to every part of the spring leaves, and is only found in Jeavons.

VISIT **312** MOTOR STAND EXHIBITION

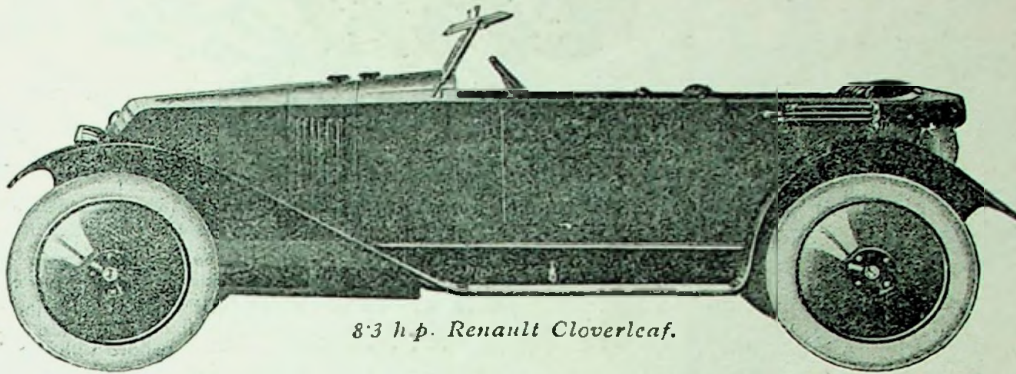
If you cannot call at the Stand, write for Free Descriptive Booklet "IDEAL SUSPENSION."

RAMSDENS (Halifax) LIMITED
(Dept. L), Station Works, Halifax.

Branch Offices and Service Depots:
LONDON—147, 9 Great Portland Street, W.1
MANCHESTER—Merriman & Howard, 338 Deansgate.
GLASGOW—Geo. M. Smith, 19, West Regent Street.



JEAVONS GAITER CHARGER FREE WITH EACH SET.



8.3 h.p. Renault Cloverleaf.

Renault Leadership in Value Shown at STAND 182.

When you know what has made the 8.3 Renault Cars possible you will see Stand 182 at Olympia in a new light.

For they are the fruit of experience—over 25 years of it. They are the product of an organisation second to none in Europe. They have been made possible by a policy of progress—continuous and enterprising. And although they are not built in order to cut prices, their low prices are the wonder of men who know car values.

These telling facts show why Stand 182 is well worth a visit. Call there if you are interested in an 8.3 that is "built to last" and at bedrock prices.

8.3 h.p. Renault Four-Seater Car, with F.W.B. ...	£260
8.3 h.p. Renault Cloverleaf, with F.W.B. ...	£250
8.3 h.p. Renault Saloon (F.W.B. £15 extra) ...	£295
8.3 h.p. Renault Coupé (F.W.B. £15 extra) ...	£330

Renault Chassis may also be seen at
Stand Nos. 103, 106, 118, 146, 148 & 151.

RENAULT

*If you cannot visit Olympia, call and inspect Renault Models
at our Showrooms, or write to Head Office for Catalogue.*

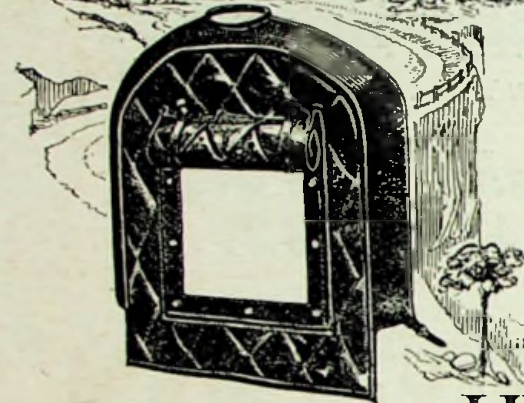
RENAULT LTD. SHOWROOMS: 21, PALL MALL, LONDON, S.W.1.
HEAD OFFICE & WORKS: 14, SEAGRAVE RD., WEST BROMPTON, LONDON, S.W.6.

Phone: Showrooms, Regent 974; Works, Western 953.

OLYMPIA—STAND 182

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

RADIATOR MUFFS *Protect your Engine*



ARE YOU PREPARED for the coming winter, for that cold, bleak weather which causes so much radiator and engine trouble?

A **BAR-KINS RADIATOR MUFF** will eliminate the risk of a frozen radiator and cracked cylinders. All our Muffs are made from finest quality black waterproof leather cloth, padded with thick felt, lined and quilted, in order to ensure the even distribution of the felt. The roll fronts can be adjusted to suit all weather conditions, and by controlling the cooling surface of your radiator will keep down your running costs.

Why not send along and try one at our expense, you will be surprised at the difference it will make to the running of your engine and the appearance of your car. **IF YOU ARE NOT SATISFIED, WE WILL REFUND YOUR MONEY.**

PRICES:—Up to 12 h.p. and Fords, 20/- Over 12 h.p., 24/-
When ordering state the make, year and H.P. of your car.

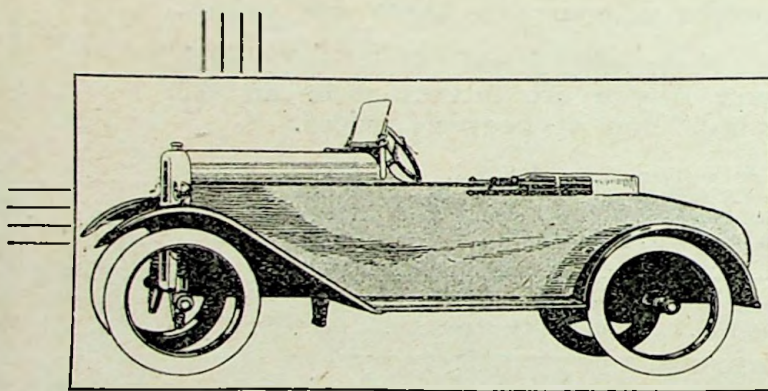


Telegrams:—
CAREQUICO B'HAM.

SEND FOR RECENT LIST

HUGHES & CO.,
224, SHERLOCK ST. BIRMINGHAM

Telephone:—
MIDLAND 3053.



The

£90

NEW CARDEN

UNDOUBTEDLY the most astounding value in Light Cars at Olympia is the Two-seater New Carden at £90. At this remarkable price it offers a degree of comfort, reliability, and economy unsurpassed by higher-priced cars. The tax is only £7, it gives 60 miles per gallon, costs less than 1d. per mile to run, and is supplied with hood, screen, pump, jack, horn, etc. Complete, ready to drive away. Finished in primrose and black it is as graceful in appearance as it is reliable in service. Don't forget to see it at Olympia. Full particulars of this and all our models with pleasure.

SEE IT AT
OLYMPIA
STAND
38

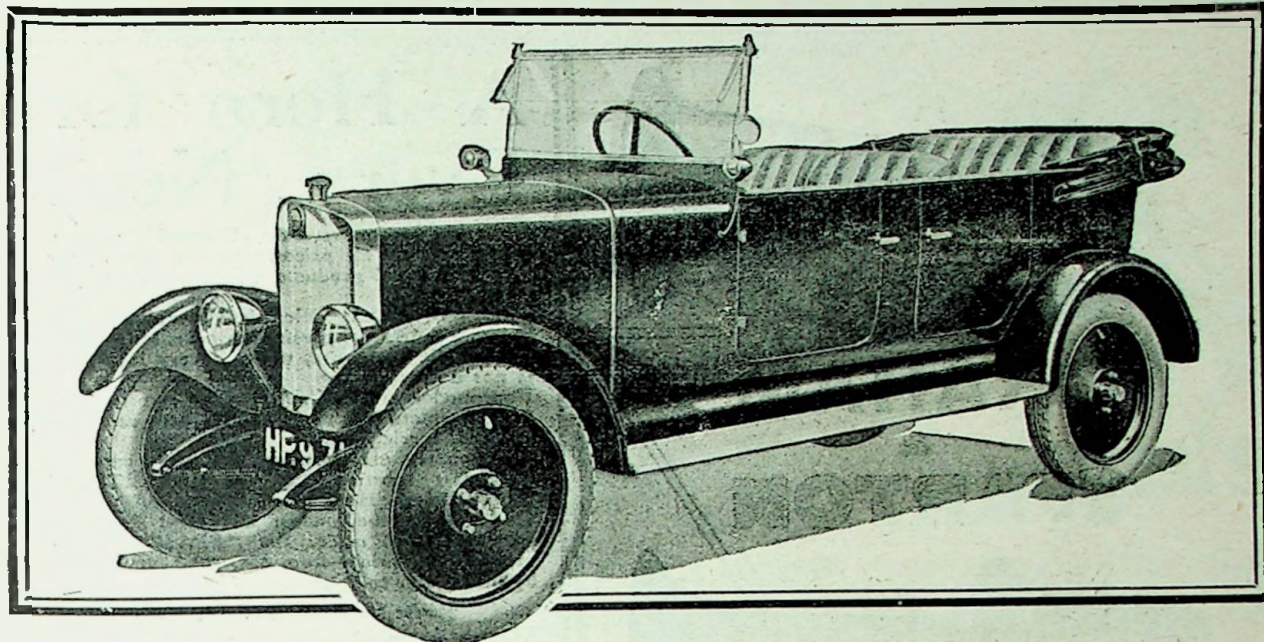
OTHER MODELS:
Family Tourist Model: £110
De Luxe Family Model: £125

ARNOTT and HARRISON LTD.

22, HYTHE ROAD, WILLESDEN, N.W.10.

Phone: Willesden 400-1.
Grams: "Arnot.h.a.", Phone London."

ALL NEW CARDEN MODELS NOW FITTED WITH REVERSE GEAR.



LEA-FRANCIS

**A Bigger and Better Car
at a Lower Price.**

Increased accommodation, equipment and comfort without sacrifice of

ELEGANCE and ECONOMY.

The "Autocar" says:—

"The keynote is high quality of workmanship and finish. Neatness and simplicity, by the way, are very evident features of the whole design of the chassis that is in every way a modern, up-to-date construction."

MODELS & PRICES:

10 h.p. 2-Seater—3 Speeds	... ..	£250
10 h.p. 2-Seater—4 Speeds	... ..	£262 10
10 h.p. 4-Seater—4 Speeds	... ..	£273
10 h.p. 2-Seater Coupe—4 speeds	... ..	£325
10 h.p. 4-Seater Saloon—4 Speeds	... ..	£350
10 h.p. 4-Seater Saloon de Luxe	... ..	£375

All models are supplied complete with clock, speedometer, C.A.V. starting and lighting, Dunlop balloon tyres, etc.

**AWARDED SPECIAL
GOLD MEDAL**

for consistent running, hill climbing
and condition after trial in the
1,000-Mile R.A.C. Small Car
Trials.

LEA & FRANCIS LTD.,
Lower Ford St., COVENTRY
TELEPHONE - - - COVENTRY 165.
TELEGRAMS - - - "LEAF. COVENTRY."

**OLYMPIA
STAND
51**

LONDON SHOWROOMS:
118, Great Portland Street . . . W.1.
TELEPHONE - - - MUSEUM 8720-3.
TELEGRAMS: "RUSORNCY, WESDO. LONDON."

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

GRAHAM MODEL E.H.1
Specify voltage, for 12, when ordering



A Horn for Every Need

For town or country—for all possible requirements and at all prices, you will find in the "GRAHAM" products the very horn you want.

The "GRAHAM" Electrical Autohorn, with its more gentle yet persuasive note, is specially suitable for town use, where a very loud horn is not necessary.

Four models are available, ranging in price from 24s. complete with flex, push and universal bracket; carriage paid.

For country use, however, for large cars and very fast sporting cars, the "SPARTON" Motor Driven Horn is recommended.

Undoubtedly the loudest and most dominant warning signal made, the "SPARTON" is moderate in price—from 35s.—and guaranteed by the makers to be absolutely reliable.

Write for Illustrated List S.E.

A full selection of "Graham" Automobile Specialities, including the above will be displayed on our STAND No. 274 (Gallery) at the OLYMPIA MOTOR EXHIBITION.

ALFRED GRAHAM & COMPANY,
St. Andrew's Works, CROFTON PARK, LONDON, S.E.4

*Phone: Sydenham 2820-1-2. "Naval" Club, Catgreen, London."
SHOWROOMS: 25-26, Savile Row, W.1, and 82, High Street, Clapham, S.W.4. A21

The NEW GRAND SPORTS AMILCAR

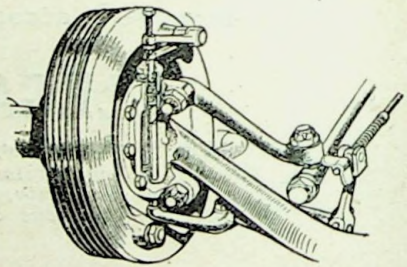
Built for speed and guaranteed to attain 75 m.p.h., and possessing a braking efficiency that will be a revelation to discerning drivers.

Call and examine this outstanding achievement in speed cars.

9/50 h.p., 60 x 95, 4-cylinder, side by side valves, dynamo lighting and self-starter; complete with revolution counter, clock, speedometer, petrol gauge, five detachable wheels, shock absorbers - - - -

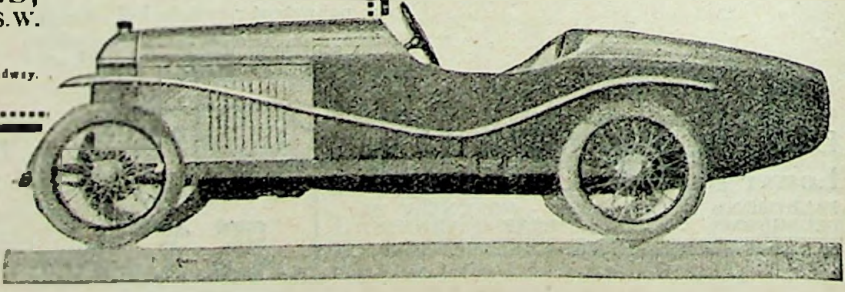
£285

Concessionaire:
VERNON BALLS,
25, HIGH ST., FULHAM, S.W.
Putney 1995.
Olympia Visitors—
We are five minutes from Hammersmith Broadway.



Showing arrangement of front-wheel braking system.

Side view of the Amilcar displaying the sporting streamline appearance.

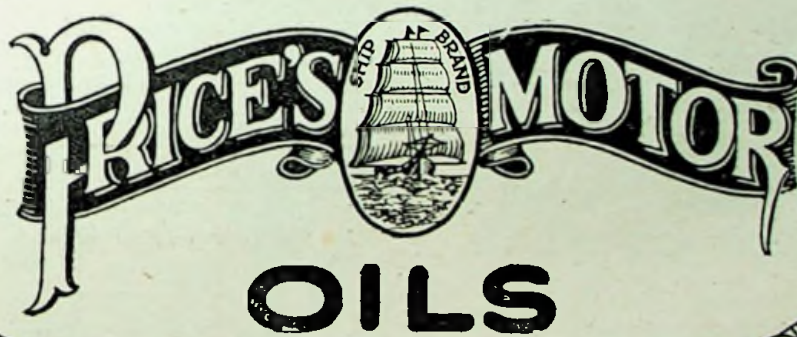


MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



Booklets for Motorists

These booklets, posted free for the asking, are packed with useful informative material—not too technical, not too involved. The facts in these booklets, the work of practical men, will enable you to get the best out of your engine. Once a user always a user—is our proud boast.



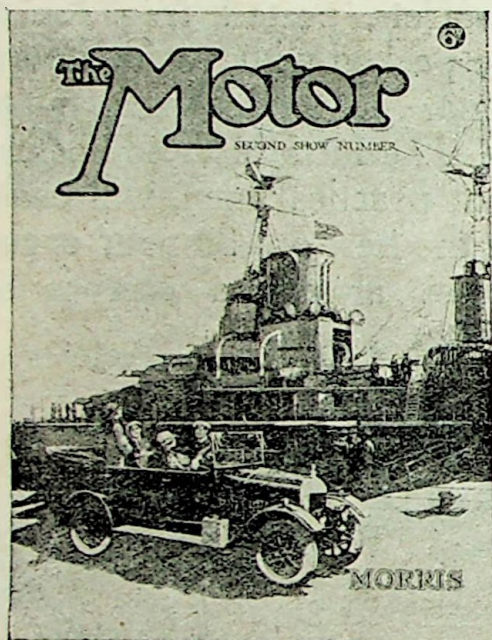
Look us up at Olympia. (We are on the ground floor, close to the Pillar Hall.)

**CONSULT
PRICE'S ON
LUBRICATION
PROBLEMS**

**PRICE'S PATENT CANDLE COMPANY LTD.
Battersea, London, S.W. 11.**

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

The Motor SHOW Specials



The First Show Number of "The Motor," dated 7th October, is now on Sale. The price of each Special Number is 6d.

NEXT TUESDAY 2nd Show Number

A COMPLETE LIST OF PRICES OF 1925 CARS.

OUTSTANDING FEATURES IN CARS AND ACCESSORIES AT OLYMPIA. WHERE THEY MAY BE SEEN

PLANS OF THE SHOW AND HOW TO REACH IT.

Special articles by well known writers, including:

Lt.-Col. J. T. C. Moore Brabazon, M.P.
Prof. A. M. Low.
Mr. H. Kensington Moir.
Mr. C. L. Freeston, F.R.G.S.

Among other features in this Special Number will be:

The Growth of Motoring in Great Britain.
Popular Features of Design.
The "Uglification of England."

3rd Show Number—Tues., Oct. 21st.

The only complete Report in one Issue.

The demand for the Complete Report number of "The Motor" last year exceeded 100,000 copies. To avoid disappointment a definite order should be placed at least a week in advance. The price of each of these numbers will be 6d.

TEMPLE PRESS LTD.,
7 15, Rosebery Avenue, London, E.C.1.

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

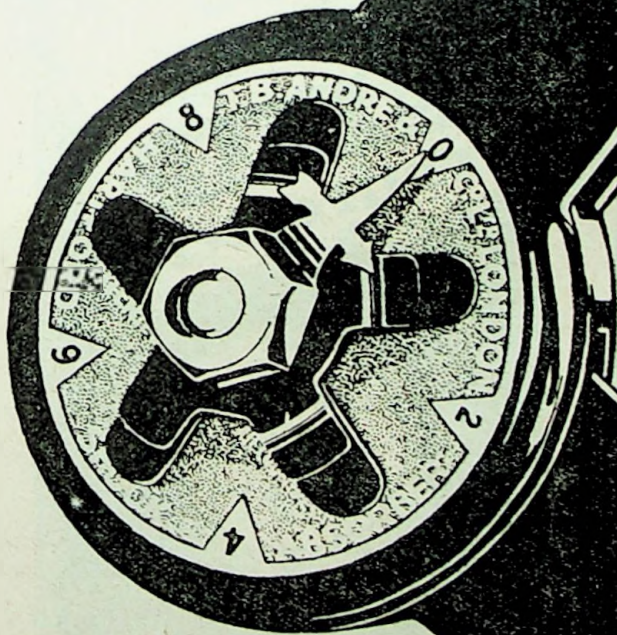
The Great French Suspension Trials WON

for 3rd year in succession
ON

HARTFORD

T. B. ANDRE & CO LTD

SHOCK ABSORBERS



THE CIRCUIT DES ROUTES PAVEES (21/9/24)

This 200-mile "Bad roads" race was run over a course consisting exclusively of the notorious granite "pavé" of northern France, specially selected for its appalling condition. In places whole rows of setts were missing, while there were holes almost a foot deep with tremendous bumps and gullies. The winner of the 3,000 c.c. Class averaged 54.4 m.p.h. — a wonderful tribute to the efficiency of the shock absorbers.

WINNERS IN EVERY CLASS ON HARTFORDS

*Write for new Catalogue
of reduced prices.*

T. B. ANDRE & CO. LTD.
5, Dering Street,
LONDON, W.1.

BENEFINKS GREAT AUTUMN SALE

It is generally conceded that, because a man owns a car, tradesmen charge what they like for their goods. Not so with Benefinks! 40 years' reputation among motorists for genuine values and scrupulously honest dealings lends additional interest to this Gigantic Clearance. Write for Bargain Sale List.

WATERPROOF CAR COVERS.

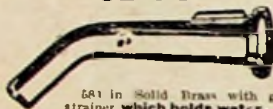


Order by post if unable to call.

Special Purchase of Waterproof Balloon Fabric. This is, we believe, the last of this excellent material and is made up into car Covers of two sizes only.
Size 15x9. Sale price **39/6**
Size 19x13. Sale price **57/6**
Cariage 1/6.

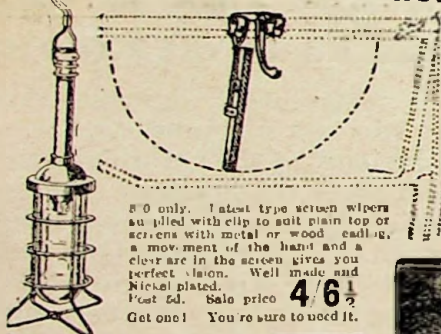
It is no exaggeration to say that to-day's price to manufacturers is £1 5s. and 2s. 10s. respectively. Eyelitted at each corner for fastening.

PETROL POURERS.



58 1/2 in. Solid Brass with gauze strainer which holds water. Fits any car. Sale price **1/5** Post 4d.
109 Super Quality ds. with 12 in. Flexible Tube for Tanks in Inconvenient positions. Sale price **4/11** Post 6d.

WINDSCREEN WIPERS.



50 only. Latest type screen wipers supplied with clip to suit plain top or screens with metal or wood casing. A movement of the hand and a clear arc in the screen gives you perfect vision. Well made and Nickel plated. Post 6d. Sale price **4/6 1/2**. Get one! You're sure to need it.

INSPECTION LAMPS.

60 Solid Brass Inspection Lamp. Glass holder for bulb, will take standard B.C. bulb. Worth 7/6. Sale price **3/11 1/2** Post 6d. Bulbs 1/6 extra. Wire 3d. yd.

MIRROR and SPOTLIGHT.



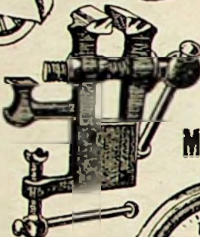
80 only, superior quality Combination Observation Mirror and Spotlight. Solid brass. Adjustable angles. Diam. of iron 3 1/2 in. diam. of spotlight 4 in. Sale price **15/9** Post 6d. Special price 7/6. Finish of nickel or black and nickel.

INNER TUBES Sale Price **4/11**
Size 700 x 60 only.
Brand New. British made, complete with valve. Post 6d.

CHAMOIS LEATHERS.



24 Kinds specially selected Chamois Leathers. Full skins, extra large. Sale **3/11 1/2** Post 4d.



Motor Clocks



PORTABLE CLAMP VICES.

360. Very handy for small motor jobs. Size across 12-2 1/2 in. Sale price **1/6 1/2** Post 6d.

Owing to the fact that the duty on Swiss Clocks is no longer extant, we have been able to secure a large quantity of guaranteed 6-day clocks of first quality. This is a fortunate time to have reduced our normal period and to be able to offer this clock as being readily at 47/6 before the duty was removed. Overall size 3 1/2 in. Flat screw on fitting. Whole dial swings on hinge for winding. Nickel plated. Post 6d.

Sale price **29/9**

All Post Orders despatched under Moneyback Guarantee

MIRRORS

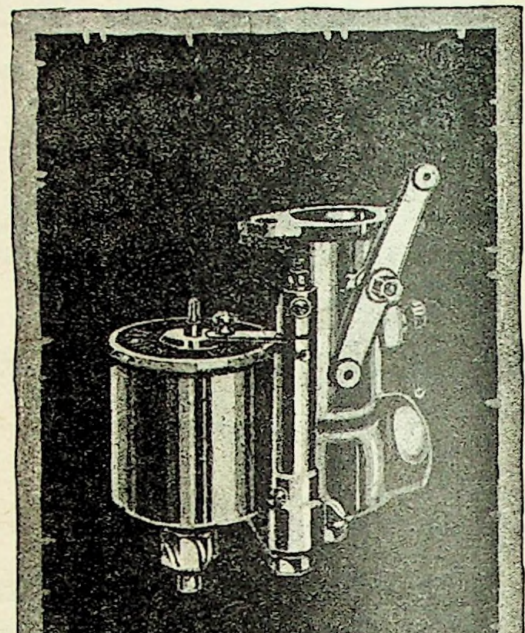


450 Oblique Convex Observation Mirrors giving extra wide field of vision. British manufacture. Black or nickel finish, can be supplied with plate fitting for dash or clip for edge of screen (8 1/2 in. x 1 1/2 in.). Post 6d. Sale price **8/6**. Please state type of car required when ordering.

TYRES

Is Your Size Here?

- 700 x 60 Pirelli Steel Studs 24/9
 - 28 x 3 Pirelli Steel Studs 25/6
 - 700 x 80 Englebert Cords 35/-
 - 710 x 90 Pirelli Steel Stud. 25/6
- Carriage 1/3



Economy and Efficiency.
These are what everyone seeks in a carburettor—the Zenith provides both—5,000,000 users will confirm that the Zenith gives more power, demands less petrol and ensures greater efficiency. See it at

Stand 477
OLYMPIA

or send for catalogue and details to
THE ZENITH CARBURETTOR CO., LTD.
40-41, NEWMAN STREET, LONDON, W.1

ZENITH Carburettor

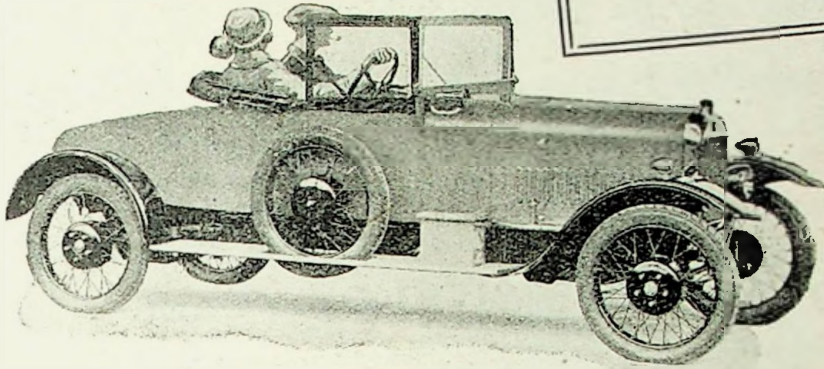
Have one on a **MONTH'S TRIAL.**

BENEFINKS, CHEAPSIDE, LONDON, E.C.2.

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

*A Gear for
Every Gradient.*

OLYMPIA
Stand
No. **37**



At the New Prices shown below

The G.W.K. Models hold their own with any cars to be displayed at Olympia. In the efficiency of the famous disc drive, in the roomy comfort provided, and in the attractive lines of every model—they lead the field. Judge for yourself by calling at STAND 37.

10·8 h.p. Standard 2-Seater	.....	£200
10·8 h.p. Standard 4-Seater	.....	£225
*10·8 h.p. 2-Seater Coupé	.....	£250
*10·8 h.p. 4-Seater De Luxe	.....	£255

Synchronised Four-Wheel Brakes, £10 extra.

*English "Bal-lon-ette" tyres with standard rims, electric horn, and clock fitted as standard.

G.W.K. Ltd.,

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

Cordwalles Works - Maidenhead.

Telephone—MAIDENHEAD 624.

LONDON DISTRIBUTORS — W. G. NICHOLL, Ltd., 50-54, WHITCOMB STREET, W.C.2.

AGENT..... Capt. Richard Twelvetrees, F. & P. Vandervell, 199, Piccadilly, W.1.

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

LET CUMMINGS & SIMPSON

advise you on the following:—

Singer 10 h.p.	Citroen.	Clyno 10 h.p.	Rover.
Ten Two-Seater £215	7.5 h.p. Two-Seater - £145	Two-Seater - £175	8 h.p. - £160
Four-Seater - £225	7.5 h.p. Three-Seater £155	Chummy - £185	9 h.p. - £185
Coupe - £280	11.4 h.p. Four-Seater - £225	Four-Seater - £195	9 h.p. de Luxe £205
Weyman Saloon £285	11.4 h.p. English Body £250	Coupe - £285	
Saloon - £295	11.4 h.p. Saloon - £295	Saloon - £345	

DEFERRED TERMS from £1-10-0 per week.

When you decide on one of these popular Cars, come to us, and we will put to you a very tempting proposition. Liberal allowances for any make of second-hand Cars or Motorcycles. Always a stock of good used Cars.

Write, 'Phone or Call:

CUMMINGS & SIMPSON, 5, Putney Bridge Road, Wandsworth.

'Phone: PUTNEY 2728.

'Phone: PUTNEY 2728.

MOTOR CYCLING

The price of each of these special issues will be **3d.**

Order Now



THREE SPECIAL SHOW NUMBERS.

FIRST SHOW NUMBER—Wednesday, Oct. 22.

The first published details of 1925 designs which will be found at the Show will appear in this issue.

SECOND SHOW NUMBER—Wednesday, Oct. 29.

All about the Show, with advice on how to get to it and how to see it properly. Also a complete illustrated report of the Accessory and Tyre Exhibits.

THIRD SHOW NUMBER—Wednesday, Nov. 5.

FIRST OUT with a complete report, alphabetically arranged, of all the motorcycle, sidecar and engine exhibits, illustrated with hundreds of photographs and drawings.

TEMPLE PRESS LIMITED,

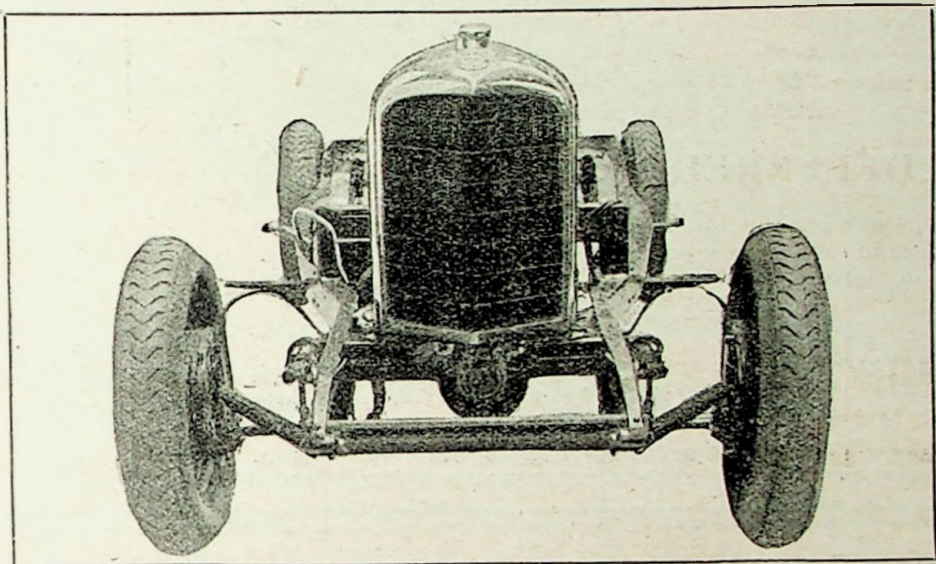
7-15, Rosebery Avenue, London, E.C.1.

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

Investigate the Merits of
the Slide Valve 11-24 h.p.

IMPERIA

These Cars
 may be seen
 on
 Stand **37**
OLYMPIA



SLIDE VALVE ENGINE.
 Four Speed Gearbox.
 60 m.p.h. on top; 45 m.p.h. on
 3rd; 35 m.p.g.

Servo Four Wheel Brakes.
 66 x 80, 10.4 R.A.C., 1,096 c.c.,
 24 b.h.p. at 2,500 revs.
 Four Imperia rebound dampers.

The Imperia car was designed especially to meet the demand for a fast and easily controllable car, low in first and upkeep cost, but essentially a car of solidity and quality———make a point of seeing one.

Chassis complete	£295
2-seater English coachwork	£375
4-seater English coachwork	£375
4-door English-built Saloon	£460

See next week's and following issues for further chassis details.

Sole South of England Distributors:

W. G. NICHOLL, Ltd.,
 50-54, Whitcomb Street,
 LONDON, W.C.2

Regent 3116-7

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

YOUR OPPORTUNITY

OTHER EXAMPLES :

A.B.C. 1922, Special Sporta 2-seater, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed December, many extras, speedometer, etc., upholstery, paint, and hood perfect, in exceptionally good mechanical condition. very fast, smart reliable car. Terms: £9 10s. down and 10 equal payments, or cash, £25.

A.B.C. 1922, Burlington Model 2-seater, sunk dickey, dynamo lighting, detachable wheels, spare, tyres almost new, all accessories, taxed December, many extras, speedometer, upholstery, paint and hood perfect, very smart, fast, and economical car. Terms: £9 10s. down and 10 equal payments, or cash, £25.

CALCOTT, 10.4 h.p., 1917, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed, upholstery, paint and hood as new, in first-class mechanical condition throughout, very smart, reliable little car. Terms: £8 10s. down and 10 equal payments, or cash, £28.

CALCOTT, 10.4 h.p., 1917, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed, upholstery, paint and hood as new, in first-class mechanical condition throughout, very economical, reliable car. Terms: £7 10s. down and 10 equal payments, or cash, £28.

DEEMSTER, 10 h.p., 1920, 2-seater, dickey, dynamo lighting, mechanical starter, detachable wheels, spare, tyres (overhaul) very good, taxed December, all accessories, side curtains, upholstery, hood, etc., very good, whole in excellent condition throughout, very economical, reliable car. Terms: £7 10s. down and 10 equal payments, or cash, £25.

BELSIZE-BRADSHAW, 1922, 9 h.p., 2-seater, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, taxed December, many extras, clock, etc., just overhauled, side curtains, upholstery, paint and hood absolutely as new, whole in first-class condition throughout, exceptionally smart, fast, reliable car. Terms: £9 10s. down and 10 equal payments, or cash, £25.

SINGER "10" 1921, Coupe (as illustrated), dynamo lighting, starter, detachable wheels, spare, tyres almost new, all accessories, speedometer, taxed December, frameless windows, real leather upholstery, interior lighting, many extras, paint, hood, etc., absolutely as new, whole in really excellent condition throughout, exceptionally smart, fast and reliable all-weather car. Terms: £4 10s. down and 10 equal payments, or cash, £25.

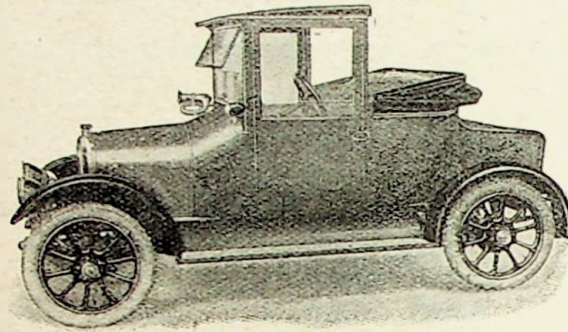
IS SLIPPING.

Only 6

More Days to Secure Free Insurance

(Year's Insurance included on all cars ordered before the 16th inst.)

AN EXAMPLE :



1921 SINGER COUPE ... £85 or 18-10-0 down and it's yours fully insured.

COME AND VISIT OUR SHOWROOMS.

THE CLEARING HOUSE FOR SMALL CARS.

Benmotors

30/32, High Street, Wandsworth, S.W.18

— BATTERSEA 1509 —

LISTS AND TERMS WITH PLEASURE.

CALTHORPE, 1921, 10 h.p., 2-seater, sunk dickey, dynamo lighting, starter, detachable wheels, spare, tyres almost new, all accessories, upholstery, paint and hood very good, large electric horn, whole in excellent condition throughout, fast and economical car, taxed December. Terms: £9 10s. down and 10 equal payments, or cash, £25.

SINGER "10" 1919, 2-seater, dickey, dynamo lighting, starter, detachable wheels, spare, tyres almost new, all accessories, taxed December, speedometer, etc., upholstery, paint, etc., perfect, new hood, in first-class mechanical condition throughout, very smart, reliable little car. Terms: £7 10s. down and 10 equal payments, or cash, £28.

SINGER "10" 1917, 2-seater, dickey, dynamo lighting, detachable wheels, spare, tyres very good, all accessories, many extras, special aluminium, dash and fittings, red leather upholstery, special hood, side curtains, absolutely unscratched, in excellent condition mechanically, fast, smart little car. Terms: £6 10s. down and 10 equal payments, or cash, £25.

LE ZEBRE, 1922, 9 h.p., 2-seater, sunk dickey, dynamo lighting, starter, detachable wheels, spare, tyres very good, all accessories, taxed, four speeds and reverse, upholstery, paint and hood perfect, in first-class mechanical condition, very fast, smart car. Terms: £7 10s. down and 10 equal payments, or cash, £28.

ROVER "8" 1921, 2-seater, dynamo lighting, detachable wheels, spare, tyres as new, all accessories, taxed December, many extras, speedometer, etc., upholstery, paint and hood first-class, in exceptionally good mechanical condition throughout, very smart, economical little car. Terms: £6 10s. down and 10 equal payments, or cash, £28.

Many others, as above, always in stock, all under £100.

FREE INSURANCE WITH ALL CARS ORDERED ON OR BEFORE THE 16th INST.

TERMS: From ONE-TENTH of the PURCHASE PRICE down, balance not exceeding 10 months.

DELIVERY:—Anywhere in the country £2 10s. extra.

EXCHANGES:—Your present machine as first payment, if desired, liberal allowances for all makes.

CALL AND INSPECT OUR STOCK. IT COSTS NOTHING.

Your fellow motorists recommend

Specialloid Pistons. Following are a couple of extracts from the many enthusiastic letters we are constantly receiving:—

Marvellous Satisfaction

after fitting Specialloid Pistons. Mr. E. T. Somerset tells us this in a recent letter: "Also petrol consumption has increased from 16 to 18½ m.p.g. The acceleration has most decidedly increased, in spite of smaller choke and jets."

OLYMPIA,
Stand 357.

Oil Consumption before 350 m.p.g.—now 900 m.p.g.

with Specialloid Pistons. Mr. H. Morice says: "Since fitting Specialloids to my 'Mercedes' the acceleration is extraordinary. The pistons have only been decarbonised once in 14,000 miles, oil consumption is 900 to the gallon in place of 350 before . . . I have never had pistons that gave such wonderful results."

You will hardly know your car when you fit Specialloid Pistons. They give you increased acceleration, big reduction in your petrol and oil consumption, and an all round improvement in your engine.

All the competition cracks use them.

Send for full descriptive illustrated price list. (State make of car.)

SPECIALLOID LIMITED, Friern Park, North Finchley, N.12.

Telephone: Finchley 277 and 278.

Telegrams: "Specialloid, London."

Specialloid

PISTONS

Wandsworth

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

A Hampton owner's appreciation

Hants.

"I wish to express a few words of appreciation of the Hampton Car.

"For the past 14 months it has been my pleasure to drive one of these cars, and during that period I have been free from any trouble apart from a few punctures. I have now covered over 10,000 miles, and although the engine has been decarbonised once only, it is going better than ever. For hill-climbing, speed, comfort, economy, and endurance, it is the best car of similar horse-power I have ever driven. The lines and finish are excellent, the workmanship leaves nothing to be desired, and the four-speed gearbox with its right-hand

change enables it to surmount steep gradients with the greatest of ease.

"At the present time I am doing 41 m.p.g., and can attain a speed of 55 m.p.h. The oil consumption is practically nil.

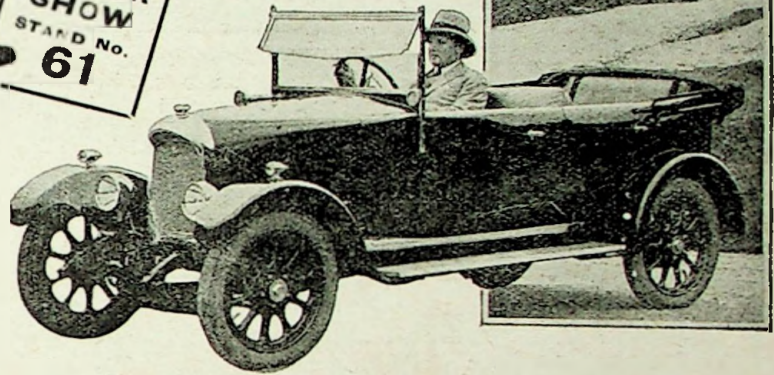
"I am not in any way connected with the manufacturers, and write this appreciation in the hope that it may guide others in their selection of a reliable, speedy, economical, and well-designed production."—W. H. H.

One word only we would add. YOU can buy a Hampton Car to-day that will bring you exactly the same pleasure and satisfaction.—
Verb. ssp.

Hampton

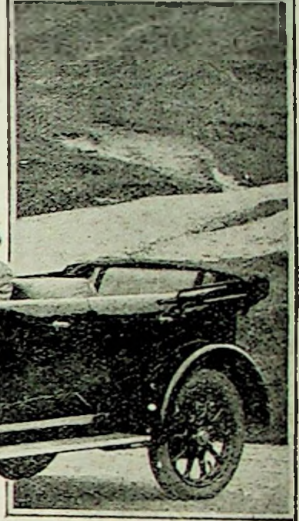
Hampton Cars were first built in 1912

MOTOR SHOW
STAND No. 61



STROUD MOTOR MANUFACTURING CO., Ltd.
Dudbridge - - - - - Stroud, Glas.
Telephone: 271-2 Stroud. Telegrams: "Widawak, Stroud."

	10 h.p.	14 h.p.
2-seater	£275	£350
4-seater	£298	£395
Coupe	£330	£398
Or complete with four-wheel brakes and half-tyres:		
2-seater	£295	£375
4-seater	£318	£420
Coupe	£350	£425



Repair bills paid!

THIS and many other unique advantages are included in our generous scheme of **SERVICE after SALES**

We are agents for all the leading makes of Light Cars.
AUSTIN ROVER
CITROËN SINGER
CLYNO STANDARD
JOWETT ETC. ETC.

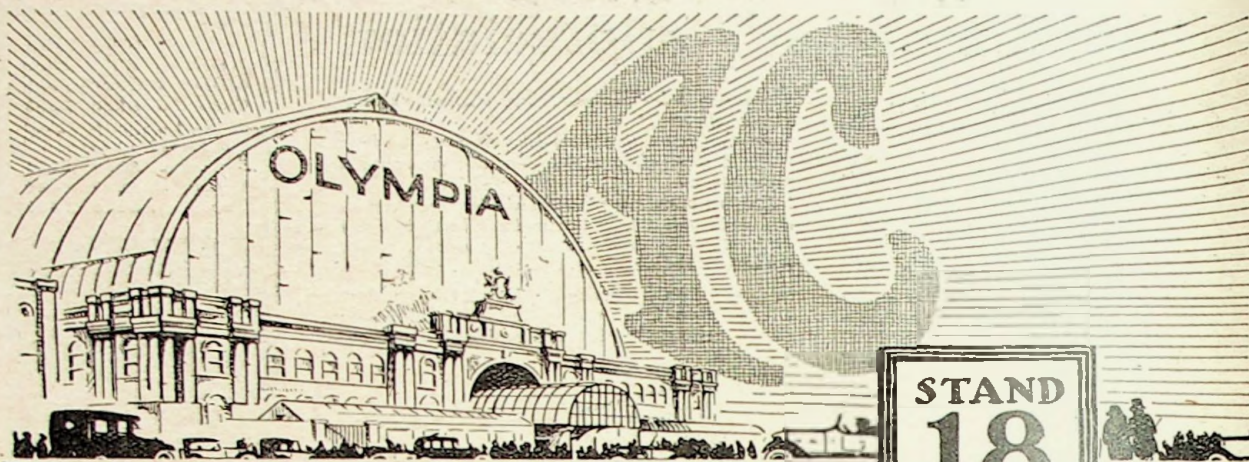
Full range of 1925 Models actually in stock. Call in here and inspect them at your leisure

or look for our representatives on the Stands at the Show. They will wear the Service Badge. Send for full particulars. Do not trouble to write—just attach your card mentioning make and model of the car in which you are interested, and quote this advt. We shall understand.



273-274, HIGH HOLBORN, LONDON, W.C.1
Phone: Holborn 666 (3 lines). Grams: "Admittedly, London."

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



The Amazing A-C will overshadow all rivals at Olympia —

No other car can substantiate such outstanding claims as the A-C. No other car has proved its mettle by 29 R.A.C. Certificates of Performance. The A-C with an average speed of 92.91 m.p.h. was the first British car in the recent 200 miles race. Search Olympia from end to end and you will find no other car to compare with the A-C in beauty of line. Make your choice an A-C and join the ranks of owners who acclaim the A-C as "The Rolls-Royce of light cars."

Try them on the road. See them made.



55 & 56, PALL MALL, LONDON, S.W.1.

Telephones: Gerrard 2252, 6620 & 6841. Wires: "Amaziucar, Piccy, London."

Works: Thames Ditton, Surrey.

Telephone: Kingston 3340 (4 lines).

Wires: "Aycemoca, Thames Ditton."

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

Telephones: North 2903/4/5/6.

Wires: "Aucarriezo, 'Phone, London."

12 h.p. 4-cyl. £275
models from - £275

2 and 4-seaters and all types of bodies.

All 6-cyl. models are fitted with balloon tyres.

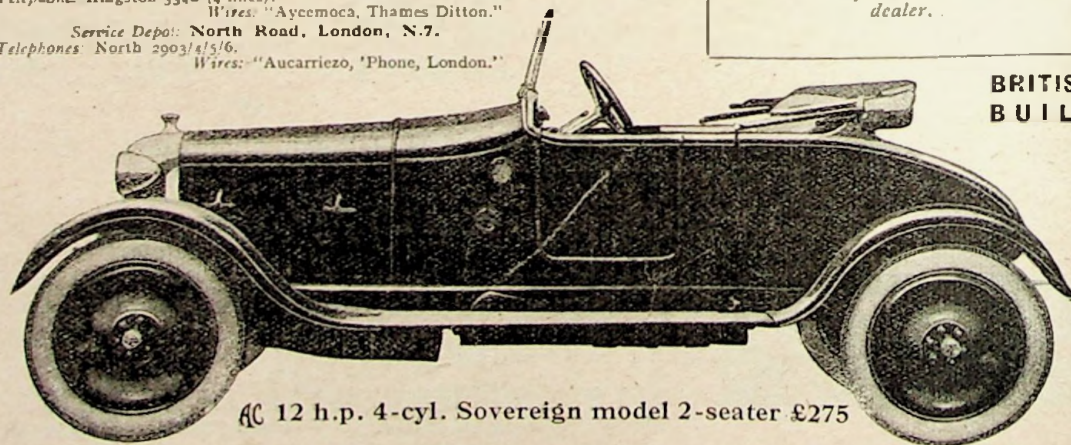
Fully illustrated and attractive booklet forwarded on request.

We can supply reliable second-hand AC cars.

AC 12 h.p. 4 cyl. Sovereign Model 2-seater (illustrated)

Streamline two-seater body with dickey seat. Electric starting and lighting with dimmer switch. Oil gauge and air strangler. Spare wheel and tyre, and full kit of tools. Ready for the road. **£275**

Please ask for address of nearest dealer.



BRITISH BUILT

AC 12 h.p. 4-cyl. Sovereign model 2-seater £275

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



SPECIAL FEATURES.
 Complete Guide to all the Small Cars on the British Market.
 Review of the Light Cars and Cyclecars at the Paris Salon.
 Accessories to Look for at Olympia Small Car Developments.

NOTES, NEWS & GOSSIP of the WEEK

The Motor Show.

The Motor Show opens at Olympia on Friday next, October 17th, closing on Saturday night, October 25th.

Admission Details.

The Show will be open each day from 10 a.m. to 10 p.m. On the Friday and Saturday of each week the admission charge will be 2s. 6d., all other days 5s. Strangers to the metropolis should remember that it is necessary merely to inquire the best way to reach Olympia. No further address need be given.

This Week.

Of outstanding interest and lasting usefulness is the complete guide to, and detail specifications of, all the light cars and cyclecars on the British market, which will be found elsewhere in this issue. The greatest care has been taken in the compilation of this feature, but we cannot hold ourselves responsible for inaccuracies which may have crept in.

No. 62). Vol. XXIV.

French Car Suspension.

As our report of the Paris Show indicates, novel suspension systems abound on Continental cars. It is noteworthy that a single transverse spring in front, with two half-elliptics at the back, is a very common layout, but the 8 h.p. Renault reverses the arrangement, using a transverse at the back.

Most Novel Engine.

Nearly every light car which will be on view at Olympia, other than those with two-stroke engines, will have poppet valves. The Imperia is an exception, as it has a special slide-valve arrangement. This was recently fully described in *The Light Car and Cyclecar*.

Next Week.

Published on the day that the Show opens, next week's issue of *The Light Car and Cyclecar* will contain a comprehensive guide to all the small car exhibits, details being given of the actual models which will be on view. Every visitor to Olympia should make a point of taking his or her copy of *The Light Car and Cyclecar*, which, in addition, will include a floor plan of both halls showing where the light car stands will be found. Copies of *The Light Car and Cyclecar* can be purchased inside Olympia at the joint stand occupied by this journal and *The Motor*, No. 244.

LIGHTING-UP TIMES

for Saturday, Oct 11th, 1924.

London ... 6.15	Edinburgh ... 6.21
Newcastle 6.16	Liverpool ... 6.24
Birmingham 6.20	Bristol ... 6.25
Dublin ... 6.37	

The above are the lighting-up times for rear lamps in England, Wales, Scotland and Ireland.

Moon—Full moon, October 12th.

Light Aeroplane Engines.

Carden and Blackburne engines were used in some of the machines competing in the light aeroplane trials; A.B.C. and Douglas units also figuring on other machines.

Triumph's Triumph.

In the International Wiesbaden Tournament which was held on September 27th under adverse conditions and over a difficult course of 11 kilometres, C. E. Howie, in a standard 10-20 h.p. sports Triumph, finished first in Class II in the record time of 12 mins. 18 secs.

Making Motoring Harder.

It is now a punishable offence to disobey a constable's signals, whilst scant courtesy will probably be meted out to those who, in the opinion of a policeman, are causing obstruction. These and other equally rigorous amendments of the law, form part of the new traffic Bill which is now in force.

A.C.'s Successes.

At the Brighton Speed Trials, the A.C. which was entered for three events, only one being limited to cars of 1,500 c.c., the remaining two for cars unlimited, won each run, whilst in addition it made the fastest run of the day, adding two silver cups and one gold medal to the long list of awards which have been gained by this car.



MOTOR TERMS TRAVESTIED.

No. 33.—Query: What is the Term?

We offer a prize of ONE GUINEA for the most apt motor term received. No solution will be judged before 11 a.m. on Tuesday next. Only postcards will be considered. (The solution to last week's picture is in "Around the Trade.")

Marseals with F.W. Brakes.

We are advised that in future all 12-40 h.p. Marseals will be supplied with front-wheel brakes and low-pressure tyres, if so desired, and at no additional cost.

Bargains in 1924 Models.

The present time of year is the most favourable for buying second-hand cars and new ones of an out-of-date type. Numerous bargains are offered in our small advertisement pages.

Success of 200-Mile Racer.

The Darracq which beat all records for cars up to five litres at the Gaillon Hill-climb, which we reported in last week's issue, was the same car which Segrave drove in the 200-Mile Race. Joyce's A.C. was two seconds slower than the Darracq.

Salmson in the "200."

We are asked to emphasize the fact that during the 200-Mile Race, O. Wilson Jones (Salmson) created a record for the 200 miles at 85.72 m.p.h. His car was, therefore, several minutes faster instead of several minutes slower than last year's winner.

Hydraulic Brakes.

With four-wheel braking systems now becoming so popular, there is every likelihood that the adoption of hydraulic means of operation will soon be widespread. One hydraulic system which is rapidly gaining favour is much more simple than the rods and links which it replaces. It is less costly and absolutely reliable in action, while each brake is applied with an exactly equal force.

THE ESSEX BROOKLANDS MEETING.

THE Essex Motor Club held its closing race meeting at Brooklands on Saturday last. The weather was fine and the racing excellent.

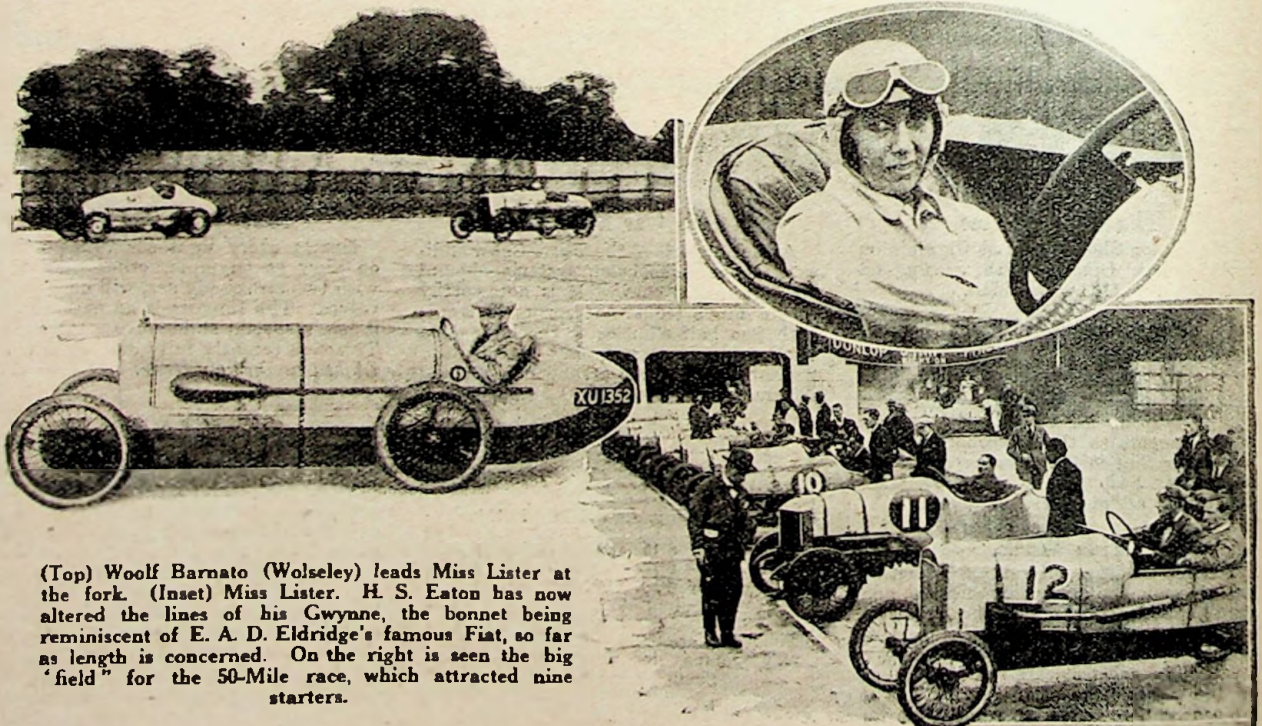
The first event was the Essex Three-lap Senior Handicap, for which there were seven starters. Miss H. Lister (1,487 c.c. Aston-Martin) led at the end

of the first lap, but was soon displaced by R. C. Morgan (1,487 c.c. Aston-Martin), who, in turn, gave way to Dr. J. D. Benjafield (2,995 c.c. Bentley). G. Duller (Thomas-Special) was third.

The Essex Junior Three-lap Handicap resulted in a surprise win for the limit man, H. S. Eaton (949 c.c. Gwynne),

who led throughout and won easily at 78.18 m.p.h. Second and third were G. F. Prettyman (1,496 c.c. G.N.) and H. G. Day (1,074 c.c. Talbot) respectively.

The 50-mile race was won by R. C. Morgan, with N. Ward (Hillman) second and J. A. Hall (Aston-Martin) third.



(Top) Woolf Barnato (Wolseley) leads Miss Lister at the fork. (Inset) Miss Lister. H. S. Eaton has now altered the lines of his Gwynne, the bonnet being reminiscent of E. A. D. Eldridge's famous Fiat, so far as length is concerned. On the right is seen the big "field" for the 50-Mile race, which attracted nine starters.

American Sixes.

In America at the present time a number of car manufacturers who a year ago were concentrating on cars with large four-cylinder engines are now fitting smaller six-cylinder power units. The average size, however, is still above 20 h.p.

A.-C.U. Agreement.

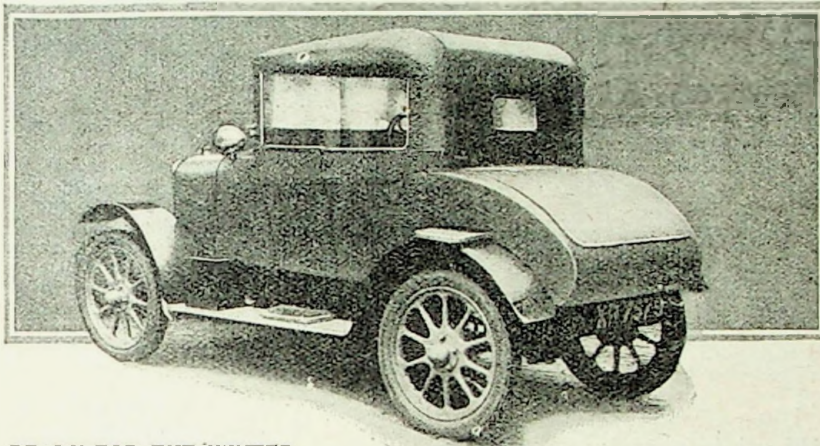
As the result of a recent agreement between the Auto-Cycle Union and the Royal Automobile Club, the latter institution, which is the governing body, will enrol motorcyclists direct. So far as cyclecarists are concerned it should be noted that the A.-C.U. still controls three-wheeler competitions.

Generous Contributions.

Over £5,500 has been received by Sir Harold Bowden, president of the Motor and Cycle Trades Benevolent Fund, towards the "five-figure list" which he confidently expects to present to the Prince of Wales at the Fund Banquet on November 18th.

French 200-mile Race.

Already big things are anticipated in connection with the new French Montlhery motor-racing track near Paris. On Sunday next, October 12th, there will be a 200-mile race, and it is interesting to note that Messrs. A. G. Miller and C. M. Harvey will be competing.



READY FOR THE WINTER.

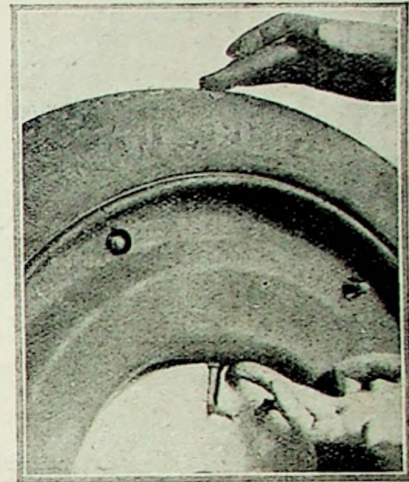
A Martin detachable top fitted to a two-seater Jowett. Note the excellent window area. Frameless glass windows are fitted, one on each side, being of the sliding type.

Midland Car Club's Trial.

There were nearly 30 starters for what proved to be a very interesting half-day reliability trial which was held by the Midland Car Club, the premier light car awards, namely the Norman Cup and the Silver Cup for the fastest hill-climb being won respectively by H. B. Denley (Rhode) and T. A. McKenzie (McKenzie). The following were class winners:—750 c.c.—Gold medal: J. G. Orford (Austin Seven). 1,100 c.c.—Gold medal: Alan Watson (Gwynne Eight). 1,100 c.c.—Silver medals: J. C. L. Bartleet (Jowett), R. Parsons (Ariel) and J. D. Barnes (Salmson). 1,500 c.c.—Gold medals: C. E. Smith (Lea-Francis), B. H. Wyatt (Cluley). 1,500 c.c.—Silver medal: G. Bell (Singer). Unlimited c.c.—Gold medal: F. S. Barnes (Alvis).

Grease in Tubes.

One of the neatest methods of packing grease so that it can be conveniently used a small amount at a time has been adopted by Duckhams for their Adcol motor greases. The lubricant is supplied in a gigantic tube which looks like a very much overgrown tube of tooth paste. A key is fitted at the bottom of the tube so that it keeps its proper shape until it is empty. The grease tube is clean and expeditious to handle.



A new type of "rim" invented by Mr. Nuttall, of Goodmayes, has a 10 in. inner tube. It is held in position between two metal discs which form the wheel.

Simplified Bearings.

Assemblies such as the crown wheel, bevel pinion and differential of a light car are very much simplified by the use of the latest type of S.K.F. ball bearings which, although only a single row of balls is used, will stand considerable axial pressure in both directions, although they are, of course, primarily intended for radial loads. By their use weight, space and cost are saved.

The Limit?

A dynamo weighing 62 tons has recently been transported from Birmingham to London by road. It was mounted on two special trucks and drawn by two traction engines, whilst a third engine and truck followed to be used for assisting the load up hills and for braking down hills. Needless to say the whole procession ran on steel wheels; those on the tractors being of the barred type. The route followed was via Banbury, and it will be interesting to learn how the roads withstood the treatment.

To secure a quick sale of a second-hand light car advertise it direct to small-car enthusiasts.

"The Light Car and Cyclecar" is the *only* journal catering exclusively for small-car users. Its small advertisement columns form a live specialized market for the disposal of second-hand light cars.

Advertise your vehicle through the Special Scheme, particulars of which are given in the Small Advertisement Section.



PETROL OUSTS WATER.

The disused Campden Hill reservoir at Kensington is being converted into a garage for 1,000 cars.

Trial in North Wales.

About 110 miles in North Wales, including many notorious hills and colonial sections, will be covered by competitors in the Liverpool Motor Club's "Reliance" Open Reliability Trial, which takes place on Saturday, October 25th. There are a number of valuable awards, including the "Reliance" fifty-guinea Challenge Cup for



In the Sutton Coldfield half-day trial (described elsewhere in this issue), J. S. Orford (Austin) getting away successfully in the stopping and restarting test.

the best performance of the day. All inquiries should be directed to Mr. H. R. Caldwell, 14, Wood Street, Liverpool.

Alvis Breaks Records.

An Alvis car, one of the 200-Mile racers, entered by Capt. A. G. Miller and driven by him and C. M. Harvey alternately, broke the following records at Brooklands on October 2nd.—3 hrs., 85.64 m.p.h.; 5 hrs. 83.16 m.p.h.; 250 miles, 85.43 m.p.h.; 300 miles, 86.33 m.p.h.; 400 kilometers, 137.42 k.p.h. The maximum lap speed was 95.23. The equipment used on the car was the same as that in the 200-Mile Race, namely, Englebert tyres, Solex carburetter, B.T.H. magneto, Lodge plugs, Rudge-Whitworth wire wheels, Hartford shock absorbers, Shell spirit and Wakefield's Castrol oil.

Malaya Hill-climb.

At the first hill-climb to be held in Malaya, which took place on September 7th, and was run off under the auspices of the Selangor Automobile Association, British light cars were conspicuously successful. There were over 168 entries made up of motorcars and motorcycles, and an excellent hill with an average gradient of 1 in 10 with a tricky left-hand bend near the top, was chosen for the event. The following were class winners:—Loko Yaik Foo (Austin Seven), Loko Yaik Foo (Grand Prix Morgan), W. H. Lindsay (10-15 h.p. Fiat), and between them they obtained the first places in no fewer than eight classes. In addition, a Gwynno Eight and a Mathis took part, the Gwynno making fastest time of the day for a four-wheeled car.

C10

A Racer for Sale.

Included in our miscellaneous advertisement columns this week is the announcement that one of the few two-cylinder air-cooled Frazer-Nash cars—a replica of that driven by E. Ringwood in the J.C.C.'s 200-Mile Race is for sale.

New Edition of "The Motor Manual."

The new and up-to-date edition of "The Motor Manual" is now available. It is the most popular handbook on motoring in general. The features of the new edition are that it has been largely re-written and re-illustrated, and embodies all the latest developments in car construction. There are 19 chapters and 218 pages, which include large sections on housing a car, adjustments and repairs, legal matters, touring, etc. Net price 2s. 6d., post free 2s. 9d.

Larger Bodies.

One of the most important developments during the past year has been the lengthening of many small car chassis so that more roomy bodywork may be used. This development is directly due to the increased power now obtainable from light car engines as a result of the wide adoption of overhead valves, aluminium pistons, high compression ratios, and so forth. It is thus that racing leads to better touring cars.

Ulster Grand Prix Accident.

Although last Saturday was fixed for the Ulster Grand Prix, the eagerly anticipated race did not take place

The Level-crossing Nuisance.

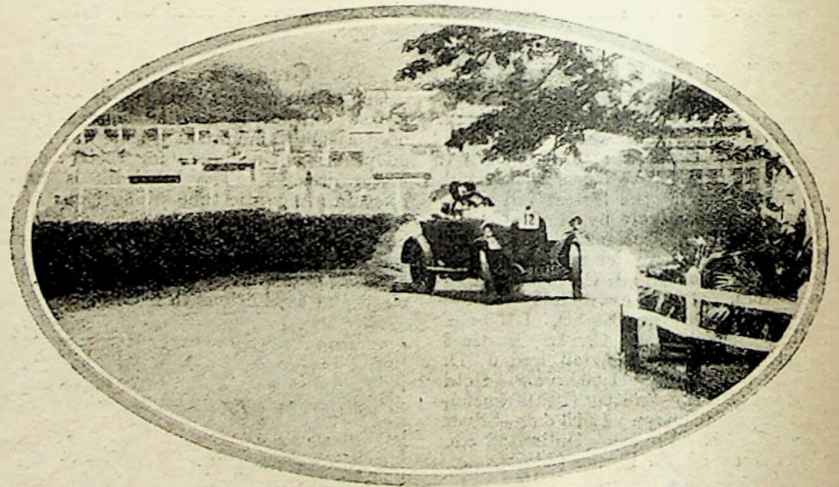
Steps have been taken by the R.A.C. to lessen the inconvenience caused by the Black Dyke Crossing, near Arnside Station. Warning signs have been erected by the local authorities, and the question of obtaining greater facilities for road traffic has been taken up with the railway company.

Greasing Made Easy.

On the latest big Rover greasing has been simplified by grouping a number of grease-gun nipples together under the floorboards. From the nipples pipes lead to the points requiring lubrication. A similar scheme could be easily carried out by light car owners who are fond of tinkering, while it substantially reduces the labour of maintenance.

R.A.C. Test of Ariel Ten.

Some remarkable figures were obtained during a test of a 10 h.p. Ariel observed by the R.A.C. and entered by Mr. D. M. Healey, of Perranporth, Cornwall. The route selected was from Land's End to John O'Groat's and back, whilst the trial concluded fittingly with an ascent of Bluehills Mine. The total distance covered was 1,788½ miles, over which distance the fuel consumption worked out at 53.79 m.p.g.; oil consumption was at the surprisingly low rate of 6.433 m.p.g. The total amount of water consumed over the journey was 5 pints 6 oz. The only serious breakage which occurred was the bottom leaf of the rear front spring. This, however, was not replaced, and the car was driven in this condition without any trouble. No

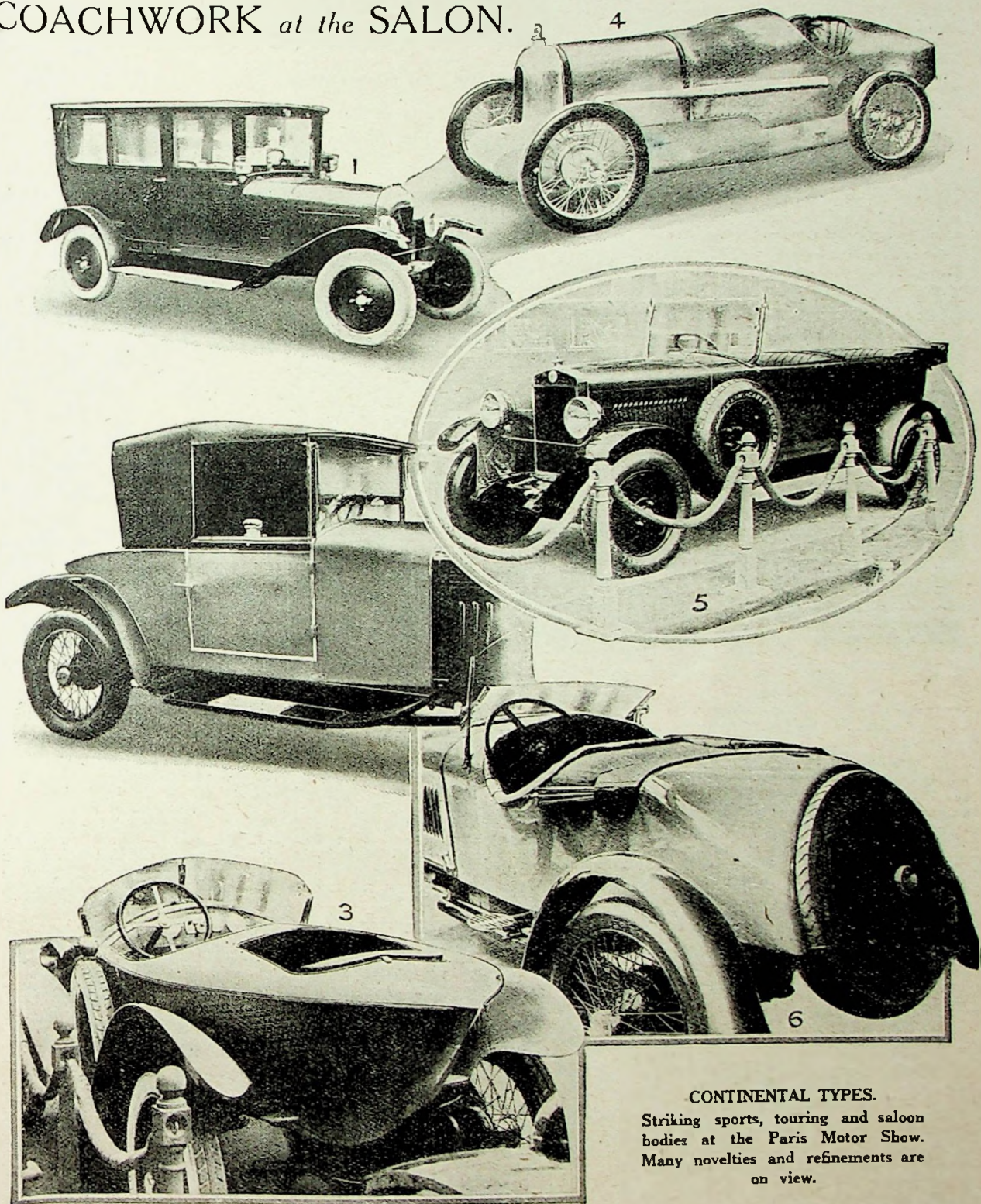


SKIDDING THE — D. Bartlett (Gwynne) making the fastest four-wheeler ascent in the Malaya hill-climb.

owing to the death of one of the competitors, H. S. Pyper, who met with a fatal accident whilst practising a day or two before. The late Mr. Pyper had entered a sports Alvis and was taking a tricky bend at Aldergrove at high speed when the car became out of control, crashed into the hedge and overturned. The driver was killed instantly, but although his mechanic was thrown out on to the roadway, he escaped with a shaking. It is anticipated that the race may be run off to-morrow, Saturday, October 11th, in which case a report will be a feature of next week's issue of *The Light Car and Cyclecar*.

coasting was indulged in when descending hills, and the weather throughout was extremely bad. This car has a four-cylinder engine of 60 mm. bore by 97 mm. stroke, which gives an R.A.C. rating of 8.9 h.p., the cubic capacity being under 1,100 c.c. The top gear ratio is 4.82 to 1. It is interesting to note that the car was equipped with Dunlop low-pressure tyres and that the total running weight with passengers was 17½ cwt. Such tests as these are deserving of the greatest encouragement. They demonstrate the utility and economy of the modern light car in a very striking manner.

COACHWORK *at the SALON.*



CONTINENTAL TYPES.

Striking sports, touring and saloon bodies at the Paris Motor Show. Many novelties and refinements are on view.

THE bodywork on many of the light cars at the Paris Motor Show is very novel and in many cases reveals entirely new ideas in body design and construction. Sports bodies, in particular, have been much improved since last year, while big strides have been made in improving the lines of coupé

and saloon types. Some sports models are listed without windcreens or mudguards, and running boards are omitted in nearly all cases.

Above (1) are seen a very fine Weymann four-door saloon on an 11.4 h.p. Citroën chassis, and (2) the Weymann principle applied to a folding

head coupé on a Sénéchal, a sports model is depicted (3).

A striking exhibit is the super-sports La Perle (4). The 10-20 Berliet (5), which will be at Olympia, is exceptionally roomy for a light car. An E.H.P. with a concealed hood is depicted in the photograph (6).


THE PARIS SALON.

The Magnificent Hall in which the French Annual Motor Show is Held.



OUTSIDE AND INSIDE
THE
GRAND PALAIS.

The Grand Palais in the Champs Elysees is an ideal hall in which to hold a motor show. More roomy than Olympia, it is also light and well ventilated. In the heart of Paris, it is, nevertheless, seldom overcrowded. In the following pages the items of special interest at this year's Paris Motor Show to small car owners are dealt with at length, while current Continental small car practice is discussed and details are illustrated.



SMALL CARS AT THE PARIS SHOW.

THE EXHIBITION AS VIEWED BY A SMALL CAR ENTHUSIAST—MANY NOVELTIES IN THE DESIGN OF LIGHT CARS AND CYCLECARS—INTERESTING NEW MODELS AND DEVELOPMENTS.

THE Paris Show, which opened on Thursday, October 2nd, is of absorbing interest to small car enthusiasts. Originality of design is to be found on nearly every stand, and a very large proportion of the cars exhibited come within the 1,500 c.c. limit.

The number of cyclecars on view is certainly rather disappointing, in view of the active interest which is taken in France in the cheapest types, but many manufacturers of most ingenious little vehicles have not yet got fully into production, and deemed it unwise to exhibit.

Chassis design, generally speaking, has made big strides during 1924, and the coachwork of the latest types is much better than it has been before, while one sees British practice reflected on many of the stands. A most interesting feature of the Exhibition is the fact that several car manufacturers are listing models with chummy bodies, which were, of course, such a feature of Olympia last year. Since then the occasional four-seater has gone rather into disfavour in this country, but in France it is anticipated that a big demand exists for cars with bodies of this type.

Two-door chummies are favoured by many important makers, the two doors being both in front and access to the rear seats being gained in the conventional manner by tilting or tipping the front seats. In some cases the doors are so wide that when the front seats are not adjusted too far back it is possible to step either into the front or into the back of the car. Prominent among the exhibitors of chummy-

bodied cars are the makers of the La Perle, the Moto-bloc and the Sénéchal; the last-named has only one door, while the Lafitte, which bears a resemblance to the early Gwynne Eights, has no doors at all. A chummy body figures on the Bedelia cyclecar exhibits.

Leather-covered bodies are to be found on several stands; some of them are built on the Weymann principle, while others have metal panels, with leather cloth stretched over them. A Citroën is shown with a very roomy four-door Weymann saloon body, and although the lines are square, it is undeniable that a more roomy or attractive closed light car it would be difficult to conceive.

The Weymann principle allows a body to be built on very generous lines without it being too heavy, and its undoubted advantages for small cars are well appreciated in France. On the Sénéchal stand at the Salon is an extremely attractive Weymann-type folding-head coupé. This represents an entirely new departure in body construction, and suggests that before long we may have two-seaters with a skeleton body, over which leather cloth is tightly stretched.

The Sénéchal car in question has very smart lines, its attractive appearance being well depicted in an illustration in this issue. No panels are used for the body, not even for the scuttle or doors, and the resulting car is very much lighter than if it had an equally roomy body built on any other principle. In addition to this very great advantage, the body cannot possibly develop squeaks or rattles,

AT THE PARIS SHOW (contd.).

while it is easily kept clean with a wet sponge and can be polished in a few minutes with ordinary brown boot polish. When the folding hood is lowered, the car presents the appearance of a semi-sports two-seater.

Determined efforts have been made during the last few months in France to devise concealed hoods, which are out of sight when lowered, yet which have none of the usual disadvantages commonly associated with them. In some cases the hood, with its sticks, is removable and may be folded up and stored in the tool box, but it is realized that this plan is not very successful, and schemes for allowing the hood to drop into a recess formed in the top panels of the body are more popular. A good layout figures on the E.H.P. which is exhibited, but in this case the hoops are exposed.

On the same car an attempt has been made to overcome the unsightliness of the spare wheel by fitting it flush with the back of the body and slightly inclined so that the general body line is not spoiled. The resulting effect, however, is not so pleasing as one could wish, but the wheel is, of course, accessible, and the broadside appearance of the car is much more trim than when the spare wheel is carried on the running boards.

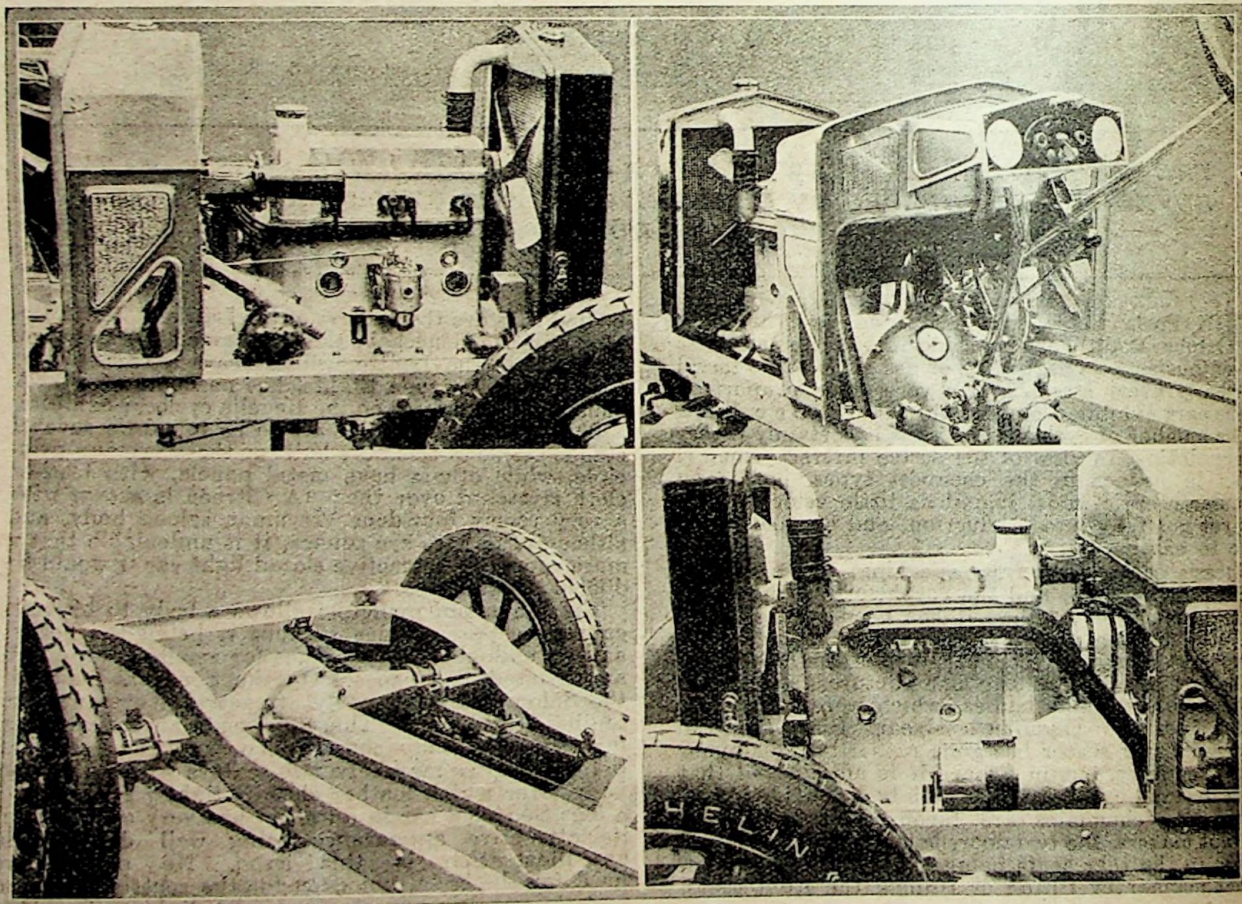
On some of the French small cars the spare wheel is stored in the tail, as in the case of the Austin Seven sports model, but with the widespread adoption of low-pressure tyres the spare wheel needs so roomy a locker that its accommodation in the tail is impossible.

On many of the exhibits it is noteworthy that the fascia board consists of an aluminium casting, supported by integral brackets which are secured to a further aluminium casting which forms the dashboard proper. A very good example of this construction will be seen in the illustrations showing chassis details of the new 900 c.c. Fiat. The bodybuilder usually provides a mahogany fascia board, which surrounds the small aluminium instrument board, and, due to the compactness of the central casting, there is plenty of room for large cubby holes.

Dickey seats are slowly coming into vogue on the other side of the Channel, especially on sports models, where a cockpit similar to that adopted for the latest sports Crouch, Frazer-Nash and G.N. cars is provided in the tail. In some cases a metal trap door, secured by a couple of wing nuts, is used as a cover, but buttoned leather panels are more popular. These dickey seats can, of course, accommodate only one passenger, but it is surprising how much comfort they afford.

The typical French sports body lines, consisting of a horizontal top rail and an upswept curve at the rear, seem to be going out of fashion in favour of a design similar to that adopted by the Darracq and Alvis cars which competed in the 200-Mile Race. Nearly all the latest French sports models are built on this plan, which is, of course, exactly the reverse of the conventional system—the "straight edge" at the back being vertical instead of horizontal, as on almost every British two-seater.

All-weather equipment still remains sadly neglected, if one may go by the evidence collected during a long and careful survey of all the light cars at the



THE LATEST FIAT
LIGHT CAR.

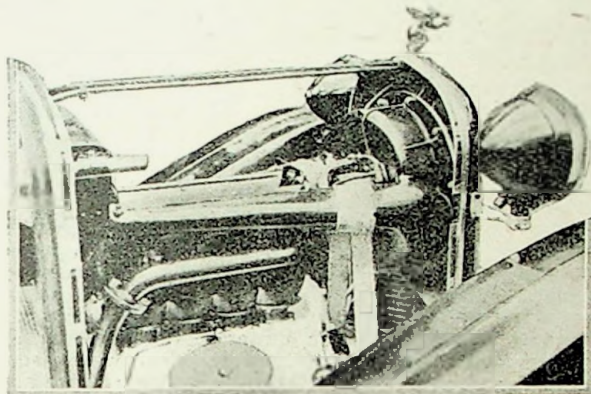
The chassis and 902 c.c. engine of the latest Fiat is one of the most interesting exhibits at the Paris Show. Note the frame cross member swept beneath the torque tube.

AT THE PARIS SHOW (contd.).

Paris Show. Hoods are certainly better, but side curtains are very seldom provided. On the other hand, windscreens have been vastly improved, the pattern used on the Victory model Palladium being in very common use. Where these fixed sloping V screens are not adopted, the usual plan is to provide a single pane of glass set at an angle and adjustable by two wing nuts, one on each side and slightly above the centre of the side posts.

In many cases petrol tanks are now fitted between the rear dumb-irons, scuttle tanks being at present somewhat out of favour. It is rather difficult to see why this should be so, as, with a tank in the scuttle, gravity feed may be employed, while a rear tank calls for the use of either pressure or vacuum feed and very much more piping.

The most noteworthy development in chassis design is the vast improvement in suspension systems which



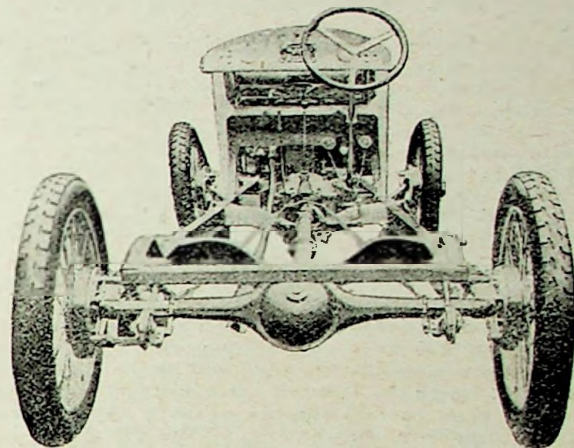
The cowled air-cooled engine of the novel four-cylinder S.A.R.A. This light car is becoming very popular in France.

is to be seen on nearly every stand. Springs, this year, on the light cars are wider, longer, and better mounted than they have been in the past. Two main layouts are being followed, the one consisting of very long half-elliptics at the rear, with shorter ones at the front, while the other embodies a single transverse spring at the front and utilizes either long half-elliptics or quarter-elliptics at the rear.

The Sucre car is perhaps the most original so far as its suspension is concerned. At the front there are very long half-elliptics, each of which is built up of only three very wide leaves. At the rear splayed quarter-elliptics are used, and these are more than 4 ft. long, while they each have seven leaves 2½ ins. wide. One would imagine that shock absorbers would be absolutely necessary with this original but practical-looking design.

Some novel suspension systems are to be found among the cyclecars, but these will be separately described later.

The extensive adoption of transverse front springing on the same principle as that which has achieved considerable popularity on the Lagonda cars is very significant, and it does not seem improbable, in view of the excellent results which are said to have been



The latest Amilcar chassis. Note the frame members beneath the propeller shaft- which has a central bearing, and the steel-strip brake connections.

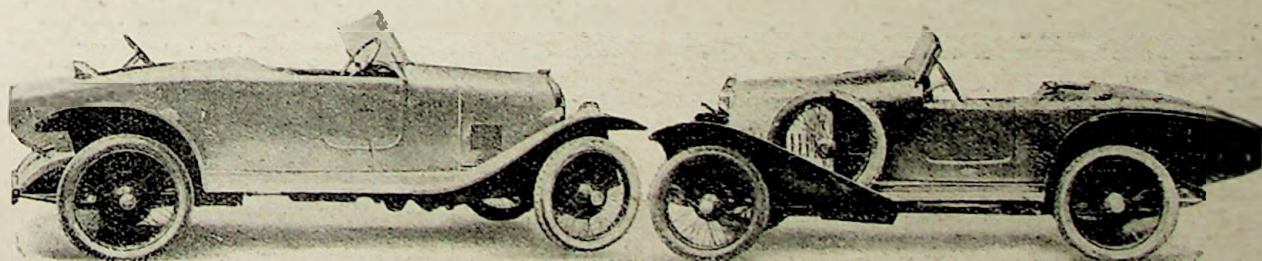
obtained with 1925 models of some of the French cars exhibited, that transverse springing will return to England. On the 8 h.p. Renault the usual order of things is reversed, for here one finds half-elliptics at the front and a transverse spring at the rear, and this design gives admirable riding comfort.

Many of the light cars at the Show have shock absorbers, the friction type being particularly favoured. A common method of fixing them is to attach the portion carrying the friction discs to the frame, the single arm being attached to the axle or forked so that it partially surrounds it.

A development which appears to indicate the probability of wide adoption is the use of frame cross-members, which are swept beneath the propeller shaft housing. This is a feature of the new Fiat, and it is to be found on a considerable number of sports models at the Salon. The illustration, showing the rear view of an Amilcar chassis, which appears above, gives a good impression of this important development.

Several frame layouts employ four cross-members, the front one being tubular and connecting the dumb-irons, the second being slightly abaft the centre of the frame and swept beneath the propeller shaft, the third bridging the upswept part of the frame at the rear, and the fourth being tubular and connecting the rear dumb-irons.

By sweeping the centre cross-member below the propeller shaft it has been found possible by many concerns to have the top of the chassis frame only 3 ins. or so higher than the rear axle casing, the very low build thus resulting giving stability on the road and a very pleasing appearance. Rather flat under-



THE LATEST SPORTING BODIES.

The Buchet with a dickey seat (left) and the staggered seating Maximag (right) give an excellent impression of the up-to-date development of sports bodies on the Continent. Who can deny the beauty of line and charming appearance of these fascinating speed models?

AT THE PARIS SHOW (contd.).

slung half-elliptics are generally used for the rear suspension where this frame construction is used. One of the illustrations showing the details of the new Fiat gives a good impression of the frame construction.

Engines have not been substantially changed since last year. They are all of the high-revving order, mostly with overhead valves and in many cases with overhead camshafts. In order to accommodate the Ducellier or Paris Rhone combination dynamo and starting motor, a number of crankcases have been redesigned. These combined electrical units are very massive, but they are also very efficient. They start the engine without a sound, and, being attached directly, in many cases, to the forward end of the crankshaft, no chain or belt gear is necessary.

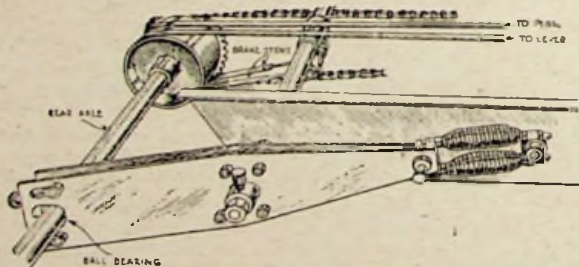
Four-speed gears are few and far between, as also are gearboxes not built up as a unit with the engine. The Renault is an outstanding example of a car with a gearbox separate from the engine. In this case the box is mounted on the forward end of the propeller shaft, and forms the forward extremity of the torque tube. Central control for the gears is almost universal, likewise a centrally placed brake lever. In many cases, despite the rule of the road being opposite to our own, right-hand steering is fitted, so that the central controls are operated by the left hand.

Before leaving the question of engines and gearboxes, it should be noted that in France there are still many designers who have not learned how necessary it is to provide oil fillers of reasonable size; there are engines and gearboxes to be seen in the Salon the oil fillers of which are barely large enough to accommodate the spout of even a small funnel.

Supported Propeller Shafts.

Ahaft the gearbox one notices many recent alterations in transmission design; the most important concerns the supporting of the centre of the propeller shaft by a bearing formed between the flanges of a two-piece torque tube. This plan of fitting a bearing in the centre of the propeller shaft has been adopted by many makers, and is to be found on such well-known machines as the Amilcars. The *raison d'être* is to allow a reasonably long propeller shaft to be used without the fear of whipping and consequent vibration.

Already one hears of a number of manufacturers in



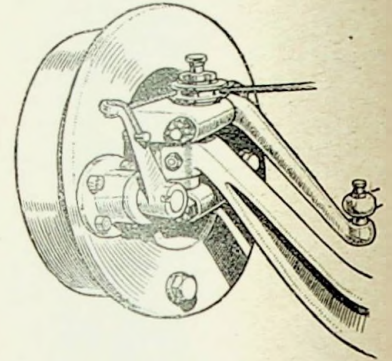
The special suspension of the Monet-Goyon cyclecar. The brake "bands" are made of strip coupled to the controls.

England who are considering the advisability of embodying this refinement on their productions, and it seems more than probable that by next year's Olympia Show there will be as many centrally supported propeller shafts on British light cars as there are on French machines at this year's Salon.

Exposed propeller shafts suspended at each extremity on large fabric discs are, however, to be seen on many stands at the Paris Salon, cars employing this arrangement including the D.F.P., Donnet Zedel and Sénéchal; the last-named is, of course, a prominent sports car and has recently sprung into con-

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siderable favour in France. It may be well at this point to interpolate a few details as to its design. A four-cylinder overhead-valve engine is employed, the gearbox being built up as a unit and the propeller shaft being, as already described, exposed. At the rear two superimposed quarter-elliptics, bearing a resemblance to the rear suspension of a Citroën, are noticeable, while there is a transverse spring at the front. Hartford shock absorbers are fitted all round and a Ducellier starter-dynamo unit is mounted at the forward part of the crankcase.



The neat cable brake which is fitted to the front wheels of the new 900 c.c. Fiat. Cables for brake operation are gaining popularity.

A study of rear axle design at the Salon reveals nothing of a particularly striking nature, if one excludes the delightful design employed on the new little Fiat. This car has a hanjo-shaped axle of extremely clean design. It is closed at the rear by a large domed plate, the forward part being attached to the torque tube, which is suitably swelled out and flanged. The springs are underslung and hung by U bolts suspended in grooved saddles, which surround the axle casing and on top of which there are tall rubber buffers arranged so that they come in contact with the frame, limiting the axle's upward travel and preventing spring fractures when the car is driven over bad roads when fully laden.

Axles which are split vertically, following the practice of many years ago, are still to be seen on many stands, in most cases the centre portion being a casting and the axle shaft casings consisting of steel tubes round the inner ends of which the central casing is shrunk and riveted.

Well Known at Home.

Among the cars at the Salon which are well known in England are the Citroën, Salmson, Berliet, Peugeot, Le Zebre, Renault, Amilcar, D.F.P., Charron, and Derby. The Citroën stand is always a centre of interest, and there is indeed a noble display. The popular 7 h.p. and 11.4 h.p. models are exhibited with many styles of coachwork, but their chassis show no change since last year. Hundreds of thousands of these cars have been sold, and their popularity is steadily increasing.

Among the Salmson exhibits is a racer similar to that which took part in the 200-Mile Race. A Grand Prix model, beautifully finished, is an exhibit around which there is always a crowd, while the chassis of the same model, revealing, as it does, a number of mechanical niceties, is seldom easy to approach. The springing employed on this super-sports model of the Salmson for the rear axle consists really of quarter-elliptics, but the two lower leaves in each case are extended to form, in effect, half-elliptics.

The 10-20 h.p. Berliet is exhibited with a very roomy four-seater open touring body, which should seat five in comfort. The car is very large, considering that its engine is under 1,500 c.c., but it is lightly built, and, consequently, does not lack speed. Its general appearance is typically British, having a double windscreens, all-weather equipment, and four doors to the body. This car will probably be seen at Olympia.

AT THE PARIS SHOW (contd.).

The Amilcar chassis which is shown has half-elliptic springs at the front and cantilevers at the rear. The same springing arrangements figure on the Derby and the Octo. Four-wheel brakes are fitted, these being operated by flat steel strip—an unusual arrangement, as cables are used in nearly every other case. With the Amilcar, operation of either the pedal or the lever applies all the brakes, but on many cars only the pedal works all brakes, the lever expanding shoes in a drum on the transmission. In addition to the chassis exhibit, there is a number of complete cars on the Amilcar stand, including a very striking red two-seater.

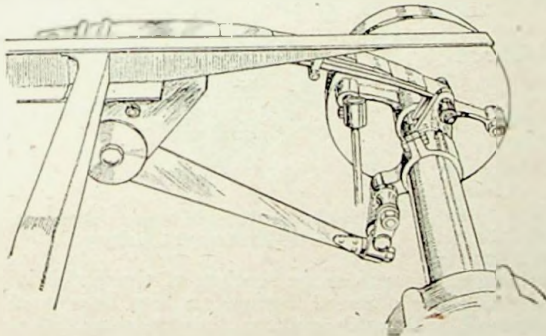
Both the D.F.P. and the Charron have four-wheel brakes, and they are both constructed on very robust lines. A very interesting car is the new Le Zebre, this model being different in many respects from earlier types. It has an engine of 1,100 c.c., and is said to have performed well during extended tests to which it has been subjected.

A British Exhibit.

No mention of the light cars at the Paris Salon would be complete if the Austin were omitted, and the interest which is attracted by the chassis, sports, and family models shown would merit a long description of their features if it were not for the fact that all readers of *The Light Car and Cyclecar* must be familiar with their clever design. The Austin is the only British light car in the Salon.

Coming now to the cyclecars, one cannot resist the temptation to start with the Morgans, for, of all the cyclecars exhibited at the Salon, these solid little three-wheelers have endeared themselves to the hearts of the largest public. The four cars exhibited are of French manufacture, but closely follow the well-known British design, the only noteworthy difference being that external exhaust pipes are used.

Another three-wheeler which has attracted very favourable comment is the D'Yrsan, which has a tubular frame, detachable wheels, and a four-cylinder



To accommodate the body, the frame members are extended on the G.A.R., weight being saved by cutting away needless material.

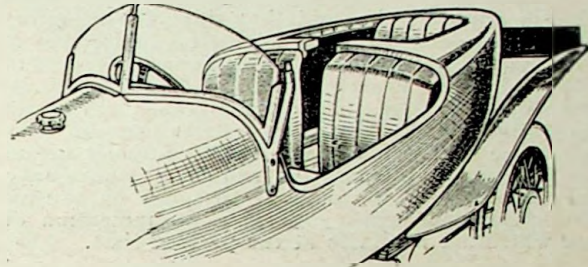
o.h.v. water-cooled Ruby engine with a three-speed and-reverse gearbox bolted up behind it. A chassis figures on the stand, while a mottled blue sports model completes the exhibit.

A very old friend is the Bedelia, a lightly-built four-wheeler, the manufacturers of which remain staunch to twin-belt drive. An attractive two-seater, a sports model, and a chummy are exhibited. A two-cylinder water-cooled V-twin engine is now used, a chain taking the drive to the countershaft, on which are mounted the pulleys for the belts which take the drive to the rear wheels.

The Sima is another interesting four-wheeler, the outstanding details of which are shown in a "Rich Mixture" photograph. The engine is a horizontally opposed twin two-stroke, slung beneath a transverse spring, which forms the front suspension. The car is very light, but is built on quite robust lines.

Another belt driver is the D'Aux, a full description of which was given in *The Light Car and Cyclecar* recently.

The Lujac is an interesting miniature three-wheeler providing seating accommodation for one. The drive is by friction discs, the friction gear being mounted at the rear of the chassis and the large disc on the end of the propeller shaft being drawn away by the clutch pedal from the friction wheel, which is slidably mounted on a transverse shaft connected by



Sports coachwork on the Continent is of very striking design, this three-seater being a good example of the latest practice.

a chain to the single rear wheel. Like the D'Yrsan, this little car has its rear wheel fixed between two heavily-built supporting members, to which quarter-elliptic springs are shackled. These "forks" are of I-section steel in the case of the D'Yrsan, and they are of U-section steel on the Lujac. In each case they are secured at the forward ends to a transverse shaft mounted in massive bearings on the frame. They positively prevent the rear wheel from "lying over" when cornering.

A £60 Three-wheeler.

The Villard is a three-wheeler with two wheels behind and one in front. The car exhibited has been a centre of interest, principally, no doubt, because the front wheel is driven as well as steered and because the body is very roomy, while the price is only about £60. A single-cylinder engine is used. The wheels are interchangeable and the drive is by chain.

The Monet-Goyon, a four-wheeled cyclecar, has a single-cylinder two-stroke engine, with one chain driving to a motorcycle gearbox in the centre of the frame and another chain driving the rear axle, which has no differential. In the centre of the axle a large drum is mounted, and on this the sprocket is formed integral.

At the side of the sprocket there is room for two brake bands side by side, and these take a very novel form. They consist of two long strips of spring steel bolted to a dropped cross-member of the frame beneath and a foot or so ahead of the rear axle. From this anchorage the bands are carried backwards over the drum and forward to the pedal and lever respectively.

Before concluding mention of the cyclecars, a word must be said with regard to the Lafitte, which, with its three-cylinder air-cooled radial engine, still remains one of the most original four-wheelers in the world. With this car gear changes are effected by altering the angle at which the engine is set in the frame. By so doing, the flywheel engages a different part of the conical friction "disc," which takes the drive to the bevel-driven rear axle.

One feels, on examining the cyclecars which are shown at the Salon this year, that it is a pity that their makers have not aimed at a higher selling price. The impression is gained that had they decided to market them at, say 8,000 francs (£100), they could have produced very much more workmanlike machines, which—at least, to the British mind—would be likely to find a more ready market than the existing very much cheaper models.

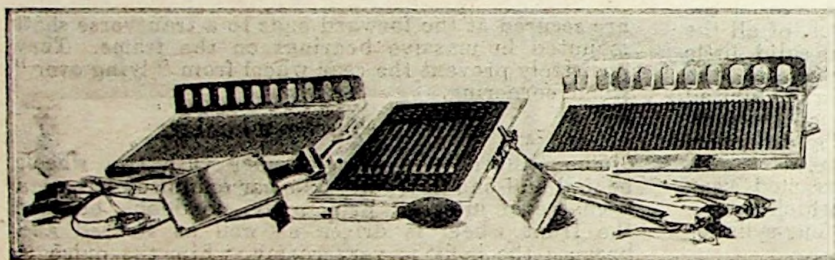
ACCESSORIES TO LOOK FOR AT THE SHOW.

OLYMPIA PRESENTS A STRIKING RANGE FOR THE OWNER-DRIVER WHO DESIRES TO ADD USEFUL EQUIPMENT TO HIS CAR.

IT can truthfully be said that this year accessory dealers are endeavouring to surpass themselves in the display which they are arranging to present at Olympia. Every conceivable type of additional fitment will be on view. The coming season will reveal the fact that the manufacturers of accessories are very much alive to the need for providing really useful fitments, and in all cases the motorists' wants have been anticipated. We propose to touch on several outstanding lines which will give an indication of those which are available at the present time.

Clothing for Motorists.

A section which should not be overlooked by the visitor is that which is devoted to motorists' clothing, both for women and men. Here will be seen all patterns of glove and waterproof overcoat, while the sporting driver will be able to examine a dozen different types of driving helmet. Incidentally, the



A representative group of Stadium accessories. They include several different types of windscreen wiper and step-mat.

Direct Trading Co., 30, Grove House Lane, Leeds, are offering a very useful type of motor coat known as the Stormgard. It is of the double-breasted type and is made of fawn gaberdine, with a "between" lining of oilskin, the actual lining being a "Teddy" fleece. It sells for 42s. 6d., with gaberdine collar or with high



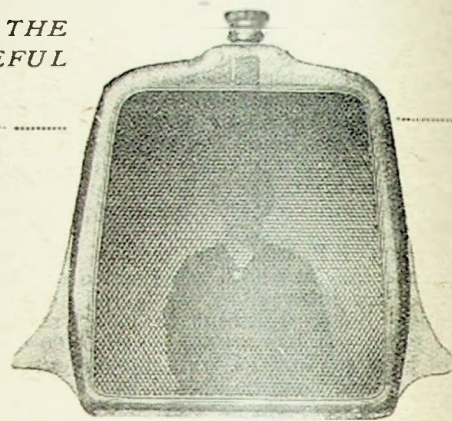
The "Security" side mirror, showing the wide range of reflected vision and (right) the popular Pyrene fire extinguisher.

fur'stown collar 10s. extra, and can be obtained, if desired, direct from the concern mentioned.

Turning to the actual accoutrements of the car, the Stadium range of accessories calls for detail examination, and a few are illustrated on this page. They include several types of windscreen wiper, a large and small size car mirror, a battery tester, and three useful forms of step mat. The makers, Etienne et Cie, specialize in these goods, and it should be understood that those which we have named represent only a very small section of the large selection which they offer to the



The ingenious Auster "rip-up" fastener can be used for a variety of useful purposes.

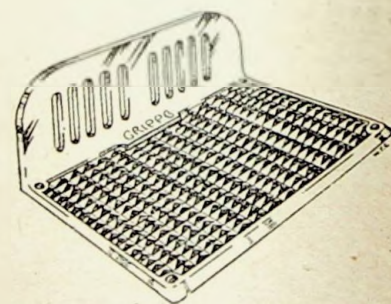


Serck radiators are made in all types and sizes. Note the "open" nature of this honeycomb.

motoring public at very reasonable purchase prices.

Other fitments of a similar nature are the side mirror which is marketed by the Security Accessories Co., Ltd. (which gives a very wide reflected view), and the Pickavant step-mat, a high-grade fitting suitable for the running board of a light car or cyclecar.

Many owner-drivers have found that there is a tendency for their feet to slip off the control pedals, and they will be interested in the



Another well-made type of step-mat—the Pickavant "Grippe."

Holdtite attachments which are marketed by Holdtite, Ltd., and which can be examined in the accessory section of the Exhibition.

The need for efficient engine cooling is attracting widespread interest, and for this reason radiators will come in for a big share of attention. The construction of radiators requires considerable skill, and in this connection the Serck radiators call for special mention. One of the illustrations on this page reveals the secret of its efficiency and shows the ample tube area through which the cooling air can pass. It will be observed that the figure standing behind the radiator is clear and unbroken.

It is not sufficient, however, for many owner-drivers that their cars are equipped with an efficient radiator; they wish to have ocular evidence of the fact that the engine is running cool, and their attention is directed to the popular Boyce motometer, which tells at a glance the exact temperature of the engine and indicates that

ACCESSORIES (contd.).

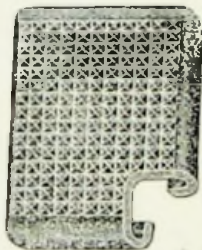
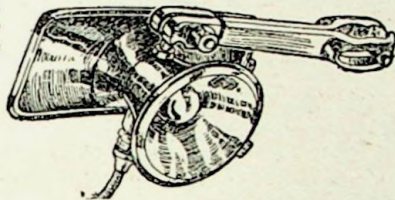
danger point which is reached only when the radiator is beginning to run dry or when, through some mechanical derangement, rapid overheating of the engine has begun.

The importance of being able instantly to extinguish a small fire on a car cannot be over-estimated, and for 1925 there will be several popular makes of fire extinguishers on the market. These include the Pyrene, the Swift, and the Antifyre. The last-named takes the form of a pistol, and all that the operator has to do is to press the trigger, aiming the charge at the source of the fire.

Shock Absorbers.

Car comfort will be insisted upon by both present and potential motorists for the forthcoming year, a condition which has been appreciated by those manufacturers who have realized that ordinary springing systems have limitations and that even the best system is generally improved by the fitting of a shock absorber. The Hartford enjoys a well-earned position

A security combined side mirror and spotlight. (Below) To make pedals "slip-proof."



of distinction from this point of view, and for 1925 many manufacturers will be fitting it as standard.

Apart from the friction type, however, of which there will be

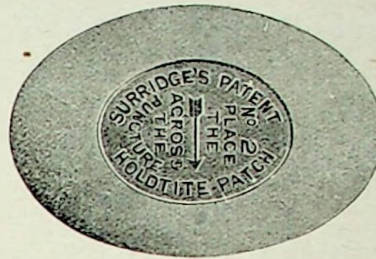
several others at the Show, there are the helical spring dampers, of which the J.M. and the Pickavant models are well known.

The bugbear of night driving in wet weather is not likely to trouble motorists who take the precaution of fitting even the most simple type of screen wiper, but of particular interest in this connection is the automatic type, which is operated either by electrical energy or by suction from the induction pipe. The British Berkshire is an excellent example of the former, whilst the Folberth may be quoted as representative of the latter.

The electrically operated type is easily fitted, and only necessitates coupling up the instrument to the switchboard or the accumulator box direct. The suction-operated type is also easily fitted, and although the average private owner-driver may not be able to do the job for himself, any repairer will undertake to drill the necessary hole in the induction pipe, and connection of the tubing is simple.

Low-pressure tyres are all the vogue, but this does not mean that cars will be immune from punctures. Owner-drivers will do well to examine the various vulcanizing outfits which will be on view and which cost anything from a few shillings to a matter of pounds. On the other hand, there is the ordinary patch

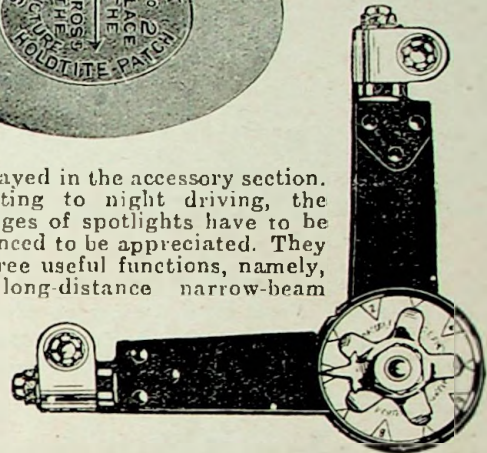
which is certainly a convenient and handy way of repairing the roadside puncture. Several up-to-date examples of patches of proprietary manufacture will



(Left) An improved inner tube patch and (below) the Hartford shock absorber.

be displayed in the accessory section.

Reverting to night driving, the advantages of spotlights have to be experienced to be appreciated. They fulfil three useful functions, namely, as a long-distance narrow-beam



headlight, a means of reading signposts at night-time, and last, but by no means least, an indispensable accessory for picking out the kerb when driving in fog. As a spotlight usually is fixed to the windscreen, it can be very easily incorporated with a side mirror, and the combination represents one of the most useful accessories with which any car can be equipped.

Lightning Fastener.

Two years ago the rip-up type of fastener was examined with a good deal of curiosity by visitors to Olympia, and this year it appears in its latest and improved form amongst the many and varied Auster accessories. It can be used in a variety of ways, such as, for instance, on tool bags and all-weather equipment.

Economical running—a feature which is dealt with in detail elsewhere in this issue—is greatly assisted by the fitting of an extra-air inlet. Such a device needs intelligent handling, when it will give excellent service, not only cutting down the petrol consumption, but acting as a useful brake.

The P.A.S. system of steam and air injection will be an interesting exhibit. The device takes the form of a connection between the radiator head tank and the induction pipe, an interceptor, for trapping and disposing of water, being introduced in the pipe line. Decreased petrol consumption and increased efficiency are two of the claims put forward on its behalf by the inventor.

The Gazolex is a somewhat similar accessory, but vaporized water is drawn into the induction system from a special auxiliary tank.

Naturally, only the fringe of the accessory section of Olympia has been touched on in the foregoing, and it would be as well to warn readers that in order to examine the more useful accessories at least two hours must be spent.



The "Stormgard" motor coat with fur collar. It can be obtained with a plain collar.



This is the First of a Series of Humorous Stories Depicting the Trials and Troubles of a Non-technical Motorist who is Endeavouring to Choose a New Light Car. George, his friend, is a type with whom every small car owner is familiar.

I ALWAYS ask George's advice about technical matters and then follow my own inclination.

"What do you think about the ten horse Bilge?" I asked, leaning on the bar and adopting an expression of earnest inquiry.

"No go, old man!" said George decisively.

"But why, George? I went for an excellent trial run the other day and I thought of getting one at the Show."

"You wouldn't see the technical side, of course," said George, "but you can take it from me they're a washout."

"Why?" I persisted.

George solemnly emptied his glass and then leant towards me and said confidentially: "Back axle assembly, old man."

"Great Heaven, no!" I cried.

"Fact," said George, nodding solemnly. "Cocks up—crown wheel—teeth—bevel—chewed up—frightful mess—no spares—finish."

At that moment a stout gentleman came and stood near me. He wore a diamond ring and a bilious expression. I thought he was either a car dealer or a retired stockbroker living at Brighton. He addressed me easily.

"What are you getting at the Show?"

"Oh, I thought of getting a—er—a Snoop," I replied, for I had decided not to take a Bilge, owing to the inside information George had given me.

His Horrified Amazement.

The fat man, upon hearing my decision, looked at me with every appearance of horrified amazement, his mouth slightly open and his head thrust forward.

"A what?" he said.

"A Snoop—you know, four-cylinder engine with—er—a dickey seat."

The fat man was affable, perhaps because I had never seen him before in my life. He called me "old man," like George always does: I think it must be a motoring term.

"You ask my advice on a Snoop, old man?" he said. I had done nothing of the sort, but I nodded with vague apprehension.

The fat man banged his fist suddenly on the bar, and ejaculated, in trumpet voice, the words: "SUET PUDDING!"

"I—I didn't quite catch," I said, somewhat alarmed at this extraordinary procedure. "I was speaking of the Snoop car."

c20

The fat man breathed down my collar, and, in a husky whisper, repeated, with sundry winks and nods and screwings-up of the mouth: "Suet pudding."

"Ah—indeed you astound me!" I said, edging away.

"The engine is flabby; it has no pull," continued the fat man. "They've got the compression ratio hopelessly wrong."

"Surely not!" I cried.

"Absolutely!"

I turned to George for help.

"I didn't know that, did you?" I said.

"Good lor! yes, old boy—compression—excessive—piston rises—spark—mixture—bang—cylinder head blown off."

"Well," I said, "I shall have to get another Pendiebury-Blatherwick like my present one."

"The Pistons are Putty."

"No go!" said the fat man and George in a breath.

"Last year's models were good," said the fat man.

"This year they're making the pistons of putty."

"Putty!"

"Dud material," remarked George. "Imperfect alloys—bought from Germany—pistons expand—red hot—oil burnt up—seize—con. rods buckled—towed home in evening by cart-horse."

"What do you advise then?" I asked George after a pause.

"I'm getting a de Villacoublay—perfect design—90 m.p.h.—roller main bearings and green leather upholstery."

"Don't do it, old man," I said, shaking my head.

"The wheels, old boy—the wheels."

"What's up with the wheels?" inquired George in surprise.

I carefully tapped off the ash of my cigarette, looked elaborately to right and left, and whispered in his ear:

"Won't go round, old man."

He strode away; I think he was cross.

But there was still the fat man to keep me company.

"What's yours?" I asked.

"Double whiskey," he said without a moment's hesitation.

"Don't know the make," I replied like a flash.

"Oh—car—mine's a Wilson. They've got a splendid road performance."

"A Wilson?" I queried, dropping my lighted

MY FRIEND GEORGE (contd.).

cigarette on the back of his hand and gaping at him with bulging eyes.

"Yes, a Wilson."

I slammed my hand down on the bar, knocking over the plate of salted almonds and making everyone in the room jump.

"JAM ROLL!" I roared, and turned and briskly walked from the room.

* * *

I hate nothing more than selling things, so I went to see George at his flat a few days afterwards about getting rid of my old Pendlebury-Blatherwick before the Show.

George is one of those confident people. He can do everything, and usually does.

"I'm not frightfully skilful at selling things myself," I said, leaning back in my chair, "but I have got to try. Now if only old Brown would do it for me—if—"

"Who's he?" asked George.

"Old Brown? Don't you know old Brown?" I started up and looked hard at George, registering surprise with my eyebrows. He preserved his usual Vacuum A expression.

"Never heard of him."

"But Brown can sell you anything. He's got that wonderful gift—he simply talks you round. If only I could get old Brown to sell the P.-B. I'd give him ten per cent. willingly."

"Dash it all—talk no good—hot air—no sense—talk, talk, talk."

"Ah, but Brown knows a good deal. I don't mean



"Do sixty," said George. "Fellow offered me £350 for it yesterday." "No," I said.

he has quite your technical knowledge—but you should hear him—why, he'd sell you the P.-B. in two minutes."

"I say—don't talk rot, old man," George remarked in his offensive manner. I took no notice of the supercilious tone. I am generous to another's fault—especially when—. But you'll see in a moment.

"I'd give him ten per cent. if he'd sell the P.-B.—or anyone, for that matter."

"Look here," said George, "I'll sell the beastly car for you."

I hesitated; I did it rather well. "B-but Brown's really skilful, you know."

"I'll sell the beastly thing quicker. Good salesmanship—no gas—difficult art."

"Well, it's jolly good of you, George, and, by jove! I'm sure you could do it. It takes a load off my mind. I do so hate messing about—that is—I am so stupid at selling things."

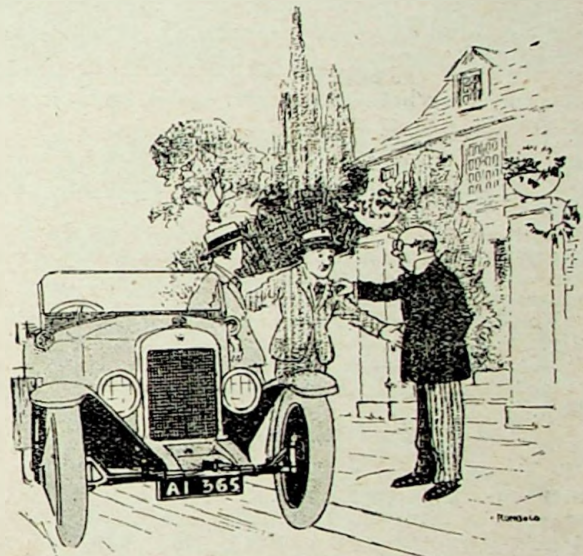
"I say, old bean," said George, lighting a cigarette and simultaneously looking sideways at me, "you're not greasing out of the job, are you?"

"My dear George," I replied, "whatever are you thinking about—greasing out, indeed; what a disgusting expression!"

And we left it at that.

* * *

George first drove the P.-B. to a dealer. He explained that he must get to know her in order to be



"Four into seventy-seven won't go; replace x in the equation," droned the Professor.

able to "demonstrate." Demonstrating, it appears, has much to do with selling a car. According to George, I am incapable of demonstrating.

"You see you drive quite well in a stolid, ordinary sort of way," he explained, "but these buyers are devilish cute—you must drive 'em like silk—drive 'em with inspiration, of course—but always like silk."

George let in the clutch, and, when I had recovered my hat, we were in Great Portland Street.

Outside a motor emporium (it was either an "emporium" or a "mart"; it certainly wasn't an ordinary shop), a car was standing by the kerb, and two men, one tall and faultlessly attired, the other short, with a tremendous expanse of waistcoat and a pained expression, were standing by the car, talking together.

George approached them, after giving me whispered instructions to "back him up."

"I've just dropped in to give you first offer for my Pendlebury-Blatherwick," said George casually to the man with the pained expression.

The man looked at the P.-B. without replying. The faultlessly attired youth looked at the P.-B. Then they both looked at each other, and the man with the pained expression looked even more pained.

"Do sixty," said George. "Fellow offered me £350 for her yesterday—simply laughed at him—'No, no,' I said, '£375 is my figure—take it or leave it'—didn't I, old man?" George turned to me.

I went very red in the face. "Yes, George; those were your exact words."

MY FRIEND GEORGE (contd.).

"Of course," continued George, "she's got all accessories—four valves per cylinder—Braukinsome balancing device, hasn't she, old man?"

"Oh, not the least doubt about it. I am quite positive that she has the—er—the device in question."

"I shouldn't be selling her, but my friend here is giving me a new car—aren't you?"

"No, not a new car," I remarked hurriedly. "I distinctly said ten per cent." George gave me a nasty hack on the shin, and I stopped.

The two men had stood quite still, looking at us during this conversation.

"Understand, £375—rock-bottom figure," concluded George.

The pained expression went up to the P.-B. and gave one of the tyres a kick—an unnecessarily savage kick, I thought. The youth went up and hooted the electric horn in an absent-minded way. They looked at each other again.

"Two," said the pained expression in a low, hollow voice, and they both turned and began walking into the shop.

"What?—here—I say," exclaimed George, going after them. "Jolly good condition—you know—hi! dash it all! £200—ridiculous—say £300 and I'll clinch—"

"Two," said the pained expression, and he and his companion entered the shop and shut the glass door.

George turned to me.

"You see what a mess you've made of it," he cried hotly. "Can't you do as I told you?"

"But, George—"

"Oh! don't start an argument—get in—see other fellow."

Enter the Professor.

We drove to a small house on top of a hill and pulled up in the roadway. The "other fellow" appeared, and proved to have a face like a muffin, with high-powered glasses and a collar which acted as a windscreen for his ears. His name was Professor Blenkinsop.

"Let me take you—demonstration run," said George.

"I thank you," said the Professor in a smooth voice which suggested forced lubrication and side-py-side valves, "but I believe that, by a cursory examination of external portions, I shall be enabled to ascertain the precise degree of wear and, I may add, tear to which the vehicle has been subjected, and to arrive at a reasonably accurate judgment of its—present value."

The Professor turned his glasses on the P.-B.,

which, I thought, was much cowed by them. Then he said: "I observe that the car does not possess a very necessary adjunct; I refer to front-wheel brakes."

That was enough.

"Front-wheel brakes!" George said scornfully. "Fact that it has none puts value up threefold—front-wheel brakes source of danger—skid—hit house—changed face."

"The braking power is increased in proportion to the cosine X² over 9 by the addition," said the Professor, absently gazing at the horizon. "I will go further, and state emphatically that"—he suddenly turned his glasses full on George—"front-wheel brakes, sir, are cumulating in torsion and culminative in retardation."

George in Danger.

I could see George was out of his depth; but that never affects him. Why do people get excited about such trifles?

"Excuse my saying so, but you are talking nonsense—car with front brakes—swing over 50—ditch—mud on clothes."

"Four into seventy-seven won't go; replace x in the equation," the Professor droned.

George raised his voice and began waving his arms: "I tell you—ridiculous theories—practical experience counts—this P.-B. useless with front-wheel brakes—the makers will never fit them—"

"They *are* fitting them this year, George," I interrupted. After all, facts are facts.

"What the devil do you know about it? If P.-B. people are fools—is that my fault?" George's face had gone crimson. It harmonized beautifully with his tie.

"George," I said sternly, but keeping myself thoroughly under control, "you're talking arrant drivell and behaving in a—in an idiotic manner."

Then George began shouting. He does. It's a vulgar habit. I had to shout, too, to make myself heard. The argument was of a technical nature.

"Rot!" I yelled.

"Piffle!" George replied, grabbing the pieces of wood I had put under the wheel of the P.-B. to prevent it running down the hill.

A faint sound caught my ear—like running water—followed by a crash. I thought it was the Professor, who had never ceased to talk; but it wasn't. It was the P.-B. and a brick wall.

As we turned and walked sadly away, words floated to us from the hill-top on the gentle evening breeze: "The speed will vary indirectly with the braking effect exercised and will be proportional to the equation x into y plus z squared."

OLIVER STEWART.

AUTUMN RELIABILITY TRIAL.

THE Sutton Coldfield and North Birmingham Automobile Club held their closed autumn reliability trial for the Shell Cup on Saturday, October 4th. The course, which led from Birmingham to Cleobury Mortimer, the lunch stop, via Noah's Ark, Liveridge and Farlow Hills and back to Hagley, via Flagstaff Hill and the Hundred House, was in a very greasy condition, which made the use of chains almost essential for the successful climb of the principal hills.

Seventeen light car entries had been obtained, and with the exception of McNeile's A.C., who was a non-starter, all completed the course. Noah's Ark Hill, in spite of the water-splash at the foot, caused little trouble.

Amongst the most creditable climbs were those of Smith (Lea-Francis), a newcomer to competition work, Barnes (Salmonson) and Bromhead (Austin).

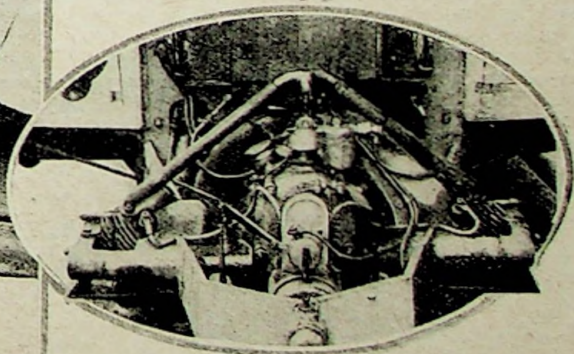
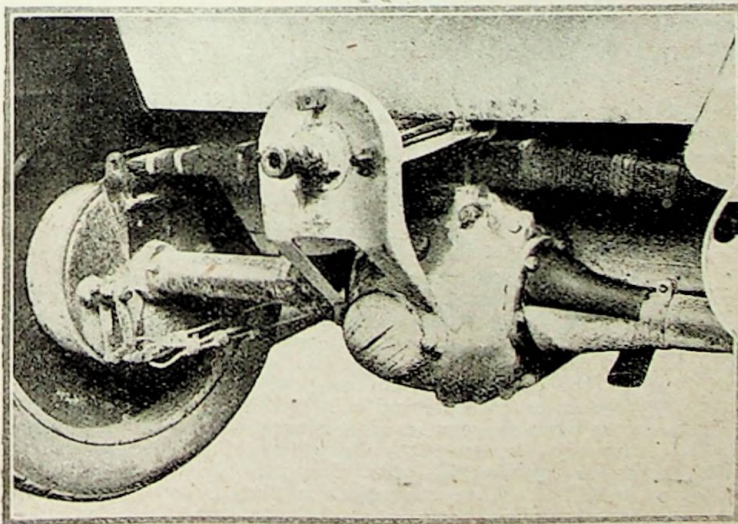
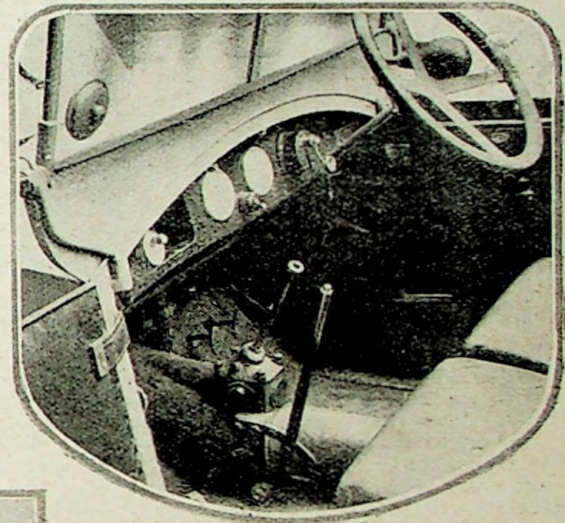
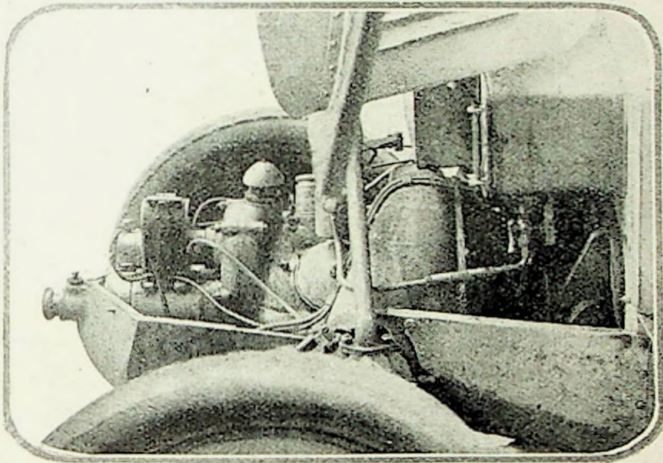
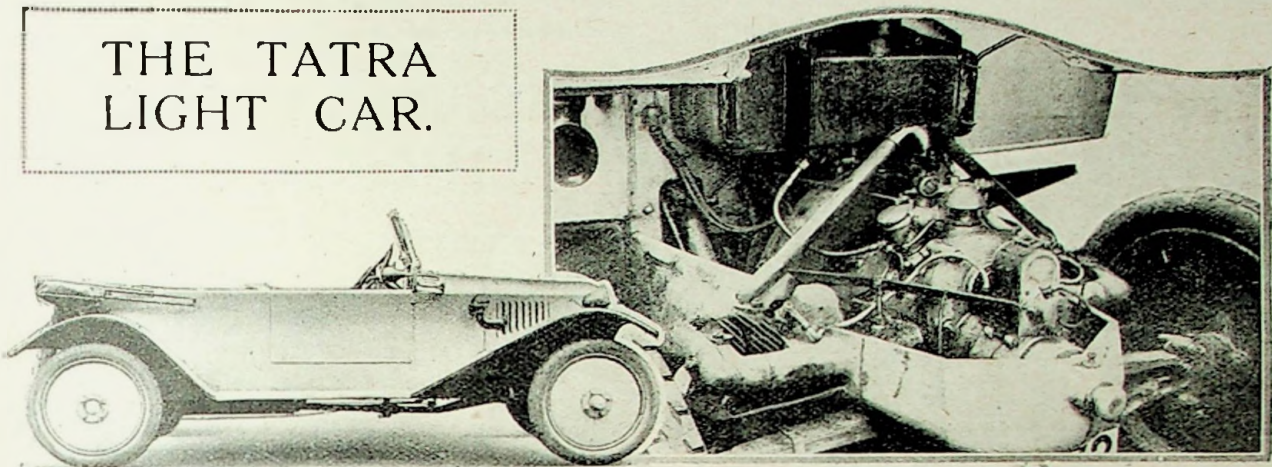
The stop-and-restart test was held on the lower

slopes of Flagstaff Hill, the surface being composed of grease and loose stones.

Quite the best performance was made by Tatlow (Lea-Francis), who drove off as though on a level road without the least fuss, while Brittain (B.S.A.), Denley (Rhode) and Orford (Austin Seven) were also extremely good.

The final test was of a distinctly novel character, held on a hill with a gradient of about 1 in 12, the competitors being given a 5-yd. flying start and then being timed between two tapes some distance apart. Between these was another tape, and the drivers were required to cross this, stop, reverse until their front wheels were clear of it, then restart and complete the climb. The fastest time was made by Horton, other good performances being by Denley (Rhode), Morgan (Morgan), Orton (Morgan), Lay (Clyno), Brittain (B.S.A.) and Norris (Rhode). J. H. Arthur (Lagonda) won the Shell Cup.

THE TATRA
LIGHT CAR.

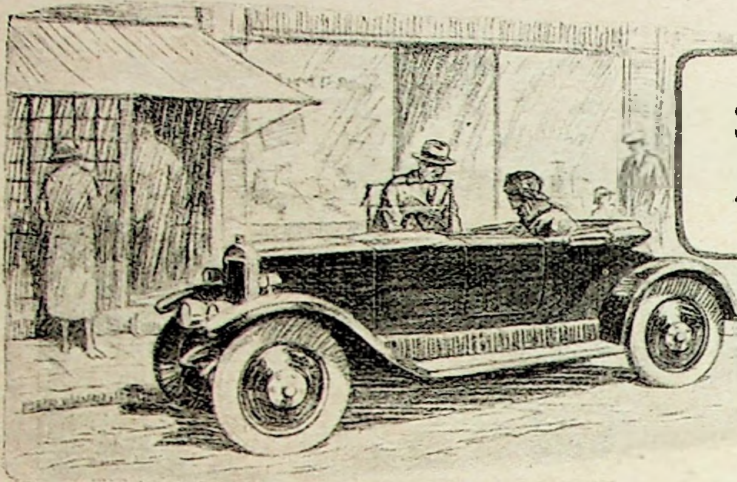


Features of the Tatra Light Car, a Czecho-Slovakian product revealing remarkable ingenuity.

LAST week we published the first pictures of the Tatra light car, and now give a complete series of detail illustrations. The car is one of the most original in existence; it is made in Czecho-Slovakia and has performed well in Austrian events. The pictures show the general layout of the two-cylinder two-stroke 1,100 c.c. engine,

complete access to which is gained by lifting the bonnet, to which the front wings are attached. The central tunnel shown in the photograph depicting the controls forms the backbone of the car, which is suspended back and front by transverse springs. The back-axle-shaft casings fit into the central casing with a large ball joint, the rear wheels being

thus independently sprung. The Tatra light car is capable of more than 50 m.p.h. and is fast and sure on hills. It is not proposed to market it in Great Britain, as the price would be too high for this market—about £260. The car gives convincing proof of the fact that unconventionality does not necessarily detract from roadworthiness.



STOPPING SHOCKS AT THEIR SOURCE.

WHEN IT PAYS TO FIT
LOW-PRESSURE TYRES.
THEIR ADVANTAGES
AND DISADVANTAGES.

IT is probable that many people when ordering a new car at the Show, will be undecided whether they should specify low-pressure tyres, and in this article it is proposed to set out the advantages and disadvantages which may be expected to accrue from their use.

The chief gain in the use of low-pressure tyres is the increased insulation from road shocks due to the larger air space in the tyre, and its greater flexibility, so that it is able to deflect considerably and so absorb quite large shocks which would otherwise be transmitted to the car. Obviously, this increase of shock transmission means not only greater comfort for the occupants of the car, but also less strain on the chassis.

Thin Walls Essential.

It would be of little use to build a low-pressure tyre with walls of the same thickness as those of a high-pressure tyre, because the advantages of the extra air space would be lost owing to the stiffness of the walls. It cannot be denied that in certain circumstances such as when travelling over worn tramlines or rutted lanes, there is a certain risk of punctures through the walls of a low-pressure tyre, but on stony or sandy roads the large tyres will often merely be depressed by an object which would puncture a high-pressure tyre.

Obviously, a low-pressure tyre will present a large area of contact to the road surface, and on some roads this is an advantage, in that it allows of a greater tractive and braking effort without slip, but it must be admitted that in general the low-pressure

tyre is at a disadvantage on the greasy surface of a hard road, because the soft tyre will, as it were, sit on the top of the grease instead of biting its way through it to the hard surface underneath; the greater the area of contact the less will be the pressure per square inch.

The type of tread used on the tyre will, of course, have a considerable bearing on the question of skidding, and some low-pressure tyres are far less prone to skid on a greasy road surface than the high-pressure type.

The owner-driver who proposes to use low-pressure



These photographs show the increased area of contact obtained with a low-pressure tyre. The additional adhesion is an advantage.

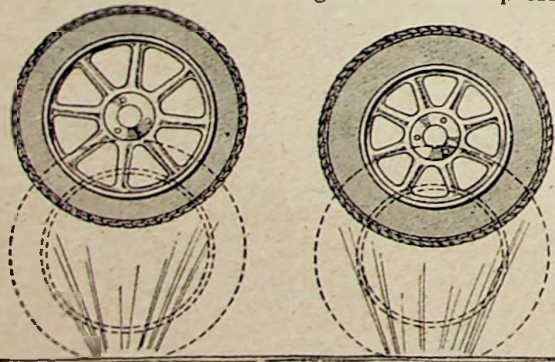
tyres for the first time will wish to know how they stand up in use, and what effect they have on speed and petrol consumption.

It may be said that the mileage to be obtained from low-pressure tyres will be at least as great as from normal ones of high-pressure, very often it is greater and, in any case, the lessened wear and tear on the chassis due to low-pressure tyres more than off-sets any additional cost of the tyres themselves.

A little more attention is required for their proper upkeep, because they are liable to lose pressure more rapidly than the high-pressure variety, and a small decrease in pressure has, in proportion, a greater effect than it would have on a tyre of smaller section.

It is most important that the correct pressure, as recommended by the makers, should be maintained, and for this purpose a gauge calibrated to read low pressures should be used, as the average tyre gauge is not sufficiently sensitive at low pressures.

With regard to speed, it is possible that low-pressure tyres on a given car would tend slightly to reduce its maximum speed, but, on the other hand, it is probable that the average speed would be in-



HIGH PRESSURE TYRE
450 BOUNCES
PER MINUTE

LOW PRESSURE TYRE
200 BOUNCES
PER MINUTE

A low-pressure tyre has a slow rate of vibration, and thus effectively absorbs road shocks; but if its rate of vibration is exactly double that of the springs a pitching motion will result.

STOPPING SHOCKS AT THEIR SOURCE.—
(contd.)

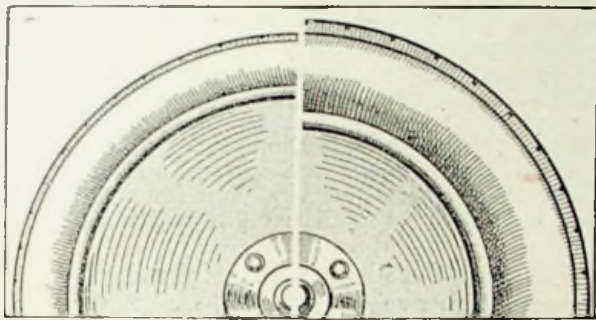
creased because there is no need to slow down over rough roads.

For these reasons, also, it may be taken that petrol consumption will not adversely be affected—that is, the average will remain about the same as when the car is fitted with high-pressure tyres.

Those drivers who are not in favour of low-pressure tyres usually give as their reasons that such tyres cause rolling, that the car to which they are fitted is not under full control at high speed, and also that a burst, especially in a front tyre, is almost certain to have disastrous results.

The answers to these questions are very simple.

It is admitted that low-pressure tyres can and do cause rolling, but only when fitted to a car which is not suited to their use. Long and very flexible springs used in conjunction with low-pressure tyres will in all probability cause the car to roll and pitch in a most uncomfortable manner, but by fitting suitable shock absorbers the suspension system can be adjusted exactly to suit the tyres.



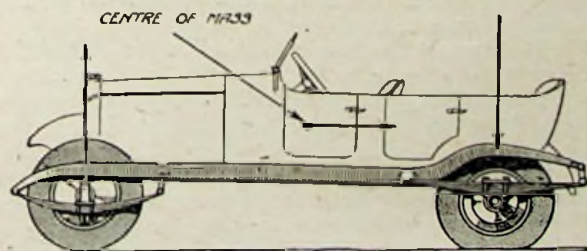
Showing the difference in rim and tyre diameters. Owing to the greater deflection under load the effective diameter is the same, and the gear ratio is unaltered.

A car which has short, stiff springs will benefit greatly by the fitting of low-pressure tyres, and shock absorbers should, in this case, be unnecessary. It must be admitted, however, that the ideal combination is that which incorporates adjustable shock absorbers, because by taking a little trouble with the adjustment the exact amount of friction may be applied to allow both the springs and the tyres to function at their maximum efficiency.

It has been proved that a burst in a low-pressure tyre does not of necessity lead to serious consequences any more than would a similar burst in a tyre of the high-pressure variety.

Except, perhaps, at very low speeds, the steering of a car having low-pressure tyres is not affected greatly by the increase in surface contact area. At all ordinary road-speeds the steering is normal, but it is a little stiffer than with high-pressure tyres.

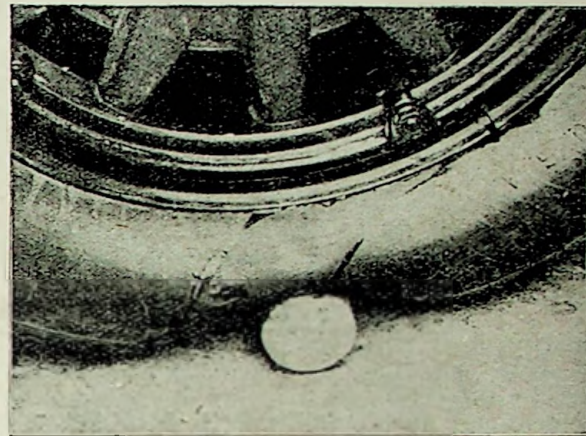
It has been suggested that low-pressure tyres are a cause of steering wobble, and it may be that any slight lack of balance in the wheels or tyres will be



When a car is accelerated its weight shifts, and an extra load is thrown on the rear wheels so that—

accentuated by the increased flexibility of this type of tyre, but wheel wobble is a mechanical defect which should in any case be corrected, and it is just as liable to be set up on a car having high-pressure tyres.

There are two types of low-pressure tyres on the



A low-pressure tyre will deflect when passing over a large obstacle. It will be seen that the tyre is touching the road on each side of the stone.

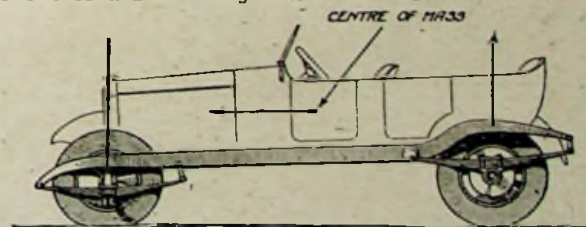
market, the first type being made for fitting to specially designed rims, and the other, which is known as the interchangeable type, is made to fit existing high-pressure tyre rims without alteration. This type of low-pressure tyre has not quite so large a section as that of the first type, but it is of much larger section than the high-pressure tyre which it is intended to replace.

Precautions in Fitting.

It is necessary, when fitting low-pressure tyres to an existing car, to make sure that there is sufficient clearance inside the mudguards satisfactorily to accommodate them.

In using the rims which originally accommodated high-pressure tyres, the gear ratio will not appreciably be raised because the greater deflection under load compensates for the increase in overall diameter.

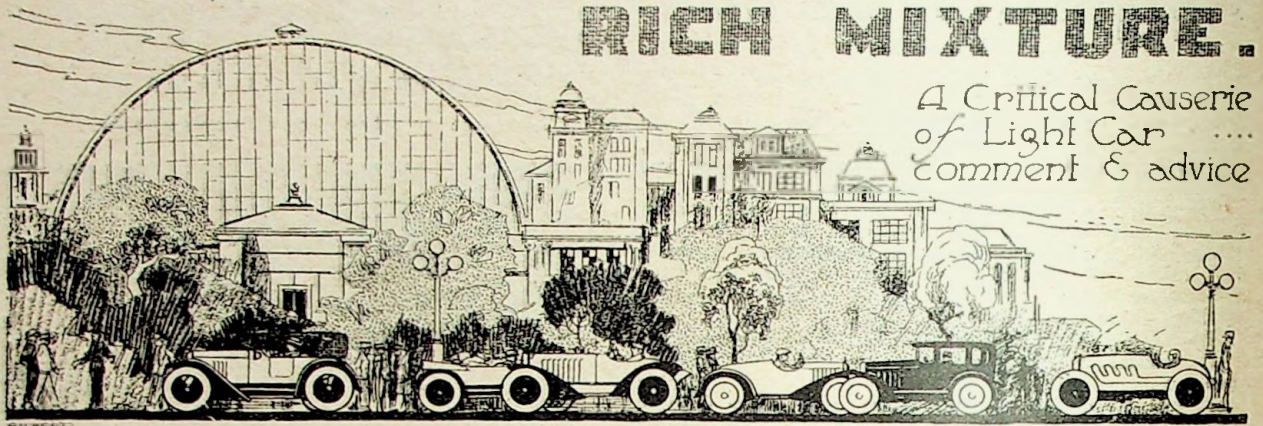
The majority of low-pressure tyres for light cars are of the beaded-edge variety, but it is reasonable to suppose that before long straight-sided tyres will be available. This type possesses several advantages over the beaded-edge variety, but, of course, special rims are required. It is claimed for straight-sided tyres that they are very easily fitted, and that for a given size the air space is greater; also in the event of a burst they will not leave the rim.



—if the tyre and spring periods are equal, the car will pitch in an unpleasant manner.

Low-pressure tyres and tubes may be repaired in the usual way; that is, either by cold patching or by vulcanizing.

Special jacks having a greater range of movement are available for use with low-pressure tyres, and a pump which will deliver a large volume of air on each stroke will be regarded as an advantage by all users of them.



Dangers of Buffers.

I CONFESS I am not in sympathy with the suggestion now being put round that cars should be fitted with buffers. To start with, the height of such contrivances would need to be standardized unless they were to become weapons as well as shields, and their use would make the inconsiderate driver more of a menace than ever.

One can foresee this type of driver fitting buffers which would render him safe no matter who suffered. At present he does have to think of possible damage to himself and vehicle. But, armour him against the consequences of his own folly, and who would be safe? "Buffers," too, has ominous rhyme with "duffers." We want no mechanical substitute for road-sense.

Tears for the Chummy.

THE chummy, light four, occasional four, or whatever else you may care to call it, seems to be going very rapidly out of favour. Many manufacturers who were extremely keen about it at Olympia last year have since dropped it altogether, while quite a number are listing a full four-seater in addition to the chummy type and propose to withdraw the latter altogether in the near future.

Personally I always found the "occasional" type of four-seater to be a very successful compromise. For use as two-seaters to carry additional passengers only occasionally, I still maintain that they are every bit as satisfactory as, and in many ways more so than, a full four-seater. The principal advantage of a chummy body is that it is quite £20 cheaper than an equally well-built three-door four-seater.

At the Salon.

A FEATURE of the Paris Motor Show which always pleases me is that one seldom fails to find plenty of freaks—I mean among the exhibits. This year, as previously, there is any number of quaintly applied friction drive systems, while on nearly every stand one can find some mechanical unconventionality. It is, however, impossible to deny the fact that in France there are some very clever men in the light car industry, and the merit of a considerable number of the exhibits cannot fail to be apparent to any practical-minded motorist. Strangely enough, however, one finds many of the biggest manufacturers deliberately apeing large car practice rather than developing individual designs, which one would suppose to be better suited for the smaller types of car.

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The Salon this year is as well laid out as ever. The fine broad gangways between the stands are covered with thick matting, which does not make a whole day's exploration too tiring, while the system of overhead banners allows one to find any particular exhibit quite easily. This plan is much better in my opinion than the Olympia system of each exhibitor displaying his own banner. At the Salon everybody's name is the same size as those of his neighbour's on the adjoining stands, and the result is that a floor plan is unnecessary, and that almost wherever you are standing, you can see exactly where any individual car exhibitor is to be found.

Conflicting Principles.

FRONT-WHEEL brakes and low-pressure tyres have been taken up very strongly by the French manufacturers. The numerous ways and means for installing the former allow plenty of scope for ingenuity, and it is only natural, therefore, that from such an original race one should find any number of novel ideas embodied in front-wheel-braking layouts. More than one manufacturer uses no brake drums on his rear wheels at all, contenting himself with front wheel drums, and a transmission brake. There seems no uniformity of thought with regard to whether the pedal should operate all brakes or only a pair, while much the same applies to the hand lever. I must admit having a preference myself for a pedal which works all four brakes, and a hand lever which either operates a transmission brake or expands a pair of shoes of its own inside each rear wheel drum.

Discouraging British Competitors.

ON behalf of my countrymen, I must lodge a protest against the methods which were adopted by the officials at the Gaillon hill-climb, but, in fairness also to our French neighbours, I invite them to reply to the grievances which are voiced by Messrs. Sydney Cummings and J. A. Joyce.

In the case of the Frazer-Nash, I am informed that before it was even unloaded from the lorry the officials gathered round, and, after a hasty conference, proclaimed that it could not run, giving as their reason the fact that it was a single-seater. It was pointed out instantly that there was no barring clause of this nature in the regulations, whereupon the second objection was raised, namely, that the car was overweight. Mr. Cummings, the entrant, at once suggested that the best way of settling this was to put it on the scales, a test which proved that again the objection

RICH MIXTURE (contd.)

was without foundation. But there was another difficulty to be overcome, for it was now stated emphatically that as the car had no reverse it was automatically disqualified. A request that it should be allowed an unofficial run was met with a firm refusal. Mr. Cummings, however, frankly admits that he managed to overcome this by a little judicious bak-sheesh, and although the single run which the car made as a consequence was not recognized officially, it is more than interesting to note that Miss Ivy Cummings actually beat the Amilcar, which had lowered the record.

A Load of Sand.

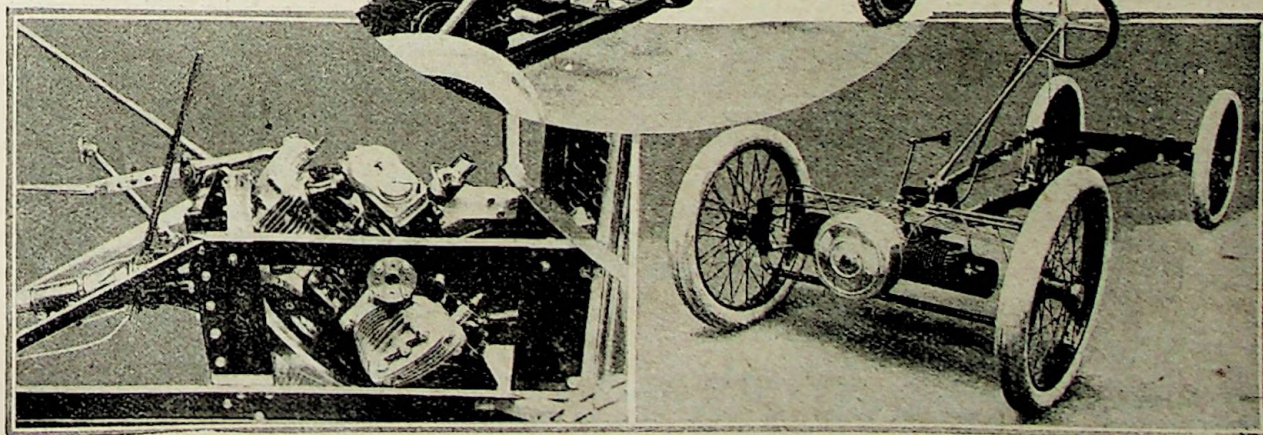
WITH regard to the A.C., this apparently conformed to all the regulations, but at the last moment the officials sprung a surprise on Joyce by insisting that the car was under weight and forcing him to carry sacks of sand to the amount of 220 lb. in addition to his mechanic. Joyce very sportingly obeyed the official decision, and, with the faithful Malkin perched on top of the bags of sand, he did his best to uphold the prestige of Great Britain. I understand that he was handicapped considerably, because the bags of sand hindered his proper control of the car.

I have no reason to doubt the accuracy of the above statements, and, on the face of it, the whole situation suggests that there was an attempt to place difficulties in the way of British competitors.

A Modest Reminder.

I WOULD ask the French officials to compare their attitude towards our competitors with that courtesy and welcome which we are in the habit of extending to Frenchmen. To cite an actual instance; in the 200-Mile Race of 1922 M. Lombard actually set foot on the track in his excitement when one of the Salmsons pulled up at the pits. According to the strict regulations of the race, this was sufficient automatically to disqualify the car, but M. Lombard was merely reprimanded, and the incident overlooked.

I think that a reply from the Gaillon officials is demanded, and I assure them that I shall be only too pleased to give as much publicity to it as I have given these protests.

**INTERESTING CYCLECARS
AT THE PARIS SHOW.****Filler Caps too High.**

TO short men the high petrol filler orifice is apt to be a bugbear, and some way of making fuel replenishment easier would be appreciated. A neighbour of mine who lacks inches utilizes a piece of large-section hosepipe reinforced with wire. One end goes into the tank; the other, with funnel inserted, rests in a ring at the top of a small metal tripod. When this latter is placed in the car behind the dash the funnel is higher than the filler orifice, and petrol can be easily poured in by standing on the running board.

The owner says it may look undignified, but it is preferable to holding a 20-lb. can breast-high over the bonnet. Fortunately the profusion of petrol pumps is now making home-filling almost superfluous.

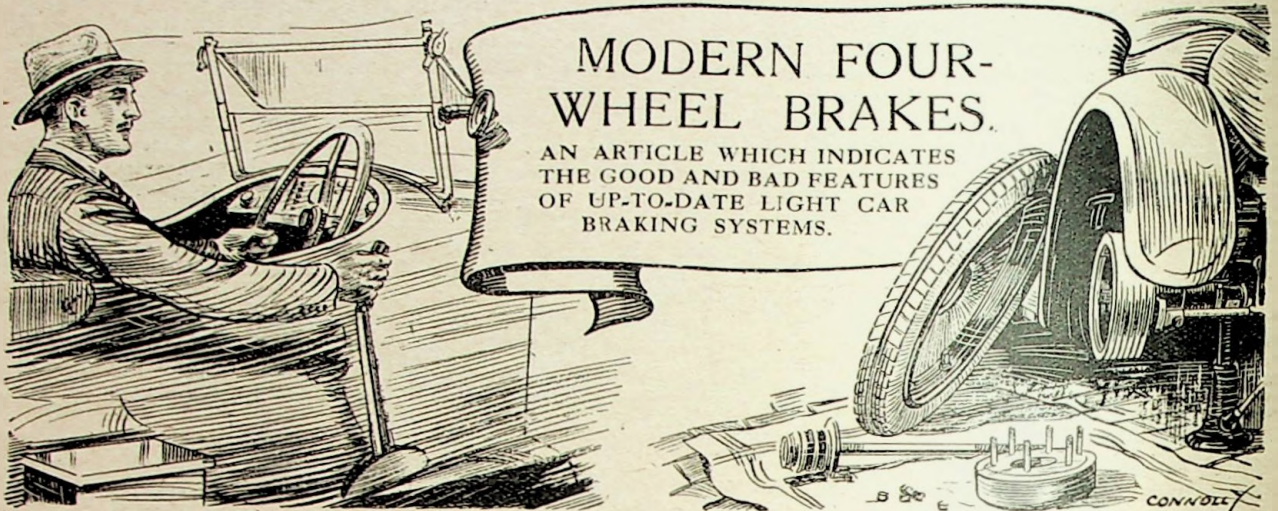
Stimulating Reading.

WHY cannot hotels provide something a little more stimulating in the way of reading matter in their lounges? It is seldom—very seldom, indeed—that I stay at a strange hotel if there is the remotest chance of getting home in time for breakfast, but on a recent occasion I was compelled to make a night of it in a provincial hotel, and a more dismal evening I never remember.

I give a selection of some of the books provided in the lounge: Kelly's Directory of the Titled and Landed Classes, 1900; The Shipping World Year Book; South Wales Ports; The Universal Directory of Railway Officials, 1911; The International Trade Developer, 1922. Now, I have no doubt that these are, or have been, most excellent and useful publications, but why inflict them on the miserable motorist at what is essentially a motoring hotel?

I spent that evening engrossed in a weekly paper which deals with such, to me, thrilling matters as sheep ticks, oil cake and pig breeding! It was pretty dreadful, but streets ahead of the Landed Classes of S.S.

Many interesting cyclecars are on view at the Paris Salon. Left is the D'Aux, which is belt-driven and below (left) is the Lafitte with a radial engine and friction drive. Below (right) the Sima.



IT is certain that at the forthcoming Olympia Show the majority of light cars will be fitted as standard with four-wheel brakes, or these will be available at an extra charge.

A few years ago four-wheel brakes were fitted only on high-powered cars, and their use on light cars was considered unnecessary, but recently the views of owners and manufacturers have veered round until they regard these brakes almost as essential. It is unnecessary at the present time to dwell on the safety and reliability of front-wheel brakes, as these points have been amply demonstrated both on racing and touring cars.

In considering the advantages to be obtained from four-wheel brakes they have, first of all, increased safety in driving, because not only can the car be stopped in a considerably less distance than when fitted only with rear-wheel brakes, but in addition there is little or no tendency for the car to skid when all four brakes are equally applied.

Greater Adhesion.

It will be understood that no matter what type of brakes are fitted to a car, or how powerful they may be, the actual stopping effort depends entirely upon the amount of adhesion obtainable between the tyres and the road. If the retarding effort is to be applied only through the rear wheels its effect will be about half as great as when it is applied through all four wheels.

Another point is that when a car is being stopped its weight is largely thrown forward on to the front axle, so that the front wheels are, as it were, pressing harder on the road surface than the back wheels. Therefore, the adhesion of the front tyres is momentarily greater, and if the front wheels are

fitted with brakes it is possible to take advantage of this additional adhesion.

On a greasy surface the sudden application of the brakes will lock the wheels and cause them to slide, so that the car may very easily get out of control. This tendency is not nearly so great when all four wheels are braked together, as, in addition to stabilizing the braking effort, this is distributed equally to all four wheels, and so for a given stopping distance each tyre is required to provide only about half the adhesion which would otherwise be necessary.

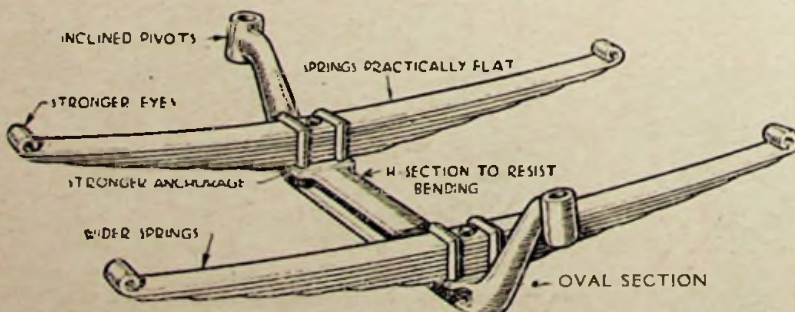
Front Axle Design.

Another advantage of four-wheel brakes is that a very much larger braking area is available, and, therefore, wear on the brake shoes is considerably lessened.

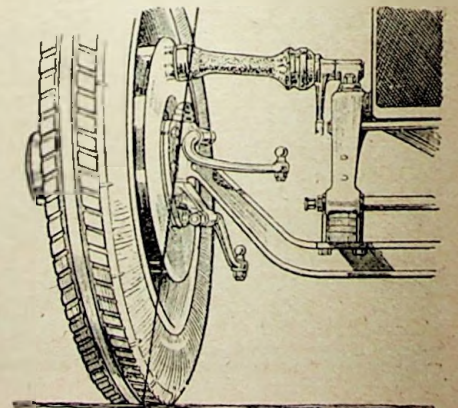
In hilly districts four-wheel brakes have the advantage that when applied for long periods the heat generated in each individual brake-drum is not so great as when only two brakes are retarding the car.

The design of an efficient four-wheel braking system calls for considerable knowledge and care, because the forces set up when the brakes are applied may cause considerable strain in the chassis.

It is essential with front-wheel brakes that the steering pivots should be as near the centre of the wheel as possible, and also that each pivot should be inclined in such a manner that its centre line, if extended, will intersect at the point of contact between the tyre and the road. The braking effort must, of course, be transmitted through the wheel to the car itself, and this transmission will take place along the axle arm and through the front springs.



The front-axle lay-out shown above indicates the alterations which are generally made when front-wheel brakes are fitted. On the right will be seen how the steering pivot is inclined so as to allow easy steering when the brakes are applied.

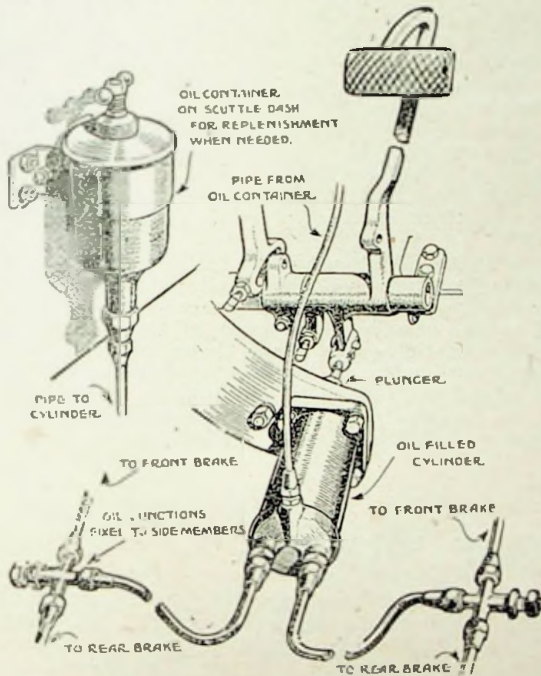


MODERN FOUR-WHEEL BRAKES (contd.)

It is necessary, therefore, to take care that the axle is sufficiently strong to resist the twisting effort of the brakes, and also that the springs, which should preferably be flat, are also stiffened to withstand this additional load. It is usual to find that the front axles of four-wheel-braked cars are of oval section between the spring pad and the steering pivot, because the oval section is better able to withstand the twisting strain than one of ordinary H section.

Hydraulic Brakes.

Having arranged a suitable front axle and spring anchorage, it becomes necessary to fit control gear by which the brakes may be operated, and a glance at the illustrations will show that this has been done in various ways, all of them being entirely satisfactory and differing only in minor points of design. The problem of arranging for efficient control is not



The hydraulic system of four-wheel-brake control. The pedal operates a piston which forces oil from the cylinder through pipes to smaller cylinders which contract the brake bands—

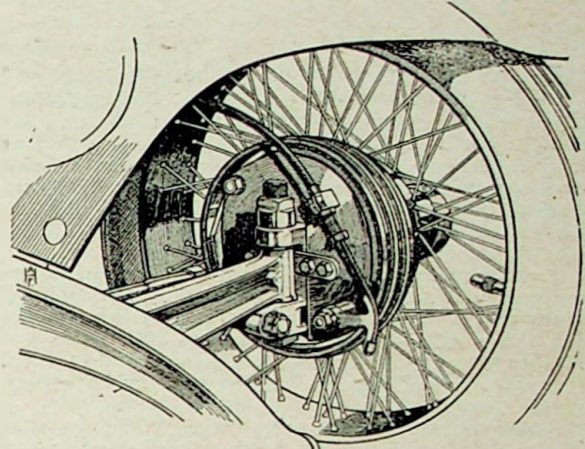
easy, because arrangements must be made to allow the full action of the springs and steering to remain unrestricted, and there must be no risk of the brakes being automatically applied through either of these movements.

The usual method of operating the brakes is through a universally jointed shaft which has on it a lever connected to the compensating gear of the brake control

There is at least one proprietary make of front-wheel brakes which may be fitted to any existing car of good quality. We refer to the Whitehead front-wheel braking system, which is operated by means of Bowden flexible cables. These brakes have been successfully fitted to racing cars.

A very interesting design of front-wheel brake is that fitted as standard to the new 10 h.p. Panhard. In this system, instead of the more usual twin shoes, a single band is used which is expanded against the brake drum by a rack and pinion motion operated through a spiral cam, and the makers claim that they are able to use 95 per cent. of the available friction surface to full advantage.

There is a tendency nowadays amongst manufacturers to experiment with four-wheel brakes operated by hydraulic or pneumatic means, and it seems almost certain that in the future these systems will be so far perfected as to become almost universally fitted, one of their chief features being the comparative ease with which they may be fitted, and the

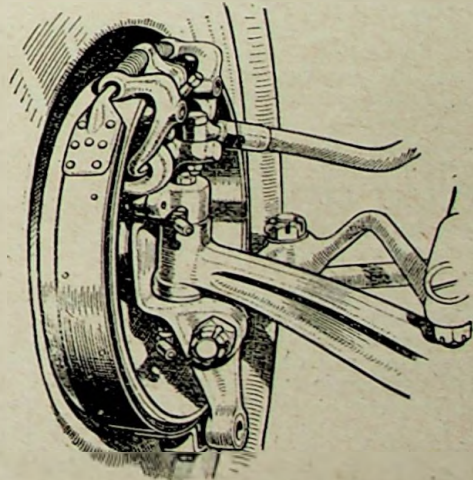


The Whitehead front-wheel-brake system which may be fitted to most well-made cars. The Bowden cables are coupled up to the existing foot or hand-brake controls. The system has the merit of simplicity.

fact that, owing to the even distribution of the power, each brake is applied with equal force. We illustrate a system of hydraulic braking which is already in use with considerable success.

The brake shoe in this case is a contracting band as opposed to the more orthodox expanding shoe type, but there is no reason to suppose that the contracting brake is not equally efficient and it has the merit of being very easily dismantled for renewal of the lining.

Another interesting design of four-wheel braking system is the Westinghouse. This system is pneumatically operated by engine suction, and it is in successful use on heavy lorries, so that its ultimate adaptation to light car purposes should be merely a matter of time. In conclusion, it may be interesting to observe that railway trains are exclusively braked by pneumatic means, and every wheel of a train has its own brake, which is applied with equal pressure from air-cylinders operated by the locomotive itself.



—on the front wheels. Flexible pipes allow for spring and steering movements, and the pressure is distributed equally to all the brake cylinders, thus ensuring an even braking effort.

Every Motorist Should Know That—

SKIDS ARE EASILY RECTIFIED.

USEFUL HINTS ON HOW TO DRIVE SAFELY ON GREASY ROADS.

THE writer is well aware that he is being rather bold in using the above title, but he is presuming that readers will encounter skids only at reasonably safe speeds. An experienced driver can tell by a glance at nearly every form of road surface how slippery it is, and he will naturally keep the speed of his car down to a figure proportionate to the distance in which he knows he can stop it, bearing the condition of the surface in mind.

It should be understood that skids seldom or never occur except when they are provoked by the need for a violent swerve or heavy application of the brakes. With the smallest and lightest cars bad skids are certainly set up sometimes by tramlines, and recently a few stretches of highway in the country have been surfaced with a preparation which, when wet, is extremely slippery, and may cause a car to skid badly even when rounding quite a slight bend; but such occasions are the exception.

Front-wheel skids never occur when a car is being driven at a reasonable speed, unless, of course, the driver has been so unwise as to fit steel-studded tyres to both the front wheels.

For the benefit of those who are not able to gauge whether a road is slippery or not, it may be well perhaps here to note that a slight deliberate swerve instantly indicates the degree of "greasiness" of a road. Even on deserted roads it is dangerous to exceed 25 m.p.h. if a very slight swerve at that speed causes a skid, while 12 m.p.h. should be the maximum for town driving under the same conditions.

To rectify a skid when it does occur, the car should

be steered in the same direction as that in which it is skidding. On no account should the wheel be violently wrenched over, as this may cause the front wheels also to skid, while it is almost certain to set up a back-wheel skid in the opposite direction, which might prove difficult to check. Immediately a skid is felt the steering wheel should be held lightly, and the car "edged" rather than swerved in the same direction. It is essential that the steering wheel should be held with a light grip, because by this means it is much easier to "feel" the steering than when it is violently gripped, and "feel" rather than strength is required quickly to correct a skid.

To check a front-wheel skid is extremely difficult, especially as it occurs only when cornering or swerving. Gentle application of the brakes is the only means for countering it, while the front wheels should be set as straight as circumstances allow. If it is impossible by this means and by gently braking to check a front-wheel skid, it is often a better plan to brake hard and cause a deliberate rear wheel skid, and thus, in all probability, avoid a head-on collision.

It is an excellent plan for beginners to practise skidding on quiet stretches of slippery road, and by doing so they will learn much more about correcting skids than can be explained to them in a brief article. Practising will teach them not only how to rectify a skid when it occurs, but it will also show them that by skidding deliberately it is often possible to escape from an emergency which without deliberate skidding would be certain to cause a crash.

This Week's Hint.

LUBRICATE THE SPIGOT BEARING.

OF all the bearings in a light car, there are few which receive less attention than that of the clutch spigot. This neglect is not entirely the fault of the owner-driver, as it must be confessed that on many cars little or no provision is made for the effective oiling of this important bearing.

The illustration shows a conventional clutch mechanism in section, and it will be seen that the spigot bearing, besides taking the weight of the clutch and shaft has also to take the thrust of the clutch spring.

In some cars the thrust is taken on a ball-thrust race, and in that case no great supply of lubricant is necessary, but when the design incorporates a bronze washer it is important to arrange that this shall never run dry.

When the clutch is engaged and is driving the car, the spigot, bearing and spring are all revolving together, and so no wear will occur, but each time the clutch is withdrawn or slipped the spigot bearing and thrust washer have work to do, because there is then a difference in the speeds of the driving and driven parts of the clutch assembly.

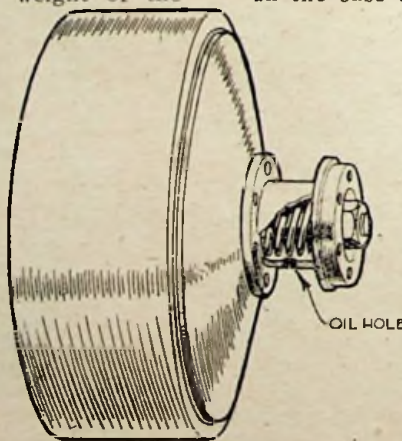
The cause of a "juddering" or a stiffly working clutch may frequently be traced to a worn or partly seized spigot bearing, due, in nearly all

cases, to lack of lubrication. If the oil-hole for this bearing is absent, steps should be taken to have one drilled, or, failing this, copious supplies of oil should be poured, at intervals of a week or so, over the clutch mechanism as near to the bearing as possible, on the chance that some will find its way inside, but it is well to take care that the oil does not get on to the clutch faces, or slipping may result.

In the case of an awkwardly placed oil-hole, it is sometimes possible to fit into it a small copper pipe having a screw-down greaser on its other end and projecting so that it can be easily reached. As this pipe and greaser will revolve all the time the car is running, care must be taken to see that it is securely fitted and that in revolving it does not foul any adjacent part.

Some clutches are arranged to run in oil, and in this case the lubrication of the spigot bearing is constant and automatic, and there are designs in which provision is made for the bearing to be lubricated by oil from the gearbox or the engine; but the humble oil hole is good enough, provided that it receives attention.

Any trouble taken to ensure adequate lubrication of this unseen but very important part of the car will be amply repaid.



In this sketch the clutch collar is cut away to show the spring. The oil hole is closed normally by a screw.

The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.
TEMPLE PRESS LIMITED
 Proprietors of "THE MOTOR," "MOTOR CYCLING."
 7-15, Rosebery Avenue, London, E.C.1.
 Telephone—Clerkenwell 6000 (seven lines).
 Telegrams—"Pressimus Holb., London."

MIDLAND OFFICES:
 Birmingham:—16, Bennett's Hill, corner
 New Street.
 Phone—Central 2572-3. Grams—"Presswork, Birmingham."
 Coventry:—6, Warwick Row.
 Phone—Coventry 1775. Grams—"Presswork, Coventry."
NORTHERN OFFICES:
 196, Deansgate, Manchester.
 Telephone—Central 2167. Telegrams—"Presswork,
 Manchester."

Letters.
 EDITORIAL Communications should be addressed to
 The Editor, "The Light Car and Cyclecar," 7, 9, 11,
 13 and 15, Rosebery Avenue, London, E.C. 1. Letters
 relating to ADVERTISEMENT and PUBLISHING Depart-
 ments should be addressed to The Manager.

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

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

	12 ms.	6 ms.	3 ms.
United Kingdom	19s. 0d.	9s. 6d.	4s. 9d.
Canada	19s. 0d.	9s. 6d.	4s. 9d.
Elsewhere... ..	21s. 0d.	10s. 6d.	5s. 3d.

Single copies 3d., post free 4½d.

Subscriptions should be addressed to the Manager.
 The journal is published every Friday, and should
 any difficulty in obtaining it be experienced, we should
 be obliged to receive the name and address of the
 reader's newsagent

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 con-
 sistently encouraged the development of this new
 motoring movement for nearly twelve years.

Only cars the engine capacity of which does not
 exceed 1,500 c.c. (1½ litres) come within the
 scope of "The Light Car and Cyclecar," that
 capacity being generally recognized and ac-
 cepted as the limit for a light car engine.

CONTENTS.

	PAGE
News of the Week	593
Coachwork at the Salon	597
Small Cars at the Paris Show	599
Accessories to Look for at Olympia	604
My Friend George	606
The Tatra Light Car	609
Stopping Shocks at their Source	610
Rich Mixture	612
Modern Four-wheel Brakes	614
Running a Light Car Economically	618
1925 Cars and Programmes	620
Light Cars and Cyclecars—1925	622
Interesting Body Refinements	634

Topics of the Day

Small-car Developments.

WE gave it as our opinion last year that the three chief
 improvements effected to small cars during 1923 related to
 coachwork, brakes and the reduction of engine vibration. This
 year it must be recorded that brakes have been still further
 improved, that coachwork is still more roomy and
 of a more serviceable nature, while engines are not
 only more sweet running but they also develop
 more power. This time last year very few small
 cars had front-wheel brakes and many of them had braking
 systems operating in anything but a satisfactory manner on the
 rear wheels. To-day there are very few small cars indeed not
 provided with brakes which are both powerful and reliable. Low-
 pressure tyres for light cars have been almost entirely a 1924
 development, and so rapid has been their rise to popularity that
 at the Motor Show which opens next week a very considerable
 number of small-car manufacturers are fitting them as part of
 the standard equipment.

It must be recorded that 1924 has witnessed the elaboration of
 a considerable number of well-known light cars. Some which,
 last year, had air-cooled two-cylinder engines have now the more
 elaborate four-cylinder water-cooled type. Transmission systems
 have become more complicated rather than more simple, and the
 general equipment supplied by the makers as standard will be
 much more complete in 1925 than it has been in the past. There
 is evidence that differential-less axles have gone completely out
 of favour, numerous makers who found this type of axle both
 popular and serviceable in the past having recently announced
 their intention to provide differentials on all their 1925 models

Another feature of design which was considered two years ago
 to be certain to achieve renewed popularity was coil ignition, but,
 although it showed signs of being widely adopted at that time, it
 figures to-day in the specification of very few of the better-known
 makes.

All-weather Equipment.

SERIOUS attention by manufacturers was given to the subject
 of providing closed-car comfort on light cars only about three
 years ago. To-day nearly all small cars and even the cheapest
 models are provided with windscreens which are effective, hoods
 which are both convenient and weatherproof, and
 side curtains or shields which convert, in effect, an
 open two-seater into a coupé and a four-seater into
 a saloon. As each year has gone by the various
 equipments have been improved, and to-day they are nearing
 perfection.

We think, however, that the time has come to issue a warning
 to manufacturers to the effect that they must be careful not to
 allow their all-weather equipment to become too elaborate and
 costly, and to bear in mind that the small-car owner is not a
 wealthy man. We hear of elaboration nearly every day, but
 advice of simplification seldom comes to hand.

The Light Car and Cyclecar has always preached the gospel of
 economy, and it seems necessary at the present time to remind
 those who build our cars that we are poor men and that super-
 luxury should be offered to us as an extra and not as a part of the
 standard equipment. Luxury means cost, and we believe that
 we voice the views of all our readers in asking for reasonable
 comfort, but with the major portion of the initial purchase money
 spent on a reliable, efficient engine and a sound, well-constructed
 chassis.

THE light car is the cheapest type of four-wheeled motor vehicle which can be purchased nowadays, and it is very economical to run, but whereas the purchaser cannot go far wrong when he pays over his cheque to the agent or manufacturer, he may be disappointed with regard to his running expenses unless he takes a certain amount of care in aiming for economy.

It is so easy to take delivery of the car, fill up with petrol and oil when necessary, and hope for the best, but the condition is largely responsible for the complaints which we receive occasionally concerning the unaccountably high cost of running such and such a vehicle.

An investigation of these complaints usually shows that the owners have disregarded the first principles of economical motoring, and had their choice been a car of far higher horse-power their running costs probably would have been sufficient to ruin them!

One Halfpenny per Mile per Person.

Generally speaking, 2d. to 2½d. is quoted as the average cost per mile of a 10 h.p. four-seater light car, and whereas it is simple to make the cost per mile far higher, it is equally simple to cut it down so that four people comfortably can motor for less than ½d. per mile per person.

There are naturally innumerable factors which bear on the problem under discussion, and it will be possible within the compass of a short article to deal only with those of a more prominent character.

Upon taking delivery of a new car, it must be borne in mind that the mechanism is stiff, and no effort, therefore, should be made to discover the maximum capabilities of the car. Although it would not be very disheartening to discover at the outset and under such conditions that both petrol and oil consumption were high, it would be distinctly alarming to find that irreparable harm had been done to both engine and transmission.

Such damage might necessitate an overhaul within the first few months of the car's life, the resulting cost being perhaps more than £20.

Treat the new car gently, then, for at least 200 miles. Do not endeavour to attain 50 m.p.h. until at least this distance has been covered, and fight shy instinctively of anything in the nature of freak hill-climbing. Although bordering on exaggeration, the following advice is certainly sound, and has been given to more than one new owner-driver who has expressed his thanks later on when the car has settled down and is properly run in. It is this: drive your car for the first two months as though you were afraid of damaging it at any moment.

A Few Oiling Tips.

With regard to its actual upkeep during this period, it is an accepted fact that any faults resulting from over-oiling are far better than those which are caused by a lack of lubrication, and although no possible harm can be done to the chassis by filling up grease cups at almost daily intervals, there is not, in the writer's opinion, any advantage in filling the engine sump above the maximum mark on the dipper rod. In cases, however, where the pressure of oil to the main bearings is controllable, it is certainly deemed advantageous to keep this fairly high for the first few weeks, always taking the precaution, however, of letting the engine warm up after being started on a cold morning, and before revving it in order to get away.

At the end of the first 1,000 miles it is an excellent plan to drain the sump, gearbox and axle. The job should not be tackled when the parts are cold, but immediately after a run, for then the oil will be in its most liquid state, and it will be possible thoroughly to drain out all the lubricant. After

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RUNNING A LIGHT

THE MERIT OF THE LIGHT CAR IS SACRIFICED UNLESS IT IS DRIVEN AND MAINTAINED PROPERLY.



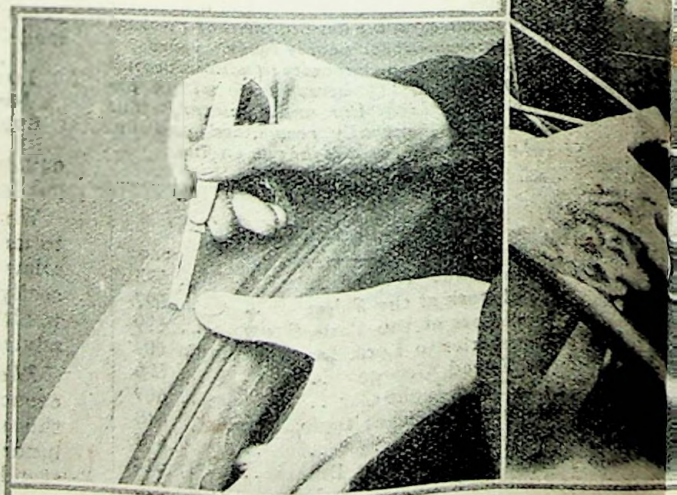
"Little drops of petrol . . ."—if wasted, soon make a surprising hazard method of filling up shown on the left. (Centre) Carry it once, whereas, in the tool locker, it might easily empty itself.

filling up the engine with fresh oil, the pressure may be adjusted so that under normal running conditions, say, at 30 m.p.h. on top gear, the oil gauge registers 10 lb.

During this period the owner is strongly advised to force as much grease as he possibly can through the steering connections. If grease cups are fitted they should be given two or three complete turns every day, whilst if the system is of the grease-gun type, the same operation may be performed, although it may take a few minutes longer.

It may be argued that such points as chassis lubrication have hardly any bearing on the question of

EVERY OWNER-DRIVER CAN—



A new set of tyres sends up the cost per mile to a surprising extent. (Centre) Another cause of, sometimes, unaccountable petrol waste. (Right) Do not overfill the sump but make a point of keeping it at the correct level.

CAR ECONOMICALLY.

POINTS FOR THE OWNER-DRIVER—
TREAT THE NEW CAR GENTLY—HOW
TO PREVENT WASTE.



ing difference to the estimated m.p.g. of a car. Do not adopt the hap-
spare can on the running board. Should it leak you can see it at
unobserved. (Right) Brake adjustment is often a vital factor.

economical running, but, as has been pointed out, the cost of repairs must automatically be included in the expenses of the upkeep of a car, and it is obvious that an item of, say, £10 or £15 for what should be unnecessary repairs adds very greatly to the cost per mile. Plenty of grease is a magnificent protection!

A heavy item in the average motorist's bill is that of garage, anything between 8s. and 12s. being charged nowadays for a four-seater light car. Nominally, then, the average charge for garage works out at about £25 annually, and when it is realized that a sufficiently large temporary wooden garage

can be purchased for a sum as low as £30, it will be seen that the erection of such a building, although entailing a large initial outlay, soon pays for itself. Incidentally, the life of a wooden garage should be anything up to 30 years.

The owner-driver will do well to examine his premises from every point of view in order to scheme the erection of such a building, while, if he is in a locality where ground rents are cheap, he may be able to erect his own garage on a small piece of land, the rent of which per annum will be very much below that which he would have to pay for garaging his car in a public building.

Cutting Down Fuel Consumption.

With regard to the question of actual running costs, any saving that can be effected in the consumption of fuel is worth close attention. It is not suggested that the new owner should endeavour to re-adjust his carburetter right away with the object of obtaining increased economy; in fact, it is more than probable that if he endeavours to undertake any such super-tuning the last condition will be worse than the first; but he can see that no unnecessary waste takes place.

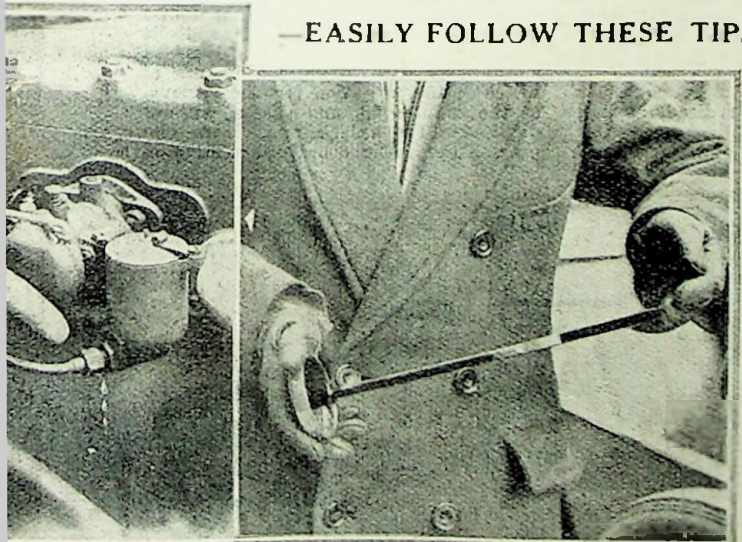
A leaking petrol connection, for instance, will run away with quite a large amount of fuel in twelve months, besides being a potential source of danger; filling up the petrol tank in a careless fashion will also account for wastage every time the operation is performed.

A golden rule to remember is always to turn off the petrol when the engine is not running, and this applies particularly when leaving the car on a steeply cambered road for perhaps ten or fifteen minutes. Under these conditions, it is quite possible that flooding will commence, and a great deal of waste will occur quite unknown to the driver, who may actually be taking accurate measurements with a view to gaining some idea of his m.p.g.

It is surprising how the little economies effected in the ways suggested can add up until there is a material saving in petrol consumption, and the owner-driver is advised not only to follow the tips given but to exercise his ingenuity in other directions where possible savings may be made.

It is now necessary to revert to a question which has already been touched on, namely, the maintenance of the chassis. Assuming that every part is receiving its proper quota of lubricant, there will remain an important consideration, which is the easy running or otherwise of the chassis as a whole.

EASILY FOLLOW THESE TIPS.



Remove flints and "stop" cuts and gashes directly they are noticed. Keep a sharp eye on all petrol unions and check the slightest leak. Fill the oil up to the maximum level mark on the dipper rod.

If the Brakes are Binding.

Choosing a level surface, and with the gear lever in neutral, the driver should discover how much effort is required to push the car along single-handed. Should it appear to be stiff, the brakes should at once be examined with a view to discovering whether the shoes are binding even to a very slight degree. It may be mentioned that this is not an unusual cause of heavy petrol consumption, the constant, if almost insignificant drag occasioned by a lightly touching shoe imposing an extra load on the engine which, over a big mileage, is reflected in increased petrol consumption. If the brakes are binding the fact will be shown by the drums running hot.

Finally, the owner should practise the habit of asking himself whether he is doing everything possible to run his car in the most economical manner. The various phases of running and maintenance should be examined, individual potential causes of waste being carefully eliminated. The old proverb "look after the pence and the pounds will look after themselves" can be reconstructed very faithfully by saying that if the owner-driver looks after the little economies, the bigger economies automatically will be accounted for.

1925 Models and Programmes.

THE 10-20 h.p. BELSIZE.

ENGINE BORE SLIGHTLY INCREASED—LONGER BODIES AND SLOPING SCREENS—REAL LEATHER UPHOLSTERY.

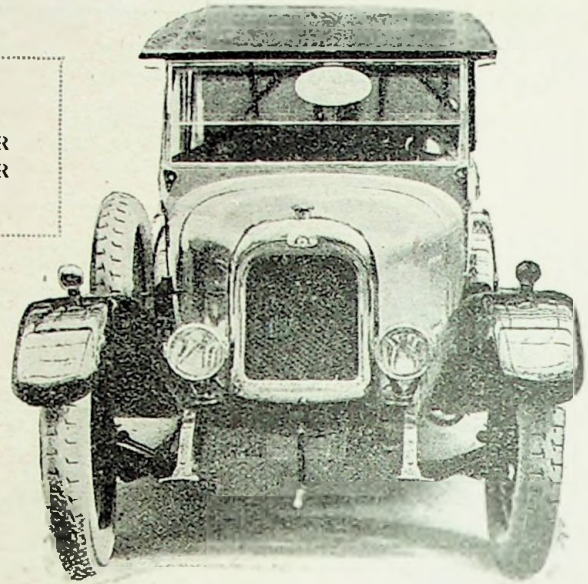
THE four-cylinder Belsize car has not been greatly altered for the coming season, but, owing to the increase of the bore by 3 mm. to 63 mm., the capacity is now raised to 1,265 c.c., while the tax is £10. The engine is a particularly clean job, with a detachable head carrying the overhead valves, which are operated by enclosed push rods and rockers, which run on roller bearings. Aluminium pistons are used, and the crankshaft is supported by three large bearings and is dynamically balanced. The lubrication is effected by a gearwheel type of pump in the rear of the crankcase, all bearings, as well as the overhead-valve gear, being lubricated under pressure, and an adjustable relief valve and readily detachable filter being conveniently housed in the side of the crankcase and sealed by a quickly removable cap, which enables the gauze to be cleaned without the loss of oil. The cooling is thermo-siphon, an aluminium propeller-type belt-driven fan being standardized.

The housing of the multiple-disc clutch, which is operated by a central spring, unites the three-speed centrally controlled gearbox with the engine, the gear ratios being 5, 8.7 and 16.2 to 1 on the forward speeds and 21.5 to 1 on the reverse. An open propeller shaft, equipped with a Hardy disc coupling, takes the power to a spiral-bevel-driven three-quarter floating rear axle of the steel banjo one-piece type, incorporating a large inspection door. Both sets of brakes are mounted at the rear, although front-wheel brakes of the Alford and Alder type can be fitted for an extra £20.

The rear suspension relies on under-slung semi-elliptic springs, which are fitted with shock absorbers and enclosed in gaiters, while the front springs are also semi-elliptics, but are provided with special shackles to prevent rocking. Detachable steel wheels are shod with 730 mm. by 130 mm. low-pressure tyres, while the equipment includes a C.A.V. dynamo, which is driven by an adjustable silent chain, a Bosch magneto operated by a flexible coupling from an extended dynamo shaft, five lamps in place of three which are fitted this year, and a Zenith carburetter, which is fed from a 5½ gallon capacity tank housed in the scuttle. Grease-gun lubrication is standardized throughout the chassis, the principal dimensions of which are as follows:—Wheelbase 8 ft. 9 ins., track 4 ft. 3 ins., and weight 12 cwt. 1 qr.

The bodies which are available with this chassis have been lengthened, the open tourer having four doors, the usual all-weather side curtains pegging into the doors, a sloping screen in which great care has been taken to eliminate the possibility of the entrance of water, a neat fold-up rear footrest, and celluloid lights for the rear quarter. The front seat is adjustable and is easily controlled by the driver, the tools being carried under this seat, while the

The 10-20 h.p. Belsize with low-pressure tyres has a most imposing head-on appearance.



curtains are stored behind the rear squab. The body is made of 18-gauge aluminium panelling and is trimmed in real leather, these features being common to all Belsize productions.

The two-seater is fitted with a roomy dickey and an off-side door, the side curtains being stored behind the squab and the tools being carried in the framing under the seat.

A two-door coupe is another model which should be very popular in 1925, the off-side window being of the sliding type, while the rear light is operated by a winder. This arrangement facilitates hand signalling, as a sliding window is very easily opened. A capacious double dickey is also fitted on this car. The makers' address is Belsize Motors, Ltd., Clayton, Manchester.

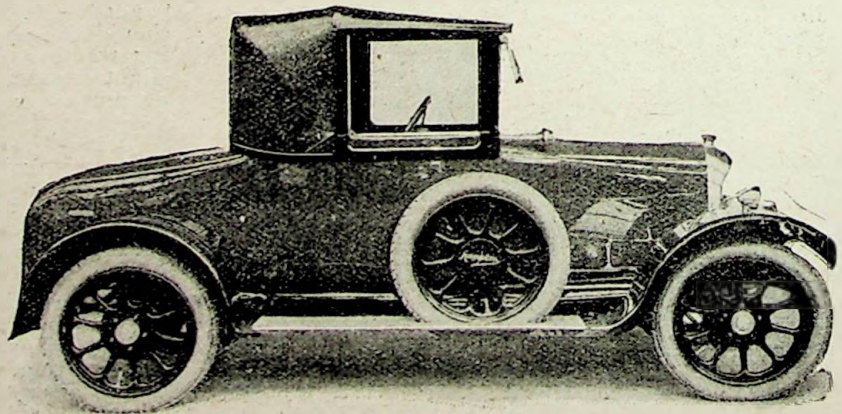
HAMPTON CARS FOR 1925.

THE 10 h.p. Hampton for 1925 will be available with a two or four-seater or coupe body, the specification of the chassis being similar in each respect and including a push-rod-operated detachable-headed engine with a bore and stroke of 63 mm. and 100 mm., the tax being £10 per annum. The unit is a cleanly designed job, the B.L.I.C. magneto being driven by skew gear and facing the off side, so that its contact breaker is easily reached. The Lucas dynamo, which is on the near side of the crankcase, is, like the camshaft, driven by helical gears, a Lucas starter and lamps being standardized, as is a Zenith carburetter.

The clutch housing and four-speed

right-hand-controlled gearbox are built in one unit with the engine, the clutch being of the leather cone type and alternative ratios being available. The higher set are 4, 6.45, 9.28, and 14.96 to 1 on the forward speeds and 20.4 to 1 on the reverse, while the lower set are 4.5, 7.25, 10.44, and 16.83 to 1 on the forward speeds and 22.95 to 1 on the reverse.

The front end of the open propeller shaft is fitted with a fabric universal, while the rear end is similarly equipped and drives a spiral-bevel axle, a notable feature of which is the provision for the removal of the differential and shafts without disturbing the axle casing. Both die-pressed Ferodo-lined brakes are fitted on



The Hampton coupe at £350 is a very attractive car. Two and four-seaters are also available.

1925 MODELS (contd.).

the rear axle, and it is worth noting that front-wheel brakes can be supplied at extra cost. The suspension relies on half-elliptics, the steering column is adjustable for angle, and balloon tyres are available. The chassis is lubricated by Tecalemit nipples, its dimensions being: Wheelbase 8 ft. 8 ins., track 4 ft., and approximate weight with the addition of a four-seater body 16½ cwt.

The four-seater body is a particularly roomy job, the front seat, which is adjustable, being 42 ins. across, and the two doors, both of which are fitted on the near side, being 2 ft. wide. Elbow rests are fitted in the back seat, behind which the side curtains are stored. These curtains are of the self-supporting type, the front pair being provided with hinged signalling flaps and every panel

incorporating a celluloid window, so that the interior lighting is very excellent. The leg-room both in the front and back seat is considerable; a feature which will commend itself to tall drivers.

The two-seater is 45½ ins. wide inside the body the side curtains being stored behind the squab, and the toolbox being located under the dickey seat, which is 32 ins. wide and hinges forward to disclose the tools.

Finally there is the two-seater coupé, the body, the side curtains being stored so as to eliminate any drumming of the panels. The door is 2 ft. wide and the front seat measures 43½ ins. across. The equipment includes a three-panel wind-screen, and the price is £350. The all-weather two-seater costs £295, while the four-seater is listed at £318. The makers' address is: The Stroud Motor Manufacturing Co., Ltd., Stroud, Glos.

A NEW 10-15 h.p. CALCOTT.

A 1½-LITRE Calcott chassis, designed to carry a full four-seater body or a two-seater with double dickey, the prices of which are £275 and £265 respectively, has been developed from the 10.5 h.p. model which has been so successful during the past few years. The new and improved edition has been designed by Mr. L. J. Shorter and incorporates a number of refinements and alterations that bring the car right up to date.

Perhaps the most important of these improvements is the fitting of a new cylinder block and detachable head, which has increased the maximum power to the neighbourhood of 30 h.p. Other

alterations include the straightening out of the line of transmission by canting the engine and gearbox, the strengthening of the rear axle and the redesigning of the brake-control gear so as to make it independent of the movement of the axle.

The engine has a bore and stroke of 85 mm. by 110 mm. the capacity being 1,456 c.c. The valves are inclined, lightened and enlarged, the three-ring pistons are made of aluminium, the machined connecting rods are lightened and the combustion chamber has been brought up to date with a semi-turbulent and compact head and machined valve chests.

Both the camshaft and crankshaft run on three plain bearings, which are lubricated direct from an oil pump, which is submerged in the five-pint capacity sump. The camshaft is driven by the same silent chain that operates the magneto, the gearwheel that drives the latter being carried in an adjustable housing to allow for the tensioning of the chain. On the other, or off side, of the unit is found the Lucas dynamotor, which is also driven by silent chain, and the Zenith carburetter, the latter being bolted up direct to the cylinder block and the charge being taken through the casting to the enclosed inlet valves on the near side.

The engine is slightly sloped so as to reduce the angle of the transmission, and a cone clutch, which is fitted with a long oilless bush and a ball-bearing withdrawal, is standardized. The gearbox, the ratios of which are 4.33, 8.6 and 14 to 1 on the forward speeds, and 16 to 1 on the reverse, is carried on a sub-frame supported from two cross-members, a point of interest being the carrying of the gear change-speed lever to the extreme off side of the frame, where it cannot interfere with the convenience of the driver.

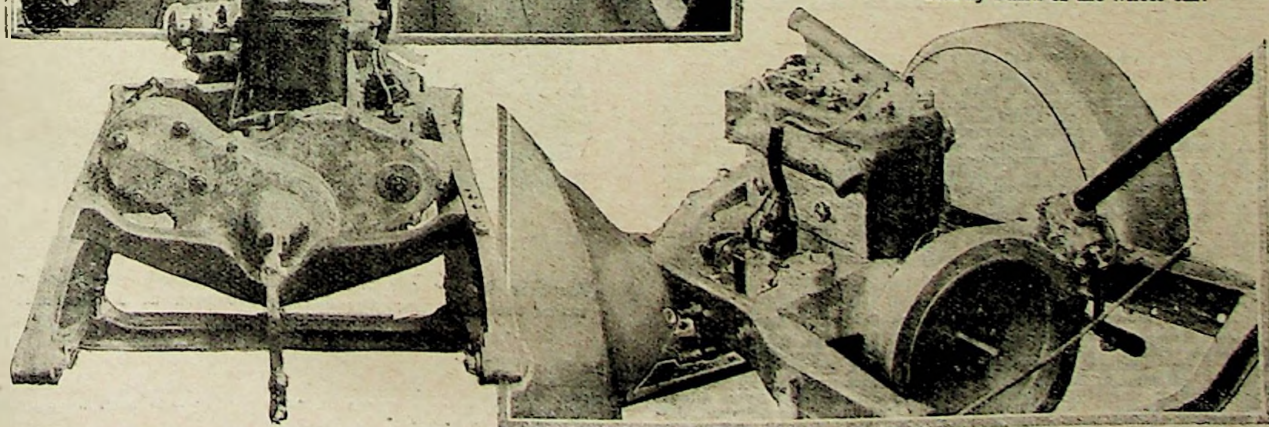
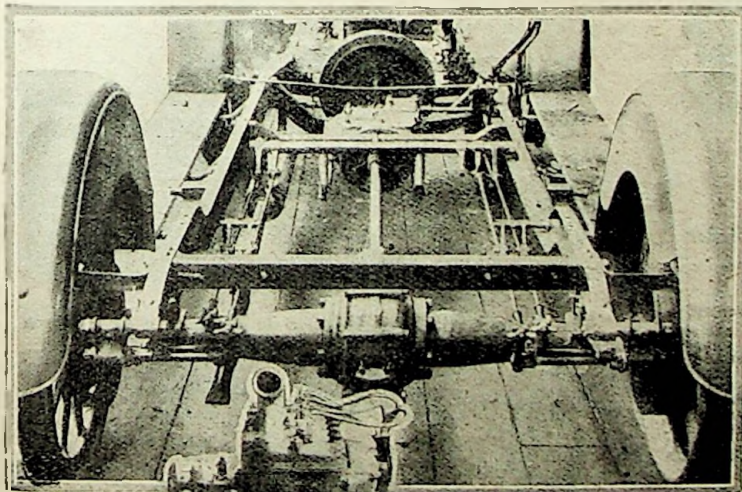
Improved Brake Control.

The open propeller shaft carries a flexible joint at its front end, and an improved sliding metal joint at its rear, where an enlarged and strengthened axle is another new feature. This incorporates an improved method of attachment for the final brake-control rods so as to make their action independent of the movement of the axle.

The chassis frame is upswept towards the rear, and the side members are strongly braced by a pressed-steel girder on which rests the rear of the body. A specially shaped cross-member, placed forward of the engine, is used to stiffen the front of the frame. Long half-elliptic springs are fitted to both axles.

The frame has been lengthened to 8 ft. 6 ins., while the track remains at 3 ft. 9 ins., the extra length making it possible for the chassis to carry a really comfortable four-seater body or even a four-seater three-door saloon, which is available for those who require it. The equipment consists of a 12-volt Lucas dynamo set, five lamps, 27-in. by 4.4-in. balloon tyres, speedometer, clock and bulb horn, the makers being Calcott Bros., Ltd., Coventry.

The chassis and engine of the 10-15 h.p. Calcott which figure in these photographs give a good impression of the sturdy build of the whole car.



LIGHT CARS AND CYCLECARS—1925.

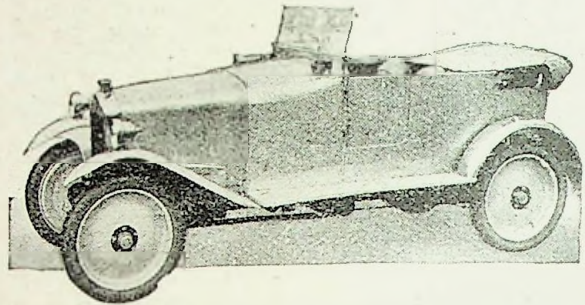
In the following lists we give the mechanical details, prices and other particulars of all the 1925 small cars. The greatest care has been taken to secure accuracy, but we cannot be responsible for errors or omissions. In every case the latest available information and pictures in our possession have been used.

A.B.C.

A.B.C. Motors, Ltd., Walton-on-Thames, Surrey.

Prices: Two-three-seater, £225; super sports, £275. Weight: Two-seater, 13½ cwt.; sports, 12¼ cwt. Tax £11 two-three-seater, £12 sports. Engine: Two-cylinder horizontally opposed, bore 91.5 mm.; two-seater, 96.15 mm., 1,203 c.c. two-seater, 1,520 c.c. sports, 6.1 valves, air-cooling, forced-feed lubrication, Zenith carburettor, two carburettors fitted to sports model, Lodge plugs, Fellows magneto, C.A.V. lighting, extra for C.A.V. starter, £15. Transmission, dry-plate clutch to four-speed separate gearbox with central control, 4.5, 6.5, 9.5, 15.75 to 1. Enclosed carbon shaft to spiral bevel differential, foot brake rear wheels hand brake rear wheels. Suspension: quarter-elliptics all round. Artillery wheels on two-seater, disc wheels on sports. Tyres, balloon, 710 mm. by 90. Dimensions: two-seater, length, 12 ft.; breadth, 5 ft. Approximate m.p.g. 37, tank holds six gallons. Standard body colours: grey for two-seater, aluminium for sports.

Stand 18

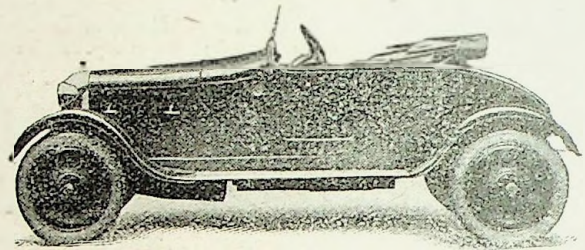


One of the few remaining two-cylinder air-cooled cars—the A.B.C.

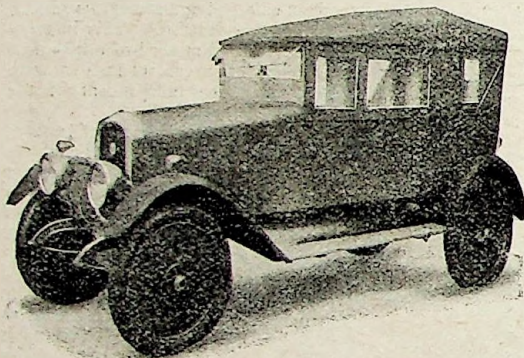
A.C.

A.C. Cars, Ltd., Thames Ditton, Surrey.

Prices: Two-seater, £530 and £275; coupé, £415; three-quarter coupé, £485. Weights: Two-seater, 14½ cwt., coupé, 15½ cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., thermo-siphon cooling, forced-feed lubrication, Solex or Claudel-Hobson carburettor, K.L.G. plugs, high-tension magneto, C.A.V. electric lighting and starting. Transmission, single-disc clutch, three-speed gearbox on back axle, right-hand change, 4.5, 8.2, 16.2 to 1. Foot brake on rear wheels, hand brake, disc on rear of wormshaft. Suspension, quarter-elliptic all round. Disc wheels, low-pressure tyres. Dimensions: Two-seater, length 11 ft. 5 ins., breadth 4 ft. 7 ins. Approximate m.p.g. 35, tank holds seven gallons. Body colours: Blue, grey and violet. On the £275 two-seater electric starting and lighting is by Lucas and 26-in. by 3-in. tyres are fitted.



The A.C., which very rightly is regarded as one of the luxury light cars of 1925.

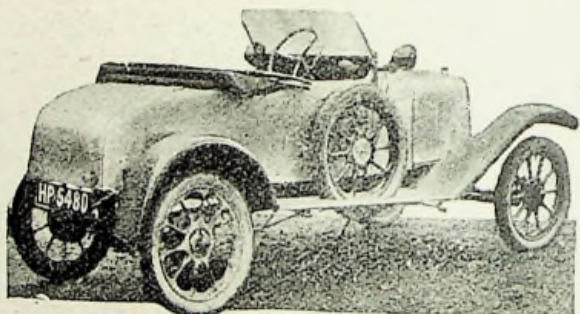


The Argyll claims attention by reason of its four-cylinder sleeve-valve engine and excellent general design.

ALVIS.

The Alvis Car and Engineering Co., Ltd., Holyhead Road, Coventry.

Prices: Two-seater, £550; four-seater, £575; coupé, £650; enclosed four-seater, £770. Tax, £12. Engine: Four cylinders, 68 mm. by 103 mm., 1,496 c.c., overhead valves, thermo-siphon cooling, forced-feed lubrication, Solex carburettor, B.T.H. Polar Inductor magneto, Electric gearbox, right-hand control, foot brake rear wheels, four-speed separate wheels. Suspension, semi-elliptic all round. Artillery wheels except on model 50-in. by 3½-in. tyres. Approximate m.p.g. 50, tank holds seven gallons. Immediate delivery of standard models, one month bodies with special colours.



The Albatros will be exhibited in its latest form at Olympia next week.

ARIEL.

Ariel Works, Ltd., Selly Oak, Birmingham.

Stand 1

Prices: Full four-seater, standard, £225; de luxe, £235. Occasional four-seater, standard, £198; de luxe, £210. Weights: Full four-seater, 13 cwt., occasional four-seater 11½ cwt. Tax, £9. Engine: Four cylinders, 60 mm. by 97 mm., 1,097 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Smith carburettor, K.L.G. plugs, high-tension magneto, Lucas lighting set. Starter on full four-seater, £12 extra on occasional four-seater. Transmission, cone clutch, three-speed separate gearbox, 4.82, 8.67, 15.61 to 1, shaft drive to differential. Foot brake rear wheel hand brake rear wheel. Suspension, quarter-elliptic all round, steel artillery wheels. Tyres, full four-seater balloon, occasional four-seater 26-in. by 3-in. Dimensions: Full four-seater, length 12 ft. 1 in., breadth 4 ft. 11 ins.; occasional four-seater, length 10 ft. 10 ins., breadth 4 ft. 10 ins. Approximate m.p.g. 50, tank holds 4½ gallons. Body colours: Full four-seater, light grey; occasional four-seater, crimson lake or dark blue.

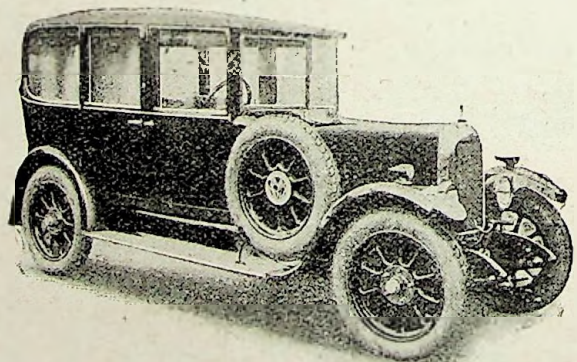
ARGYLL.

Argyll Motor Co., Ltd., Argyll Works, Bridgeton, Glasgow.

Stand 31

Prices: Two-seater, £485; four-seater, £495; coupé, £575; enclosed four-seater, £620. Weight: Two-seater, 19 cwt.; four-seater, 1 ton; coupé, 1 ton; enclosed four-seater, 22 cwt. Tax, £12. Engine: Four cylinders, 68 mm. by 103 mm., 1,496 c.c., single-sleeve valves, thermo-siphon cooling, forced-feed lubrication, Solex carburettor, Lodge plugs, high-tension magneto, Brolt lighting and starting. Transmission, dry-plate clutch, unit-construction gearbox, right-hand control, 4.5, 7.25, 10.44, 16.82 to 1, foot brake rear wheels, hand brake rear wheels. Suspension, half-elliptic all round. Disc wheels, balloon tyres. Dimensions: Two-seater—length, 12 ft. 9 ins.; breadth, 5 ft.; four-seater—length, 12 ft. 9 ins. Approximate m.p.g., 35. Tank holds 6½ gallons. Body colours to choice.

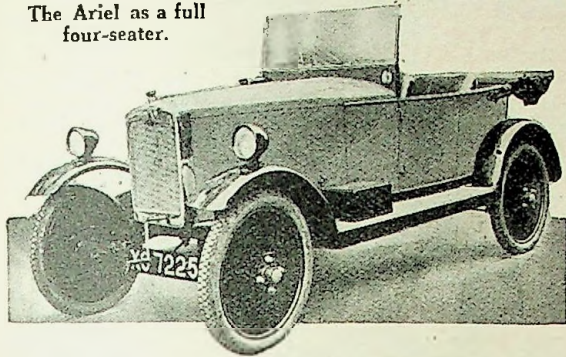
Another luxury car with a highly efficient four-cylinder water-cooled engine, the Alvis, here seen as a luxurious four-seater saloon.



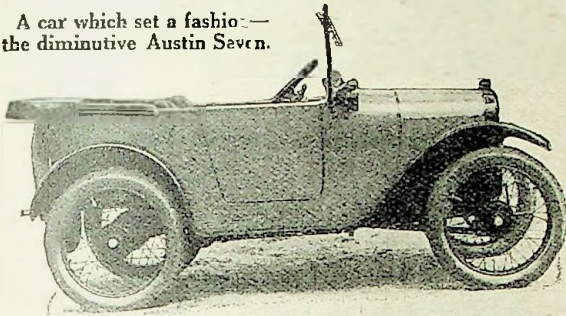
10.44, 16.82 to 1, foot brake rear wheels, hand brake rear wheels. Suspension, half-elliptic all round. Disc wheels, balloon tyres. Dimensions: Two-seater—length, 12 ft. 9 ins.; breadth, 5 ft.; four-seater—length, 12 ft. 9 ins. Approximate m.p.g., 35. Tank holds 6½ gallons. Body colours to choice.

LIGHT CARS AND CYCLECARS—1925 (contd.).

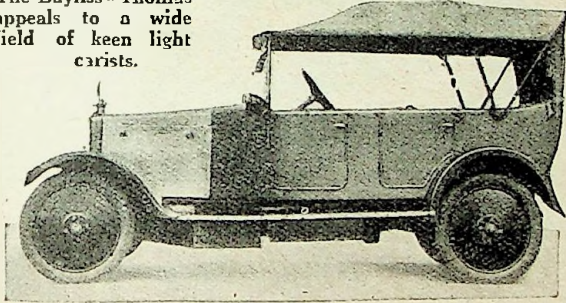
The Ariel as a full four-seater.



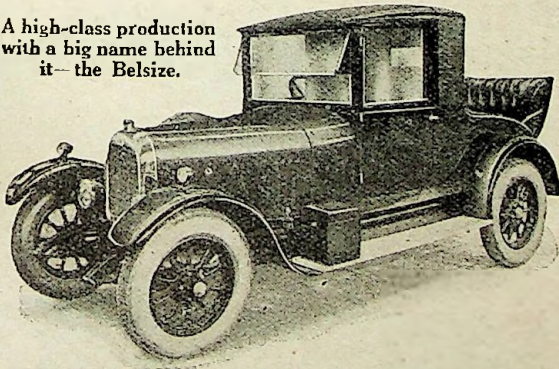
A car which set a fashion—the diminutive Austin Seven.



The Bayliss-Thomas appeals to a wide field of keen light carists.



A high-class production with a big name behind it—the Belsize.



ASHTON EVANS.

Ashton Engineering Co., Ltd., Floodgate Street, Birmingham.

Price: Two-seater £285. Weight, 13½ cwt. Tax £11. Engine: four cylinders, 66 mm. by 110 mm., 1,498 c.c., side valves, thermo-siphon cooling, forced lubrication, Cox Atmos carburettor, Sphinx plugs, M.L. magneto, Brolt starting and lighting. Transmission, cone clutch to three-speed constant-mesh gearbox with central control, 4, 7.6 and 12.5 to 1. Open propeller shaft to differential, foot brake rear wheels, hand brake rear wheels. Suspension: transverse springs front and rear. Artillery wheels, 26 in. by 3-in. tyres. Dimensions: length 11 ft. 6 ins.; breadth, 4 ft. 8 ins. Approximate m.p.g. 40, tank holds five gallons. Standard body colours: blue or grey.

ASTON MARTIN.

Bamford and Martin, Ltd., 53, Abingdon Road, Kensington, W.8.

Only chassis is marketed by above concern. Price, £625. Weight, 10 cwt. Tax, £11. Engine: Four cylinders, 66.5 mm. by 107 mm., 1,487 c.c., side valves, water circulation by pump, forced-feed lubrication, high-tension magneto. Lucas lighting and starting. Transmission, multiple-disc clutch to four-speed separate gearbox with right-hand control, 4, 5.2, 7.4 and 14 to 1. Enclosed propeller shaft to spiral-bevel

differential. Foot brake front wheels, hand brake rear wheels. Suspension, semi-elliptics all round. Rudge-Whitworth wire wheels. Approximate m.p.g. 37, tank holds nine gallons. Delivery in two months.

AUREA.

Concessionnaires, 162, Grosvenor Road, London, S.W.1.

Weights: Two-seater, 16 cwt.; four-seater, 17 cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 110 mm., 1,460 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, high-tension magneto. Starting and lighting. Transmission, four-speed gearbox with central control, unit construction, shaft to differential. Artillery wheels, 710 mm. by 90 mm. tyres. Dimensions: Two-seater, length 11 ft. 8 ins.; four-seater, length 11 ft. 8 ins. Approximate m.p.g. 35, tank holds eight gallons. We cannot guarantee the accuracy of the above specification, but it has been compiled from the latest information in our possession.

AUSTIN.

Stand 147

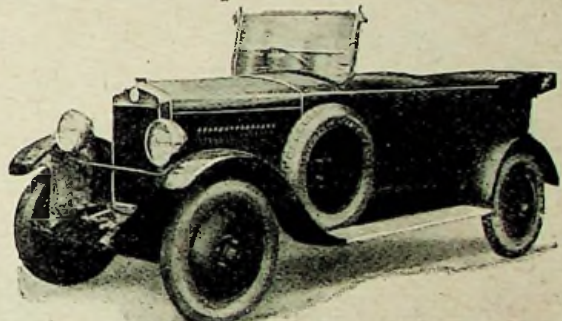
The Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham.

Prices: Family model, £155; sports, £170. Weight, 7½ cwt. Tax, £8. Engine: Four cylinders, 56 mm. by 76 mm., 747.5 c.c., side valves, thermo-siphon cooling, forced lubrication, Zenith carburettor, high-tension magneto, C.A.V. starting and lighting. Transmission, dry-plate clutch, three-speed unit construction gearbox, 16, 9, 5 to 1, shaft drive to differential. Foot brake rear wheels, hand brake front wheels. Suspension, transverse at front, quarter-elliptic at rear, wire wheels, 26-in. by 5-in. tyres. Dimensions: Length 9 ft. 2 ins., breadth 5 ft. 10 ins. Approximate m.p.g. 47, tank holds four gallons. Body colour, grey.

AUTOCRAT.

Autocrat Light Car Co., Spring Road, Hall Green, Birmingham.

Prices: Two-seater, 275 guineas; four-seater, 295 guineas; coupé, 300 guineas; enclosed four-seater, 350 guineas; sports model, 275 guineas; super sports model, 395 guineas. Weight: Two-seater, 16 cwt.; four-seater, 18 cwt.; coupé, 18 cwt.; enclosed four-seater, 19½ cwt. Tax, £12. Engine: four cylinders, 69 mm. by 100 mm., 1,436 c.c., o.h. valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburettor, Sphinx plugs, high-tension magneto, C.A.V. lighting and starting. Transmission, cone clutch to four-speed unit construction gearbox with right-hand control, 4, 6, 10 and 16 to 1. Enclosed propeller shaft to differential, foot brake back wheels, hand brake back



The Berliet—a remarkable light car of French origin.

wheels. Suspension: by semi-elliptics all round. Artillery or disc wheels, balloon tyres. Dimensions: length, two-seater, 11 ft. 6 ins.; breadth, 5 ft.; four-seater, length, 12 ft.; breadth, 5 ft. 6 ins. Approximate m.p.g. 37, tank holds 7½ gallons. Standard body colour: blue. Delivery 7 to 14 days.

A.V.

A.V. Motors, 1, Park Road, Teddington.

The A.V. is at present being manufactured to special order only.

BAUGHAN.

Baughan Motors, Lower Street, Stroud, Glos.

Prices: Two-seater, £130; super sports, £190. Weight: 6 cwt. Tax £9. Engine: two cylinders, 85 mm. by 83 mm., 998 c.c., side valves on two-seater, o.h. valves on super sports, thermo-siphon cooling, lubrication by splash, Baughan carburettor, B.T.H. magneto, electric lighting, no starter. Transmission, dry-plate clutch to three-speed separate gearbox with right-hand change, 4.5, 8.17 and 14 to 1. Shaft to bevel box, final chain drive, no differential, foot brake rear axle, hand brake rear axle. Suspension: quarter-elliptic all round, wire wheels, 700 mm. by 80 mm. tyres. Dimensions: two-seater, length, 11 ft.; breadth, 4 ft. Guaranteed m.p.g. 60, tank holds four gallons. Standard body finish: polished aluminium. Delivery one month.

BAYLISS-THOMAS.

Stand 58

Bayliss-Thomas and Co., King's Road, Tyseley, Birmingham.

Prices: Two-seater, £259; four-seater, £259. Weight: Two-seater, 14½ cwt.; four-seater, 15 cwt. Tax, £11. Engine: Four cylinders, 66 mm. by 100 mm., 1,368 c.c., side valves (overhead valves on sports carburettor, Lodge plugs, high-tension magneto. Lucas starting and lighting. Transmission, cone clutch to three-speed unit-construction gearbox with central control, 5, 9 and 18.5 to 1. Open propeller shaft to differential, foot brake rear wheels, hand brake rear wheels. Suspension, semi-elliptic all round. Artillery wheels, 700 mm. by 80 mm. tyres. Dimensions: Two-seater, length 15 ft., breadth 5 ft. 2 ins.; four-seater, length 15 ft., breadth 5 ft. 2 ins. Approximate m.p.g. 40, tank holds 4½ gallons. Standard body colour, blue.

BELSIZE.

Belsize Motors, Ltd., Clayton, Manchester.

Stand 101

Prices: Two-seater, £280; four-seater, £290; coupé, £380. Weight: Two-seater, 16 cwt.; four-seater and coupé, 17 cwt. Tax, £10. Engine: Four cylinders, 63 mm. by 100 mm., 1,265 c.c. overhead valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburettor, high-tension magneto, C.A.V. starting and lighting. Transmission, multiple-disc clutch to three-speed unit construction gearbox with central control, 5, 8.7 and 16.2 to 1, propeller shaft to differential. Foot brake rear wheels, hand brake rear wheels. Suspension, half-elliptic all round. Pressed-steel wheels, comfort tyres. Dimensions: Two-seater, length 11 ft. 9 ins., breadth 4 ft. 11 ins.; four-seater, length 11 ft. 9 ins., breadth 4 ft. 11 ins. Approximate m.p.g. 35, tank holds 5½ gallons. Body colours: Grey and blue.

LIGHT CARS AND CYCLECARS—1925 (contd.).

BENJAMIN.

H. F. Pilling, Trafalgar Buildings, 1, Charing Cross, London, W.C.2.

Weights: Two-seater, 6½ cwt.; four-seater, 7½ cwt.; coupé, 8 cwt.; enclosed four-seater, 8½ cwt. Tax, 48. Engine: Four cylinders, 54 mm. by 82 mm., 750 c.c., thermo-siphon cooling, forced-feed lubrication, high-tension magneto, lighting and starting. Transmission, single dry plate clutch to three-speed gearbox on back axle with right-hand control, 4.4, 6.8 and 13.9 to 1, shaft drive, no differential. Suspension, front transverse, rear quarter-elliptic. Approximate m.p.g. 45, tank holds four gallons.

We cannot guarantee the accuracy of the above specification, but it has been compiled from the latest information in our possession.

BERLIET.

Automobiles M. Berliet, 40, Sackville Street, W.1.

Stand 50.

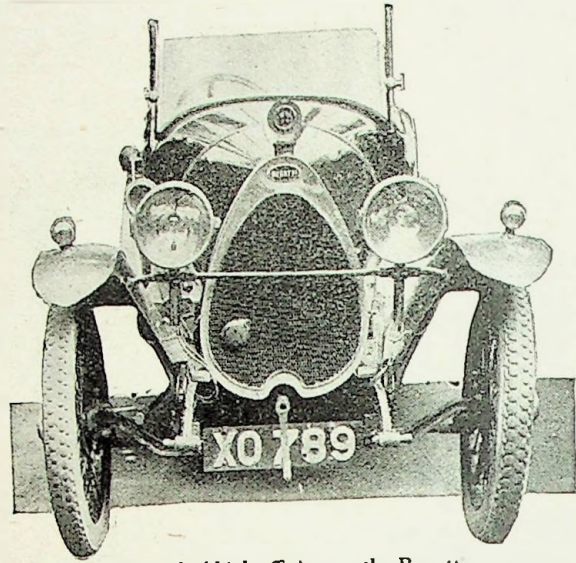
Prices: Four-seater, £305; three-door saloon, £395; chassis, £295. Tax, £10. Engine: Four cylinders, 62 mm. by 96 mm., 1,160 c.c., overhead valves, thermo-siphon cooling, Solex carburetter, high-tension magneto. Starting and lighting. Transmission, single-plate clutch to unit-plate clutch, four speeds, right-hand control, spiral-bevel axle. Brakes, front rear wheel, hand rear wheel; F.W.B., £20 extra. Suspension, semi-elliptic all round. Disc wheels and comfort tyres. Approximate m.p.g. 40, tank holds six gallons. Body colours to choice. Delivery one month.

BIANCHI.

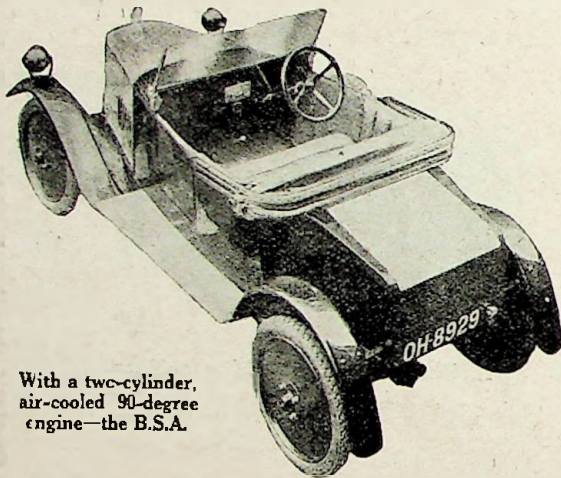
Bianchi Motors, Ltd., 26, St. James's Street, London, S.W.1.

Stand 90

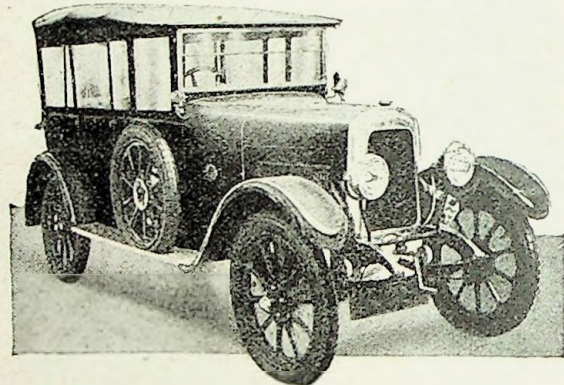
Prices: Two-seater, £315; four-seater, £325. Tax, £11. Engine: Four cylinders, 64 mm. by 100 mm., 1,500 c.c., overhead valves, thermo-siphon cooling, forced feed lubrication, Zenith carburetter, Pignon plugs, Marelli magneto, Marelli lighting and starting. Transmission, dry-plate clutch, four speeds, right-hand control, spiral-bevel axle. Brakes, front rear wheel, hand rear wheel; F.W.B., £20 extra. Suspension, semi-elliptic all round. Artillery wheels, Superflex balloon cord tyres. Approximate m.p.g. 35. Tank holds eight gallons. Standard body colours, mole, claret, grey, blue. Delivery commences January, 1925.



A wizard of high efficiency—the Bugatti.



With a two-cylinder, air-cooled 90-degree engine—the B.S.A.



A car with a well-known name—the Calthorpe.

BRITISH.

C. A. Weight, Willenhall Road, Wolverhampton.

Prices: Two-seater, £150; sports, £150; chassis, £135. Tax, £10. Engine: Four cylinders, 65 mm. by 110 mm., 1,375 c.c., side valves, thermo-siphon cooling, forced feed lubrication, Vict carburetter, Fellows magneto, Brolt lighting and starting. Transmission, dry-plate clutch to three-speed unit construction gearbox with central control, 4.4, 8.2, 12.2 to 1, shaft to differential, foot brake on transmission, hand brake rear wheels. Suspension, semi-elliptics all round. Steel spoke wheels, 710 mm. by 90 mm. tyres. Dimensions: Length 11 ft. 2½ ins., breadth 4 ft. 8 ins. Approximate m.p.g. 35, tank holds six gallons. Standard body colour: Blue.

B.S.A.

B.S.A. Co., Ltd., Small Heath, Birmingham.

Stand 207.

Prices: Chassis, £180; two-seater, £240. Weight, chassis 10½ cwt. Tax, £10. Engine: Two-cylinder 90-degree, 897.5 mm. by 85 mm., 1,075 c.c., overhead valves, air cooling, forced-feed lubrication, Daimler carburetter, battery and coil ignition. Electric starting and lighting. Transmission, two-plate cork insert clutch, three-speed unit-construction gearbox with central control. Foot brake rear hubs, hand brake rear hubs. Suspension, quarter-elliptic all round. Detachable disc wheels. Dimensions: Wheelbase, length 10 ft. 5 ins., breadth 4 ft. 8 ins. Approximate m.p.g. 40.

BUGATTI.

Ettore Bugatti, Molsheim, Alsace, France.

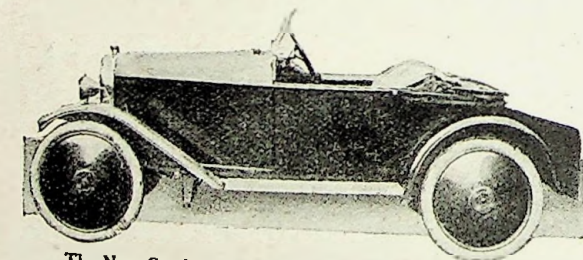
Stand 142

Prices: Two or three-seater, £485; four-seater, £505; coupé, £600. Weight: All models approximately 15 cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., overhead valves four per cylinder, cooling by pump circulation, forced-feed lubrication, Zenith carburetter, A.C. Titan plugs, S.E.V. magneto, Marechal and Vaucasson lighting and starting. Transmission, multiple-disc clutch to separate four-speed gearbox with right-hand control, 5.4, 4.5, 6.5 and 9.1 to 1. Open shaft to differential. Foot brake propeller shaft hand brake rear hubs. Suspension, front semi-elliptic, rear quarter-elliptic reversed. Rudge-Whitworth wire wheels, 710 mm. by 90 mm. tyres. Dimensions: Two-seater, length 12 ft. 4 ins., breadth 5 ft. 1 in.; four-seater, length 12 ft. 4 ins., breadth 5 ft. 1 in. Approximate m.p.g. 35, tank holds seven gallons. Body colour to choice.

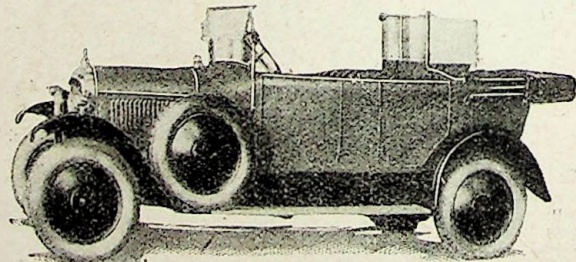
CALCOTT.

Calcott Bros., Ltd., Coventry.

Prices: Two-seater, £265; four-seater, £275. Weight: Two-seater, 12½ cwt.; four-seater, 13½ cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 110 mm., 1,465 c.c., side valves, thermo-siphon cooling, 38



The New Carden is one of the cheapest small cars.



Andre Citroen's masterpiece, with English body.

forced-feed lubrication, Zenith carburetter, Forward sparking plugs, high-tension magneto, Lucas combined lighting and starting. Transmission, dry-plate clutch to separate three-speed gearbox with right-hand control, 4.8 and 13 to 1, open shaft to three-speed gearbox with right-hand control, rear wheels, hand brake rear wheel, spiral bevel and differential. Foot brake Detachable steel wheels. Tyres, 700 mm. by 90 mm. Dimensions: Length 10 ft. 6 ins., breadth 4 ft. 6 ins. Approximate m.p.g. 38, tank holds six gallons.

ROVER

LIGHT CARS FOR 1925

9/20 H.P.

FOUR - CYLINDER, water - cooled engine, 60 mm. bore (£9 tax), which develops over 20 h.p., thanks to its super-efficient overhead valves and forced lubrication to all bearings. Speedy and lively by virtue of its excellent power-weight ratio, it yet averages 45 m.p.g. of petrol. All models now have Balloon tyres and improved specification. Standard model 2 or 4-seater costs £185 ; De Luxe model with 3-door, 4-seater body on longer chassis costs £215.

8 H.P.

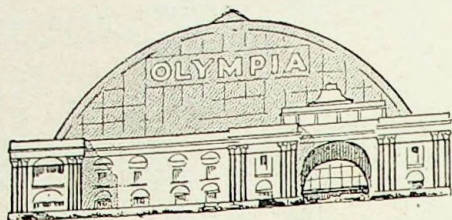
THE famous car that "you can never over-rate." Has proved its reliability in the hands of thousands of owners the world over. Will give unfailing service. Two or 4-seater : £160.

STAND No. **173** OLYMPIA

(Near Addison Road Station Entrance).

THE ROVER COMPANY LTD., COVENTRY.

61, New Bond Street, W.1 — Lord Edward Street, Dublin.

OCT. 17THOCT. 25TH

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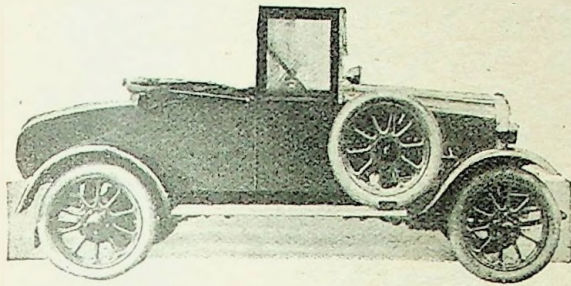
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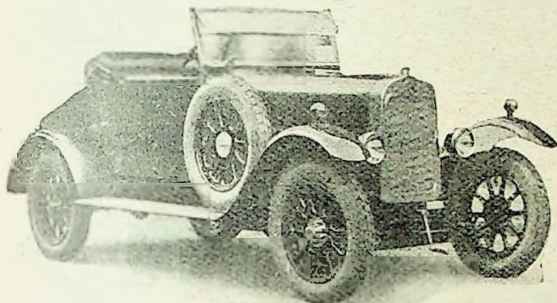
Cord Tyres

(279)

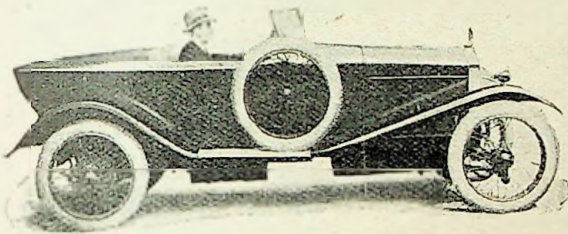
LIGHT CARS AND CYCLECARS—1925 (contd.).



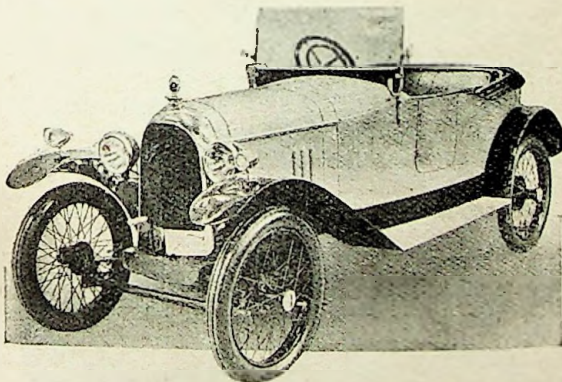
Noted for its sturdy qualities—the Cluley.



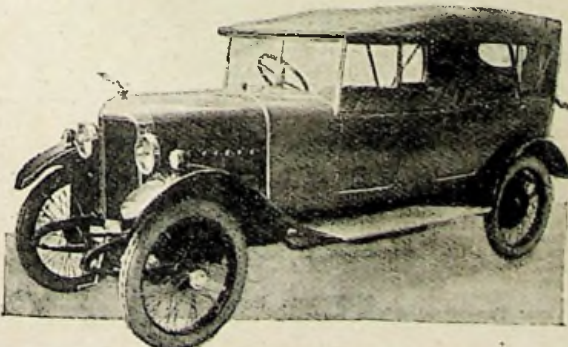
The Clyno is a popular car for all users.



A 60 m.p.h. sporting model—the Crouch.



A French car with a fine turn of speed—the Derby.



The D.F.P. is another lively French "Small four."

CALTHORPE.

Calthorpe Motor Co., Bordesley Green, Birmingham.

Prices: Two-seater, £235; four-seater, £235. Weight: Two-seater, 13 cwt.; four-seater, 15½ cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 100 mm., 1,328 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Claudel-Hobson carburetter, Lodge plugs, battery and coil ignition. Rotax lighting and starting. Transmission, cone clutch to three-speed unit construction gearbox with central control, 4.7, 8.2 and 15.5 to 1. Open propeller shaft to differential. Foot brake rear wheels, hand brake rear wheels. Suspension, quarter-elliptics all round. Steel disc wheels. Balloon tyres. Dimensions: Two-seater, length 12 ft., breadth 5 ft.; four-seater, length 15 ft., breadth 5 ft. Approximate m.p.g. 40, tank holds 5½ gallons.

CEIRANO.

Ceirano Fabbrica Automobile, Turin, Italy.

Stand 24

Prices: Chassis, £275; four-seater, £375; four-seater sports, £475; enclosed four-seater, £675; front-wheel brakes £20 extra. Weight: Four-seater, 12 cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 110 mm., 1,460 c.c., overhead valves, cooling by pump circulation, forced-feed lubrication, Zenith carburetter, Bosch dynamo lighting and starting. Transmission, multiple-disc clutch to unit-construction four-speed gearbox with central control (direct ratio 4.5 to 1), open shaft to differential. Suspension, semi-elliptic all round. Rudge-Whitworth wire wheels, hand brake rear wheels. Wheelbase 9 ft., track 4 ft. 3 ins. Approximate m.p.g. 37, tank holds 10 gallons. Standard body colour grey. Delivery in one month.

CHARRON.

Charron, Ltd., 7, Rue Ampere, Puteaux, France.

Prices: Two-seater, £210; four-seater, £225; enclosed four-seater, £252 10s.; three-seater dummy, £215. Weights: Two-seater, 12 cwt.; four-seater, 15 cwt.; enclosed four-seater, 15½ cwt. Tax, £9. Engine: Four cylinders, 58 mm. by 100 mm., 1,057 c.c., side valves, thermo-siphon cooling, lubrication by splash, Zenith carburetter, Sphinx plugs, high-tension magneto, Duclielier lighting, Westinghouse starter. Transmission, leather cone clutch to three-speed separate gearbox with central control, 12.66, 8.59 and 4.6 to 1, shaft drive to spiral bevel differential, foot brake rear wheels, hand brake rear wheels. Suspension, semi-elliptic all round. Michelin disc wheels and Comfort tyres. Dimensions: Two-seater, length 11 ft. 6 ins., breadth 4 ft. 5 ins.; four-seater, length 11 ft. 10 ins., breadth 4 ft. 4 ins. Approximate m.p.g. 40, tank holds 4½ gallons. Standard body colours: Grey, dark green, dark blue and maroon.

CHARRON-LAYCOCK.

W. S. Laycock, Ltd., Victoria Works, Millhouses, Sheffield.

Prices: Two-seater and coupe, £425; four-seater and coupe, £525; enclosed four-seater, £575; additional model four-seater four-door saloon or coupe, £625. Weight: Two-seater, 15 cwt.; four-seater, 17 cwt.; coupe, 16 cwt.; enclosed four-seater, 18 cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 110 mm., 1,460 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburetter, Sphinx plugs, Simms magneto, C.A.V. lighting and starting. Transmission, inverted cone clutch to separate three-speed gearbox with right-hand control, 4.5, 8.8, 13.6 to 1. Four-seater ratios 5 7.6 11.4 to 1. Open propeller shaft to differential. Foot brake rear wheels, hand brake rear wheels. Suspension, semi-elliptic all round. Sankey steel artillery wheels, 710 mm. by 90 mm. tyres (on four-seater 760 mm. by 90 mm.). Dimensions: Two-seater, length 11 ft. 8 ins., breadth 4 ft. 7 ins.; four-seater, length 12 ft. 2 ins., breadth 4 ft. 7 ins. Approximate m.p.g. 50, tank holds seven gallons. Standard body colour: Grey or blue.

CITROEN.

Citroen Cars, Ltd., Citroen Building, Brook Green, Hammersmith, W.6.

Stand 23

7.5 h.p. Citroen. Prices: Two-seater, £145; three-seater, £155; coupe, £170. Weight, 10½ cwt. Tax, £8. Engine: Four cylinders, 65 mm. by 90 mm., 855 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Solex carburetter, R.B. magneto, starting and lighting. Transmission, single-disc clutch to three-speed centrally controlled unit construction gearbox, propeller shaft to differential. Foot brake transmission, hand brake rear wheels. Michelin disc wheels with comfort tyres. Dimensions: Length 10 ft. 9 ins.; breadth 4 ft. 5 ins. Approximate m.p.g. 40.

11.4 h.p. Citroen. Prices: With English body two-seater, £240; four-seater, £250; coupe, £335; with French body, £355. With French body: four-seater, £225; saloon, £235; landaulet, £350. Weight: Chassis, 11 cwt. Tax £12. Engine: Four cylinders, 68 mm. by 100 mm., 1,455 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, high-tension magneto. Starting and lighting. Transmission, single dry-plate clutch to unit-construction three-speed centrally controlled gearbox. Propeller shaft to differential. Foot brake transmission, hand brake rear hubs, Michelin disc wheels with comfort tyres. Wheelbase 9 ft. 6 ins., track 5 ft. 11 5-16 ins. Approximate m.p.g. 37, tank holds 5½ gallons.

Stand 23.

11.4 h.p. Citroen. Prices: With English body two-seater, £240; four-seater, £250; coupe, £335; with French body, £355. With French body: four-seater, £225; saloon, £235; landaulet, £350. Weight: Chassis, 11 cwt. Tax £12. Engine: Four cylinders, 68 mm. by 100 mm., 1,455 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, high-tension magneto. Starting and lighting. Transmission, single dry-plate clutch to unit-construction three-speed centrally controlled gearbox. Propeller shaft to differential. Foot brake transmission, hand brake rear hubs, Michelin disc wheels with comfort tyres. Wheelbase 9 ft. 6 ins., track 5 ft. 11 5-16 ins. Approximate m.p.g. 37, tank holds 5½ gallons.

CLEMENT-TALBOT.

Clement-Talbot, Ltd., Barby Road, North Kensington, W.10.

Stand 100.

10-25 h.p. model. Prices: Two-seater, £365; four-seater, £365; coupe, £430; enclosed four-seater, £465. Weight: Two-seater, 16 cwt.; four-seater, 16½ cwt.; coupe, 17 cwt.; enclosed four-seater, 17½ cwt. Tax, £9. Engine: Four cylinders, 60 mm. by 95 mm., 1,073 c.c., overhead valves, water circulation by pump, forced-feed lubrication, Claudel-Hobson carburetter, K.L.G. plugs, Delco Remy battery and coil ignition. Rotax lighting and starting. Transmission, dry-plate clutch to three-speed unit construction gearbox with a central or side control, 5.11, 9.35 and 19.42 to 1. Propeller shaft to differential. Foot brake back wheels, hand brake back wheels. Suspension, quarter-elliptic all round. Steel artillery wheels, balloon tyres. Dimensions: Two-seater, length 12 ft. 6 ins., breadth 4 ft. 11 ins.; four-seater, length 13 ft. 4 ins., breadth 6 ins., breadth 4 ft. 11 ins.; coupe, length 13 ft. 4 ins., breadth 5 ft. 2 ins. Approximate m.p.g. 33, tank holds 6¼ gallons. Standard body colours: Blue and grey. The 8-18 h.p. model has an engine 57 mm. by 95 mm., 969 c.c., and is made only as a coupe, price £325. Weight: 14 cwt. No differential. Gear ratios, 4.5, 8.5 and 15.65 to 1. Tyres, 700 mm. by 80 mm. Dimensions: Length 11 ft. 1 in., breadth 4 ft. 10 ins. Approximate m.p.g. 37. Body colours: Blue and wine.

CLULEY.

Clarke, Cluley and Co., Globe Works, Well Street, Coventry.

Stand 28.

Prices: Two-seater, £250; four-seater, £270. Weight: Two-seater, 15½ cwt.; four-seater, 14½ cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 110 mm., 1,460 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Solex carburetter, Lodge plugs, M.L. magneto, Lucas lighting and starting. Transmission, Ferodo-lined cone clutch to three-speed unit construction centrally controlled gearbox, 15, 8 and 4.4 to 1. Open propeller shaft to differential. Foot brake rear wheels, hand brake rear wheels. Suspension, front semi-elliptic, rear underslung semi-elliptic. Steel wheels, balloon tyres. Dimensions: Two-seater, length 11 ft. 3 ins., breadth 4 ft. 8 ins. Approximate m.p.g. 35, tank holds 5½ gallons. Body colour: Blue or grey.

LIGHT CARS AND CYCLECARS—1925 (contd.).

CLYDE.

Clyde Motor Co., Queen Street, Leicester.

Two models, 8 h.p. and 10 h.p. Prices: 8 h.p. two-seater, £145 (weight 15½ cwt.); 10 h.p. two-seater, £175 (14½ cwt.); four-seater, £205 (16½ cwt.). Tax, £8 and £12. 8 h.p. engine; two cylinders, 80 mm. by 90 mm., 1,050 c.c., side-by-side valves, pump cooling, forced lubrication, Bosch magneto ignition. 10 h.p. engine; four cylinders, 69 mm. by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced lubrication, Zenith carburettor, magneto ignition. Both models have Lucas electrical equipment, but a starter is fitted only to the 10 h.p. model. Suspension in each case semi-elliptic. The dimensions of both models being: Two-seater—length, 10 ft. 9 ins.; breadth, 4 ft. 10 ins.; four-seater—ditto. Capacity of fuel tanks 4½ gallons. A special feature is the Clyde transmission, which takes the form of a spur gear on the 8 h.p. model.

Stand 175

CLYNO.

Clyno Engineering Co. (1922), Ltd., Wolverhampton.

Prices: Two-seater de luxe, £195; Royal two-seater, £225; standard two-seater, £175; occasional four-seater, £185; de luxe four-seater, £210; Royal four-seater, £235; standard four-seater, £195, coupe, £285; saloon, £345. Tax, £11. Engine: Four cylinders, 66 mm. by 100 mm., 1,568 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Cox Atmos carburettor, A.C. Titan plugs, Fellows magneto, C.A.V. lighting and starting. Transmission, cone clutch to separate three-speed gearbox with right-hand control, 4.55, 8.5 and 15.7 to 1, propeller shaft to spiral-bevel differential. Foot brake rear wheels, hand brake rear wheels. Suspension, quarter-elliptic all round. Artillery wheels with low-pressure tyres. Dimensions: Two-seater length 11 ft. 7 ins.; breadth 5 ft.; four-seater, length 12 ft. 10 ins., breadth 5 ft. Approximate m.p.g. 42, tank holds five gallons.

CROUCH.

Crouch Cars, Ltd., Coventry, England.

Prices: Two-seater, £295, four-seater, £295; four-door four-seater, £320; coupé, £335; enclosed four-seater, £395; sports model, guaranteed 60 m.p.h., £295; sports model, guaranteed 80 m.p.h., £450. Weight: Two-seater, 14 cwt.; four-seater, 14½ cwt.; coupe, 14½ cwt.; enclosed four-seater, 15 cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Cox Atmos carburettor, A.C. Titan plugs B.L.I.C. magneto. Smith lighting and starting. Transmission, inverted cone clutch to three-speed gearbox, 4.4, 7.7 and 14 to 1. Enclosed propeller shaft to differential. Foot brake rear wheels, hand brake rear wheels. Suspension, front, duplex quarter-elliptic; rear, quarter-elliptic. Artillery or wire wheels for 710 mm. by 30 mm. tyres. Dimensions: Two-seater, length 11 ft. 6 ins., breadth 4 ft. 8 ins.; four-seater, length 12 ft. breadth 4 ft. 8 ins. Approximate m.p.g. 40, tank holds five gallons. Standard colours, blue and maroon.

DAY-LEEDS.

Job Day and Sons, Ltd., Beeston Roys Works, Beeston, Leeds.

Price: Two-seater, £225. Weight, 14 cwt. Tax, £10. Engine Four cylinders, 65.5 mm. by 100 mm., 1,265.72 c.c., cylinder head is T-shape, thermo-siphon cooling, splash lubrication S.U. carburettor, Lodge plugs, magneto ignition, Lucas lighting and starting. Transmission: Leather cone clutch, separate gearbox, 4.46, 6.82, 12.66 to 1, reverse 19.6 to 1. Brakes, foot and hand on rear hub. Suspension, semi-elliptic back and front. Sankyo wheels, Dunlop 26-in. by 3-in. tyres. Dimensions: Length, 11 ft. 9 ins.; breadth, 4 ft. 9 ins. Approximate m.p.g., 35. Tank holds 6 gallons.

D'AUX.

E. H. Bissel and Co., Ltd., 212a, Shaftesbury Avenue, London, W.

Price: Two-seater, approximately £59. Weight, 5½ cwt. Tax, £6. Engine: Single-cylinder, 75 mm. by 79 mm., 350 c.c., thermo-siphon cooling, automatic carburettor, high-tension magneto, mechanical hand-starter. Transmission, direct drive from engine to variable gear countershaft by M.T.S. belt, thence by second belt to rear axle, central control. Suspension, semi-elliptic. Approximate m.p.g. 60.

D.F.P.

Ward and Driskell, Ltd., 1, Albemarle Street, Piccadilly, London, W.1.

7 h.p. model, price not stated. No specification is available, but presumably it is the same as last year's model, which, in brief is as follows:—Engine: Four cylinders, 62 mm. by 91 mm.; 1,098 c.c. overhead valves thermo-siphon cooling, forced feed lubrication, high-tension magneto, Ducellier lighting and starting. Transmission, leather cone clutch to three-speed gearbox with central control, final shaft drive, no differential. Wire wheels, 700 mm. by 80 mm. tyres.

D'YRSAN.

Stand 60B (Motorcycle Show)

Raymond Siran (Les Cyclecars D'Yrsan) 111, Quai d'Asnières, Asnières, Paris.

Prices: Two-seater, £180; sports, £160. Weight, 7 cwt. Tax, £4. Engine: Four cylinders, 57 mm. by 95 mm.; 750 c.c. sports model has overhead valves, touring model side valves, thermo-siphon cooling forced-feed lubrication, Solex carburettor, Saga magneto, Acetylene lighting (electric extra). Transmission, single disc clutch running in oil to unit-connection three-speed gearbox with central control. Top ratio 3.9, propeller shaft to bevel box, final drive by chain. Foot brake on front wheels, hand brake on transmission. Suspension, cantilevers all round. Wire wheels, 710 mm. by 90 mm. tyres. Approximate m.p.g. 50, tank holds four gallons. Standard body colour, blue.

ENFIELD-ALLDAY.

Alldays Motor Repairs, Ltd., Waverley Works, Small Heath, Birmingham.

Prices: Four-seater, £325; enclosed four-seater, £325; chassis weight, 8 cwt. Tax, £10. Engine: Four cylinders, 65.5 mm. by 117.5 mm., 1,488 c.c., thermo-siphon cooling, forced lubrication, Zenith carburettor, Lodge plugs, B.P.H. magneto, Brolt 12-v. lighting and starting. Transmission, cone clutch, separate gearbox, right-hand control, 4.3, 8.16 to 1. Brakes, foot rear wheels, hand transmission. Suspension, front half-elliptic, rear cantilever. Artillery wheels, 30-in. by 3-in. tyres. Dimensions: Length of four-seater, 12 ft.; breadth, 4 ft. 6 ins. Approximate m.p.g., 34. Tank holds eight gallons. Body colours, French grey or Oxford blue.

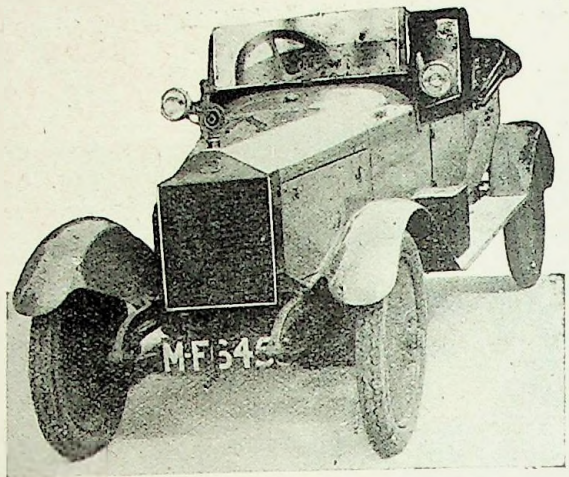
ERIC-CAMPBELL.

Stand 16

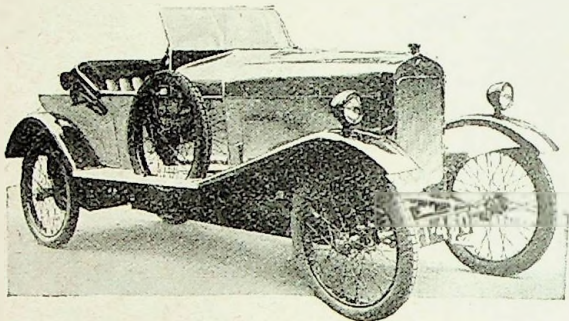
Vulcan Iron and Metal Works (1918), Ltd., Durdan Works, Southall, Middlesex.

10-22 h.p. Prices: Two-seater, £245; saloon, £450. Weight: Two-seater, 12½ cwt.; saloon, 15 cwt. Tax, £11. Engine: Four cylinders, 66 mm. by 109 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburettor, A.C. Sphinx plug, high-tension magneto, Brolt lighting. Transmission: Cone clutch to separate three-speed gearbox, side control, 4.3, 8.4 and 14.6 to 1. Open propeller shaft to spiral-bevel differential. Foot brake transmission, hand brake rear wheels. Suspension: Front, semi-elliptic; rear, cantilever. Disc

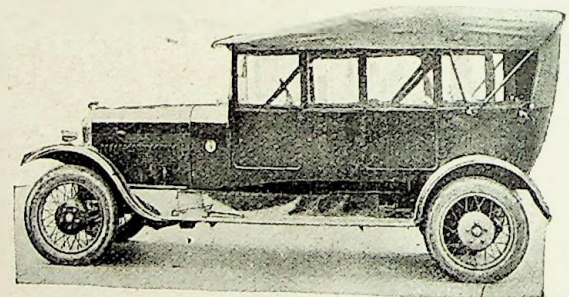
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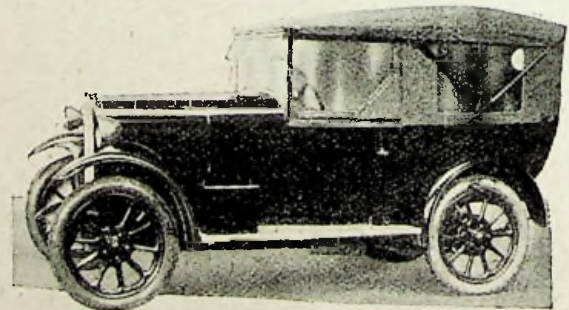
Speedy and comfortable—the 10-22 h.p. Eric-Campbell.



The latest G.N. with four-cylinder engine.



The only friction-driven four-cylinder car—the G.W.K.



The Gwynne Eight is a world-famous "small four."

wheels, 710 mm. by 90 mm. tyres. Dimensions: Two-seater, length 12 ft., breadth 4 ft. 5½ ins. Approximate m.p.g., 35. Tank holds 4 gallons. Body colours to choice.

The 8-20 h.p. differs in the following respects:—Prices: Two-seater, £195; small four-seater, £195; saloon, £265. Tax, £9. Engine: Four cylinders, 60 mm. by 95 mm., 1,074 c.c., oh. valves. Weight, 11½ cwt. m.p.e., 45. Suspension at rear, semi-elliptic. Approximate

FIAT.

Fiat, Turin, Italy.

Stand 129

Prices: Two-seater, £350; four-seater, £340; coupé, £485; enclosed four-seater, 19½ cwt.; all-weather, £410. Weight: Two-seater, 19 cwt.; four-seater, 19½ cwt.; enclosed four-seater, 21 cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 110 mm., 1,460 c.c., side valves, water

Warwick Wright Says

"I am not going to Olympia this year."

I don't have to. But my colleagues will be there.

After you have seen—if you can get through the crush—the Talbot Exhibit, drive to Bond Street and see it in comfort.

Come in your old car—there is a Parking Place and the Police won't shift you. We will make you an allowance-offer for it then and there, and you can proudly drive away in a new Talbot.

My Pay-as-you-Ride scheme is in full blast, and is at your disposal.

Make up your mind to have a *real* motor car for next season. You will find it an economy in the end.



Warwick Wright, Ltd.
 150, NEW BOND STREET, LONDON. W.1.

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Telegrams: "Talsundar, Phone, London"

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85/-

Double breasted, fleece-lined, wind cuffs, belt all round, in durable leather. Superior qualities 100/-, 120/-, 140/- and 160/-, Ladies and Gents.

Every description of Motor Clothing stocked. Huge selection of fleece and leather-lined Motor Overcoats, Travelling Rugs, Gauntlet Gloves, Trench Coats, Raincoats, Burberrys and Breeches.

Dinner, Dress, Lounge and Golf Suits.

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Travelling Requisites for every make of Car

MOSS BROS.,

8, Cambridge Circus, Shaftesbury Avenue, W. C. 2

TELEPHONE: REGENT 2703.
GRAMS: "ALCLOTHES, WESTCENT, LONDON."

And 83/5, High Street Notting Hill Gate, W. 11.

224, High Road, Kilburn, N.W. 6.

Post Orders to Cambridge Circus.



Travelling Ulsters

In superior quality Naps, Friezes, Cheviots, etc. Coats that ensure warmth without being uncomfortably heavy. Fleece lined 80/-, 90/-, 100/-, 120/-, 140/-, 160/-, 180/-, 210/-, Leather lined 105/-, 147/-, 168/-, 189/-, and 210/-.

ILLUSTRATED CATALOGUE ON APPLICATION.

Many Cars, One Magneto

The



Bayliss Thomas No. 3

A standard Bayliss Thomas car has this year won a Gold Medal in the London-Edinburgh Trial, in the London-Land's End Trial, and again in the Vesey Cup Trial. This model is fitted with the **BLIC STATIONARY ARMATURE MAGNETO**. The car in question has covered at least 12,000 miles and Messrs. Bayliss Thomas report that there has never been any adjustment made to the magneto or even to the points.

Simple, robust, small and light-efficient, dustproof, and waterproof.

THE BRITISH LIGHTING & IGNITION CO., LTD.
(Proprietors: Vickers Limited)

CHESTON ROAD, ASTON, BIRMINGHAM.

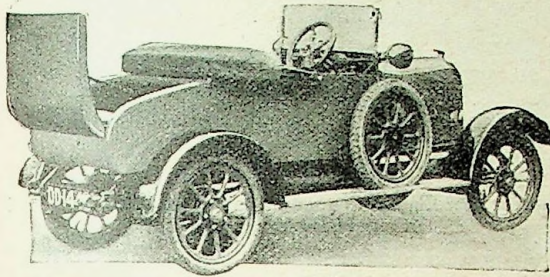
London Depot: 2, GREYCOAT ST., WESTMINSTER S.W. 1
"Grays": "Vicksmag, Phone, London."
"Phone: East 340 (6 lines), Birmingham."
"Phone: Victoria 8730 (2 lines), London."

EXHIBITING at Motor Show, OLYMPIA, October 17 to 25. STAND No. 259

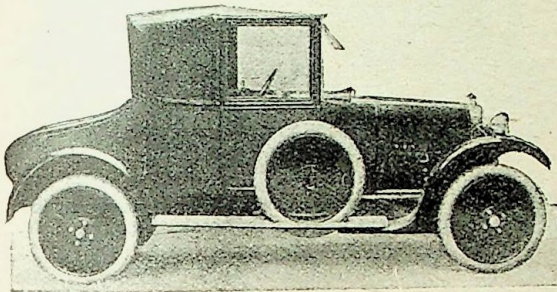
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

LIGHT CARS AND CYCLECARS—1925 (contd.).

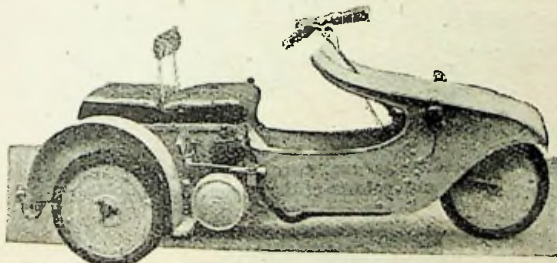
circulation by pump, forced-feed lubrication, Fiat carburetter, high-tension magneto, Fiat lighting and starting. Transmission: Multiple-disc clutch to four-speed unit-construction gearbox, right-hand control, 22.6, 12.8, 8.9 and 5.1 to 1. Shaft to spiral-bevel differential. Suspension, semi-elliptic all round. Steel artillery wheels, 760 mm. by 90 mm. tyres. Dimensions: Two-seater, length 12 ft. 9 ins., breadth 4 ft. 10 ins.; four-seater, length 12 ft. 9 ins., breadth 4 ft. 10 ins. Tank holds 8 gallons, emergency tank holds 1 gallon.



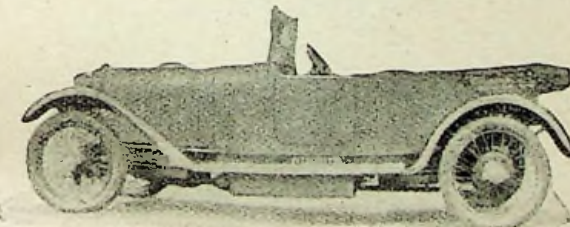
Built where hills abound—the Hampton.



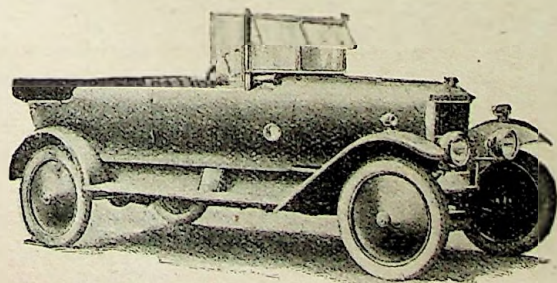
The Hands is a really high-class light car production



A popular three-wheeled runabout—the Harper.



The Hodgson has performed well in competition.



One of the pioneer light cars—the Horstman.

F.N.

F.N. (England), Ltd., Kimberley Road, Willesden Lane, N.W. 6.
Stand 94
Prices: Two-seater, £375; four-seater, £375; saloon, £480. Tax, £11. Engine: Four cylinders, 65 mm. by 100 mm., 1,327 c.c., o.h. valves, thermo-siphon cooling, forced-feed lubrication, Solex carburetter, Champion plugs, Bosch magneto, Bosch lighting and starting. Transmission: Dry-plate clutch to three-speed unit-construction gearbox with central control. Top gear ratio, 4½ to 1. Open propeller shaft to spiral-bevel differential. Foot brake all four wheels, hand brake all four wheels, with 760 mm. by 90 mm. tyres. Dimensions: Four-seater, length 12 ft. 6 ins. Approximate m.p.g., 33. Tank holds 10 gallons. Standard body colours, red or French grey.

FRAZER-NASH.

Frazer-Nash, Ltd., 102, London Road, Kingston-on-Thames.
Prices: Two-seater, £275; four-seater, £290; two-seater super sports, £350; three-four-seater super sports, £345. Weight: Two-seater, 11 cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., o.h. valves, thermo-siphon cooling, forced-feed lubrication, Solex carburetter, K.L.G. plugs, B.L.I.C. magneto, C.A.V. lighting and lighting. Transmission: Single dry-plate clutch, open propeller shaft to bevel box three-speed sliding dog type change-speed mechanism, ratios 5.5, 5.4 and 11.6 to 1. Final drive by chains, no differential. Foot brake off-side rear hub, hand brake near-side rear hub. Suspension: Quarter-elliptic all round. Rudge-Whitworth wire wheels with 26-in. by 3-in. tyres. Dimensions: Two-seater, length 11 ft. 10 ins., breadth 4 ft. 2 ins.; four-seater, length 11 ft. 10 ins., breadth 4 ft. 2 ins. Approximate m.p.g., 40. Tank holds 4 gallons. Standard body finish, polished aluminium. Delivery 10 days from order.

G.B. THREE-WHEELER.

Georges Baets, 6, Wilton Mews, South Belgravia.
Prices: Three-seater, £155; special sports, £145. Weight: Three-seater, 550 lb. Tax, £4. Engine: Two cylinders, 75 mm. by 78 mm., 688 c.c., side valves, air-cooling Cox-Atmos carburetter, Lodge plugs, high-tension magneto, electric lighting handle start. Transmission: two-speed gearbox with right-hand control, 5½ and 12 to 1, foot brake on transmission, hand brake on rear wheels. Suspension, front Brampton, rear half-elliptics. Dimensions: Length 7 ft. 6 ins., breadth 4 ft. Approximate m.p.g., 55. Tank holds 2½ gallons. Standard body colour: Ohamois.

GIBBONS.

E. R. Gibbons, Station Road, Chadwell Heath.
Price: Two-seater, £90. Cheaper models are listed at £80 and £70. Weight, 340 lb. Tax, £7. Engine: Two cylinders, 75 mm. by 78 mm., 688 c.c., valves side by side, air cooling, hand-pump lubrication, Amac carburetter, Lodge plugs, M.L. magneto, hand starter, gas lighting. Transmission by chain and bolt with disc clutch. Suspension: Coil springs front and rear. Avon tyres, 26 ins. by 2½ ins., on wire wheels. Length of car, 9 ft. 4 ins.; breadth, 4 ft. 6 ins. Approximate m.p.g., 80. Tank holds 2½ gallons. Delivery in 14 days.

G.N.

G.N., Ltd., East Hill, Wandsworth, London, S.W. 18.
Prices: Standard two-seater, £250; four-seater, £268; sports two-seater, £285; sports four-seater, £298. Two-seater weight, 10 cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced lubrication, Zenith carburetter, magneto ignition, Miller dynamo lighting. Starter, £15 extra. Transmission: Single-plate clutch, shaft bevel and final chain, giving three speeds, right-hand control, ratios 4, 5.8 and 12.5 to 1, reverse 11.6 to 1. Brakes, foot and hand on back hubs. Suspension: Quarter-elliptics all round. Wire wheels, 26 ins. by 3 ins. Dimensions: 11 ft. 2 ins. by 4 ft. 6 ins.; the four-seater is 6 ins. longer. Approximate m.p.g., 38. Tank holds 5½ gallons. Standard body finish, bright aluminium. Delivery immediate for most models.

G.W.K.

G.W.K., Ltd., Cordwalles Works Maidenhead, Berks.
Stand 37
Prices: Two-seater, £200; four-seater, £225; coupé, £250; four-seater de luxe, £255; two-seater de luxe, £225. Weight: Two-seater, 14 cwt.; four-seater, 15 cwt.; coupé, 15 cwt.; four-seater de luxe 15 cwt. Tax, £11. Engine: Four cylinders, 66 mm. by 100 mm., 1,368 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburetter, A.C. Sphinx plugs, high-tension magneto, C.A.V. lighting and starting on de luxe models, £15 extra for starter on models not thus equipped. Transmission: G.W.K. patent friction discs giving infinitely variable speeds. Final drive by reduction gear and differential. Foot brake rear wheel, hand brake transmission. Front-wheel brakes £10 extra. Suspension: Quarter-elliptic all round. Wire wheels with balloon tyres on de luxe models. Dimensions: Two-seater, length 12 ft. 1 in., breadth 4 ft. 9 ins.; four-seater, length 12 ft. 4 ins., breadth 4 ft. 9 ins. Approximate m.p.g., 37. Tank holds 5 gallons. Standard body colour, grey.

GWYNNE S.

Gwynne Engineering Co., Ltd., Church Wharf, Chiswick, London, W. 4.
Prices: Two-seater, £225; four-seater, £235; sports, £275. Weight: Four-seater, 13 cwt. Tax, £8. Engine: Four cylinders, 55 mm. by 100 mm., 950 c.c., overhead valves, thermo-siphon cooling, forced lubrication, S.U. carburetter, K.L.G. plugs, Fellows magneto, C.A.V. lighting and starting. Transmission: Cone clutch, central control gearbox on front of torque tube, spiral-bevel axle. Gear ratios, 4.83, 9.15 and 14.25 to 1; reverse, 14.25 to 1. Both brakes on rear wheels. Suspension: Half-elliptic all round. Steel spoke wheels, 700 mm. by 80 mm. tyres. Dimensions: Length, 10 ft. 3 ins.; breadth, 4 ft. 5 ins.; clearance, 8½ ins. Approximate m.p.g., 60. Tank holds 4 gallons. Choice of six body colours. Immediate delivery.

HAMPTON.

Hampton Motor Manufacturing Co., Ltd., Dudbridge, Stroud, Glos.
Stand 61
Prices: Two-seater, £275; four-seater, £298; coupé, 350. Weight: £110. Engine: Four cylinders, 65 mm. by 100 mm., 1,247 c.c., o.h. valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburetter, K.L.G. plugs, high-tension magneto, Lucas lighting and starting. Transmission: Cone clutch to four-speed unit-construction gearbox, with right-hand control. Foot brake rear wheel, hand brake rear wheel. Four-wheel brakes £20 extra. Suspension: Half-elliptics all round. Pressed-steel artillery wheels with 710 mm. by 90 mm. tyres. Dimensions: Two-seater, length 12 ft., breadth 5 ft.; four-seater, length 12 ft., breadth 5 ft. Approximate m.p.g., 35. Tank holds 7 gallons. Standard body colours, red, blue or grey.

HARPER THREE-WHEELER.

R. O. Harper, Ashbourne Grove, Higher Broughton, Manchester.
Price, 77 guineas. Weight, 290 lb. Tax, £4. Engine: Two-cylinder two-stroke, 70 mm. by 70 mm., 269 c.c., air cooling, petrol lubrication, Zenith carburetter, Villiers flywheel magneto, mechanical hand starter. Transmission, Ferodo disc clutch, three forward speeds, 4.2, 7.3, 12.04, gear lever on right, final drive by chain, no differential, foot brake steel disc and Ferodo, hand brake ditto. Suspension, quarter-elliptics all round. Detachable wheels. Dimensions: Length 6 ft. 11 ins., breadth 3 ft. 2 ins. Approximate m.p.g., 50, tank holds two gallons. We cannot guarantee the accuracy of the above specification but it has been compiled from the latest information in our possession.

LIGHT CARS AND CYCLECARS—1925 (contd.).

HERON.

Strode Engineering Works, Herne, Kent.

Prices and types not stated. Tax, £8. Engine: Four cylinders, 57 mm. by 95 mm., 969.6 c.c. Water circulation by pump, forced-feed lubrication, Solex carburetters, Lodge plugs, high-tension magneto, lighting and starting. Transmission: Cone clutch to separate three-speed gearbox with central control, top gear ratio 4.3. Final drive by chain; no differential. Foot brake rear axle, hand brake rear axle. Dimensions: Semi-elliptics all round, disc wheels with low-pressure tyres. Approximate m.p.g., 40. Four-seater, length 9 ft., breadth 4 ft. 8 ins. Tank holds 8 gallons. Body colours, to choice. Delivery in 2 months.

HODGSON.

Hodgson Motors, 25, Whitehall Road, Leeds.

Prices: Two-seater, £295; four-seater, £325; super-tourer, £510; super-sports, £585. Two-seater weighs 13½ cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., overhead valves, thermo-siphon cooling, forced lubrication, Zenith carburettor, magneto ignition, C.A.V. lighting and starting. Transmission: Dry-plate clutch, separate gearbox, 4.4, 7.75 and 15 to 1, reverse 13 to 1. Both brakes on rear wheel. Suspension: Quarter-elliptic all round. Artillery wheels, 26-in. by 5-in. tyres. Dimensions: Two-seater, length 11 ft. 5 ins., breadth 4 ft. 10 ins.; four-seater, length 12 ft. 4 ins., breadth 4 ft. 10 ins. Approximate m.p.g., 35. Tank holds 6 gallons. Standard colour, Royal blue. Special features: Super-tourer, 70 m.p.h.; super-sports, 80 m.p.h.; guaranteed speeds.

HORSTMAN.

Horstman Cars, Ltd., James Street West, Bath.

Prices: Two-seater, £320; four-seater, £295; saloon, £430; enclosed four-seater, £350. Weight: Two-seater, 15 cwt.; four-seater, 15½ cwt.; saloon, 15 cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Solex or Cox Atmos carburettor, Igna plugs, Fellows magneto, Miller lighting and starting. Transmission: Single-plate dry clutch to three-speed unit-construction gearbox, with right-hand or central control. 4.87, 8.5, 13.64 to 1; enclosed propeller shaft to differential. Foot brake all four wheels, hand brake rear wheels. Suspension: Cantilevers all round. Wheels: Disc or wire. Tyres: Standard or balloon. Dimensions: Two-seater, length 12 ft. 9 ins., breadth 5 ft. 6 ins.; four-seater, length 12 ft. 9 ins., breadth 5 ft. 6 ins. Approximate m.p.g., 35. Tank holds 7 gallons. Body colours, Royal blue or suede grey.

HUMBER.

Humber, Ltd., Coventry.

Prices: Two-seater, £240; chummy, £240; three-seater saloon, £290. Weight: Two and three-seater, 13 cwt.; chummy and three-seater saloon, 12½ cwt. Tax, £8. Engine: Four cylinders, 56 mm. by 100 mm., 985 c.c., overhead inlet valves, thermo-siphon cooling, forced feed lubrication Cox Atmos carburettor, Hobson plugs, high-tension magneto (battery by special order), lighting and starting by Lucas dynamotor. Transmission: cone clutch to unit construction three-speed gearbox with right-hand change, 16.6, 9.5 and 4.9 to 1. Open propeller shaft to spiral bevel differential. Foot brake transmission, hand brake rear wheels. Suspension: Front, half-elliptic, rear, half-elliptic. Artillery wheels with 700 mm. by 80 mm. tyres. Dimensions: Two and three-seater, length 10 ft. 8 ins., breadth 4 ft. 7 ins. Approximate m.p.g. 40, tank holds six gallons. Standard body colours. Mold, azure and royal blue.

IMPERIA

W. G. Nicholl, Ltd., 50, Whitcomb Street, London, W.G.

Prices: Chassis £295; two-seater, £375; four-door saloon, £460; other models, three-quarter coupé and four-seater all-weather, prices not stated. Tax, £11. Engine: 66 mm. by 80 mm., 1,066 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, 5.1, 6.7, 10.2 and 20.4 to 1. Bosch magneto, Bosch lighting and starting. Transmission: single-disc clutch to unit construction four-speed gearbox with central control, shaft to differential. Foot brake actuates Servo motor behind gearbox, applying brakes to all four wheels, hand brake rear wheels. Suspension, semi-elliptic all round. Bankey steel wheels with Comfort tyres. Approximate m.p.g. 45, tank holds 10 gallons.

JEWEL.

John E. Wood, Bowland Street, Bradford.

Prices: Two-seater, £235; four-seater, £245; coupé, £275; enclosed four-seater, £295. Weights, 14 cwt., 16 cwt., 17 cwt. and 18 cwt. Tax, £10. Engine: Four cylinders, 63 mm. by 100 mm., 1,347 c.c., overhead valves, thermo-siphon cooling, forced lubrication, Zenith carburettor, K.L.G. plugs, B.L.I.C. magneto, Lucas lighting and starting. Transmission: Inverted cone clutch, central control unit gearbox, ratios 4.3, 8 and 15 to 1, reverse 13 to 1, foot and hand brake on rear wheels. Suspension: Front, quarter-elliptic, rear, duplex quarter-elliptic. Disc wheels Dunlop 27-in. by 4-in. balloon tyres. Dimensions: Two-seater, length 11 ft. 11 ins., breadth 4 ft. 7 ins.; four-seater, length 12 ft. 5 ins., breadth 4 ft. 7 ins. Approximate m.p.g., 43. Tank holds 4½ gallons. Body colour to choice. Delivery one month.

JOWETT.

Jowett Cars, Ltd., Bradford Road, Ilke, Bradford.

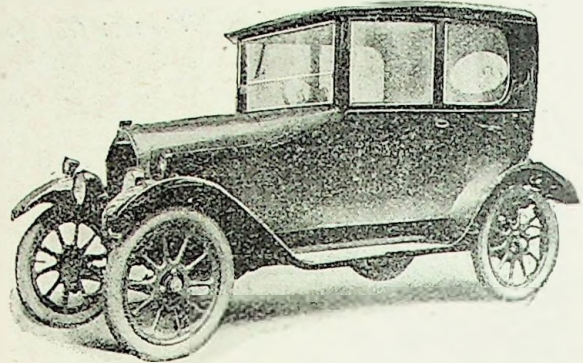
Prices: Two-seater, £150; two-seater with dickey, £152; four-seater, £170; light four-seater or chummy model, £160. Weight: Two-seater, 8½ cwt.; four-seater, 10 cwt.; light four-seater, 9½ cwt. Tax, £7. Engine: Two cylinders, horizontally opposed 75.4 mm. by 101.5 mm., Zenith carburettor, thermo-siphon cooling, forced feed lubrication, or Brolt electric lighting, starter £10 extra. Transmission, external cone clutch to three-speed unit construction gearbox with right-hand brake transmission, hand brake rear wheel drums. Suspension, semi-elliptics all round, artillery wheels with 650 mm. by 65 mm. tyres. Dimensions: Two-seater, length 9 ft. 10 ins., breadth 4 ft. 5 ins.; four-seater, length 11 ft. 3 ins., breadth 4 ft. 5 ins. Approximate m.p.g., two-seater 40, four-seater 36, light four-seater or chummy 38, tank holds six gallons. Standard body colours: Blue and grey.

LAGONDA.

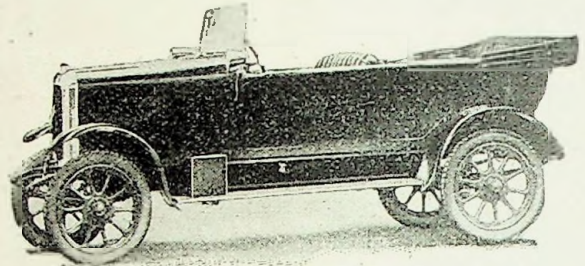
Lagonda, Ltd., 1, The Causeway, Staines, Middlesex.

Prices: Two-seater, £295; four-seater, £320; coupé, £330; all-weather saloon, £365; saloon, £370. Weight: Two-seater, 14 cwt.; four-seater, 15 cwt.; coupé, 14 cwt.; saloon, 17 cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 95 mm., 1,420 c.c., overhead inlet valves, buretter, high-tension magneto, C.A.V. lighting and starting, Zenith carburettor, dry plate clutch to three-speed unit construction gearbox with central control, 4.7, 8.8 and 16.5 to 1. Shaft to spiral bevel differential. Foot brake rear wheels, hand brake rear wheels. Suspension, by 90 mm. tyres. Dimensions: Two-seater and coupé, length 12 ft. 12 in., 3 ins., breadth 5 ft. 1 in. Approximate m.p.g. 37, tank holds six gallons. Standard body colour: Fawn.

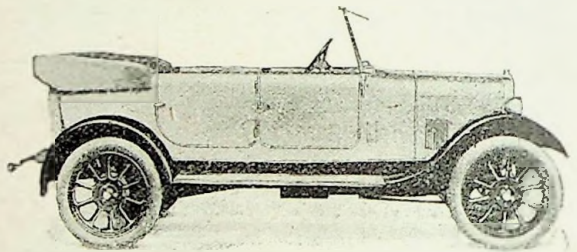
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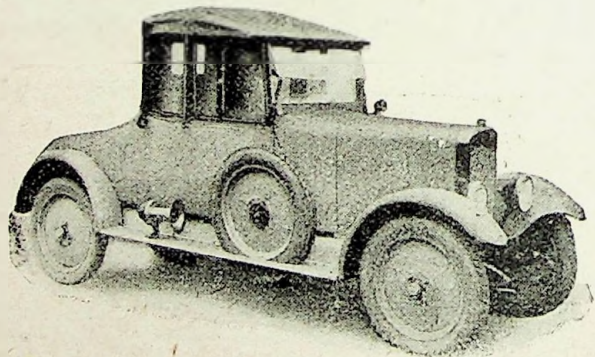
The Humber Eight with a most attractive saloon body. It is a very high-grade production.



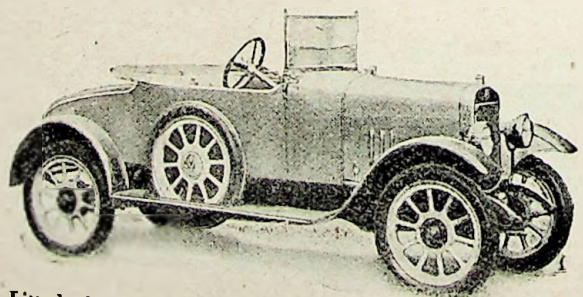
One of England's sturdiest cars—and a two-cylinder at that—the famous Jowett in four-seater form.



Light car comfort par excellence and a fine road performance are features of the Lagonda cars.



The car that made history in the R.A.C. Small Car Trials—the Lea-Francis.



Fitted with a remarkably efficient "small four" engine, the McKenzie is a delightful car to drive.

RECORDS BROKEN at Holme Moss

“the classic northern hill climb”

with

LODGE

PLUGS

27th September, 1924.

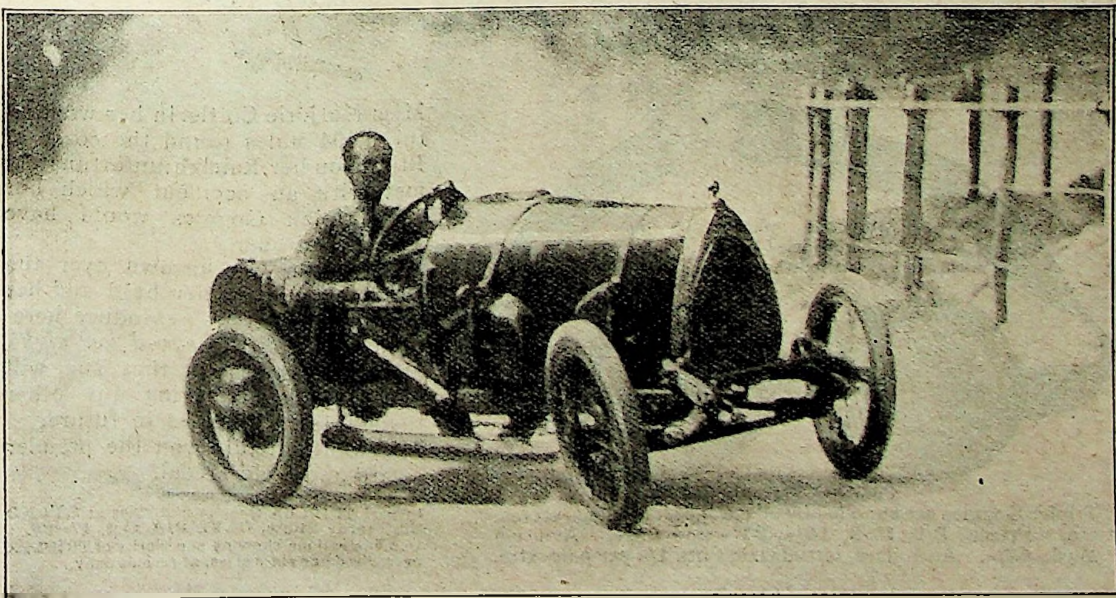
Unlimited record for hill (beating old record by 5½ secs.)

Mr. Raymond Mays on T.T. Vauxhall.

Light Car record for hill (beating old unlimited record by 3⅓ secs.)

Mr. Raymond Mays on 1496 c.c. Bugatti.

Mr. Mays used Lodge plugs on both cars.



Mr. Raymond Mays skilfully corrects a skid on his record-breaking Bugatti. ("The Motor" photograph)

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



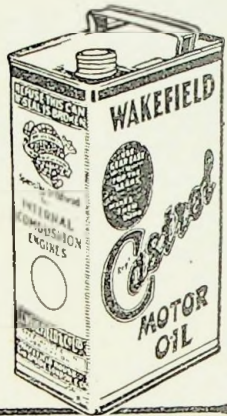
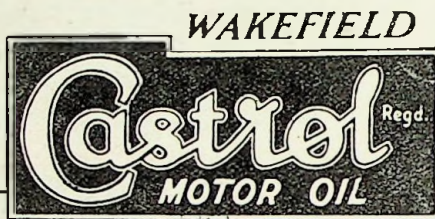
At San Sebastian

Grand Prix. Sept 27th

Castrol pre-eminent

- 1st. Major H. O. D. Segrave (*Sunbeam*)
- 2nd. M. Constantini - - (*Bugatti*)
- 3rd. M. Morel - - - (*Delage*)

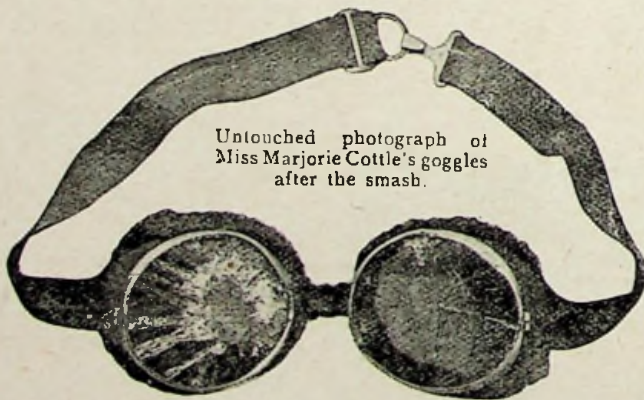
All used



STAND 418
 Motor Show Olympia.
 See our new grease gun and easy filling grease canister. These represent the acme of perfection and simplicity and will revolutionise grease gun lubrication.

Write for a copy of
 "Intelligent Lubrication for Motor Car Owners."
 Post free from Advertising Department.
C. C. WAKEFIELD & CO. LTD.
 All British Firm. Specialists in Motor Lubrication.
 Wakefield House, Cheapside, London, E.C. 2.

These Triplex Goggles saved her sight



Untouched photograph of Miss Marjorie Cottle's goggles after the smash.

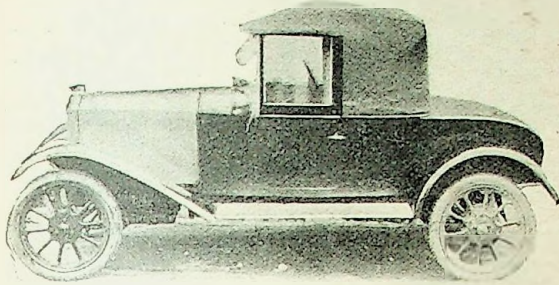
Miss Marjorie Cottle in her wonderful 3,404 miles round the coast of Britain on her Raleigh unfortunately met with an accident which but for Triplex Goggles would have been disastrous. Miss Cottle was thrown over the handlebars on to her head and her goggles, which we reproduce herewith, *uncoubtedly saved her sight.* Miss Cottle asserts that she will never think of having any other than Triplex Goggles in future. Miss Cottle finally won the premier award and Gold Medal.

Triplex Goggles are supplied by all garages, opticians, stores, etc. Prices: 8/6, 12/6, 15/-, 21/- and 25/-. Aviation Mask, 42/-. Anti-glare, anti-dazzle tints 1/- per pair extra.

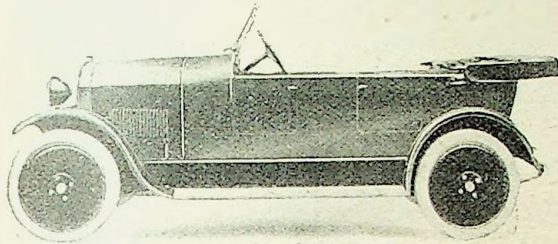
Inspect **TRIPLEX** Goggles and glass at **STAND 33, Motor Show, OLYMPIA Oct. 17-25.** Demonstrations showing superiority of **TRIPLEX** over wired and plate glass, at periods daily.

THE TRIPLEX SAFETY GLASS CO., LTD., 1, Albemarle Street, Piccadilly, LONDON, W.1.

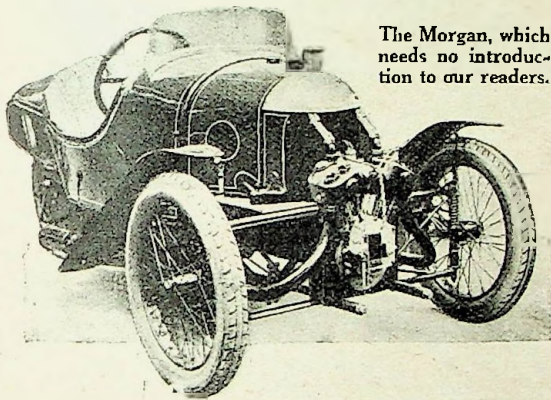
LIGHT CARS AND CYCLECARS—1925 (contd.).



The Marseal can now be obtained with four-wheel brakes.

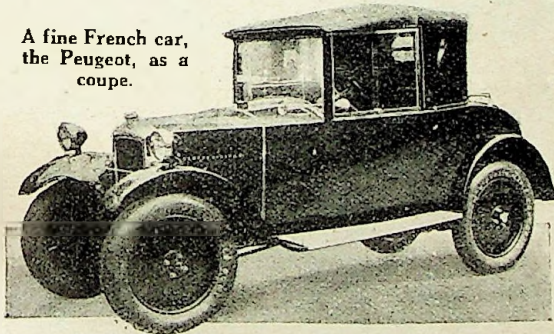


Another popular "small four"—the Mathis.

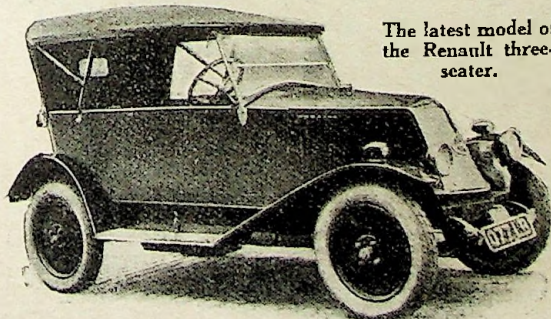


The Morgan, which needs no introduction to our readers.

A fine French car, the Peugeot, as a coupe.



The latest model of the Renault three-seater.



LEA-FRANCIS.

Stand 52

Lea-Francis, Ltd., Lower Ford Street, Coventry.

Prices: Two-seater, £270; four-seater, £285; coupé, £325; enclosed four-seater, £365. Weight: Two-seater and four-seater, 15 cwt. Tax, £10. Engine: Four cylinders, 65 mm. by 100 mm., 1,247 c.c., overhead valves, thermo-siphon cooling, forced feed lubrication, Zenith carburettor, A.C. Sphinx plugs, B.L.C. magneto, C.A.V. lighting and starting. Transmission, inverted cone clutch to four-speed unit construction gearbox with right-hand control, 4.7, 7.36, 11.2 and 18.8 to 1, open propeller shaft to differential. Suspension, front semi-elliptics, rear semi-elliptics. Disc wheels, balloon tyres. Dimensions: Two-seater, length 11 ft. 6 ins., breadth 4 ft. 6 ins.; four-seater, length 12 ft., breadth 4 ft. 6½ ins. Approximate m.p.g. 40, tank holds 5½ gallons. Standard body colours: Crimson-lake, sage-blue, mole-grey.

MCKENZIE.

Stand 25

McKenzie Motors, Ltd., Bath Passage, Birmingham.

9 h.p. model. Price: four-seater, £170. Weight, 15½ cwt. Tax, £9. Engine: Four cylinders, 60 mm. by 95 mm., 1,074 c.c., overhead valves, thermo-siphon cooling, forced feed lubrication, Solex carburettor, A.C. Sphinx plugs, high-tension magneto electric lighting, starting £10 extra. Transmission, cone clutch to three-speed unit construction gearbox with central control, 4.5, 7.8, 14.6 to 1. Open propeller shaft, no differential. Foot brake rear wheels, hand brake rear wheels. Suspension, quarter-elliptics all round. Disc wheels with 26-in. by 3-in. tyres. Dimensions: Length 11 ft. 6 ins., breadth 4 ft. 8 ins. Approximate m.p.g. 45, tank holds 4½ gallons. Standard body colour: Blue.
11 h.p. model. Prices: Two-seater, £250; four-seater, £275; coupé, £350. Weight: Two-seater, 15½ cwt.; four-seater, 16 cwt.; coupé, 16 cwt. Tax, £11. Engine: Four cylinders, 66 mm. by 109.5 mm., 1,493 c.c., side valves, thermo-siphon cooling, forced feed lubrication, A.O. sphinx plugs, high-tension magneto, lighting and starting. Transmission, cone clutch to three-speed unit construction gearbox with right-hand control, 4.6, 8, 15.5 to 1. Open propeller shaft to differential. Foot brake rear wheel, hand brake rear wheel. Suspension, semi-elliptic all round. Artillery wheels with 28-in. by 3½-in. tyres. Dimensions: Two-seater, length 11 ft. 6 ins., breadth 5 ft. Four-seater, length 12 ft., breadth, 5 ft. Approximate m.p.g. 37, tank holds seven gallons.

MARSEAL.

Marseal Motors, Ltd., Atlantic Works, Coventry.

Prices: 11-27 h.p. model, two-seater £197, four-seater £227, 60 m.p.h., sports £250, coupé £275; 12-40 h.p. model, two-seater £255, four-seater £275. Engine: 11-27 h.p. model: Four cylinders, 63 mm. by 100 mm., 1,246 c.c., side valves, thermo-siphon cooling, forced feed lubrication, B.T.H. magneto, B.L.C. lighting and starting, Solex carburettor. Tax, £10. 12-40 h.p. model: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., etc., as above. Tax, £12. Transmission, inverted cone clutch to three-speed gearbox, 4.5, 7.5 and 14 to 1, enclosed propeller shaft to differential, foot brake rear wheels, hand brake rear wheels. Suspension, front, semi-elliptics, rear, full cantilever. Dimensions: Wheelbase, 8 ft. 6 ins., track 4 ft. Approximate m.p.g. of 11-27 h.p. model, 47; 12-40 h.p. model, 45. Tank holds five gallons.

MATCHLESS.

H. Collier and Sons, Ltd., 44, Plumstead Road, Plumstead, London, S.E. 18.

Price: Four-seater, £160. Weight, 10½ cwt. Tax, £10. Engine: Two cylinders (horizontal), 89 mm. by 102 mm., 1,261 c.c., overhead valves, air cooling, forced lubrication, Zenith carburettor, kick-starter, Lucas lighting, magneto ignition. Transmission: Dry-plate clutch, unit gearbox, central control; ratios, 3.25, 8.92 and 16.59 to 1, reverse 21.79 to 1. Both brakes on all four wheels. Suspension: Front, transverse cantilever, rear, quarter-elliptic. Wire wheels, 29 ins. by 3½ ins. Dimensions: Length, 11 ft. 6½ ins.; breadth, 5 ft. Approximate m.p.g., 40. Tank holds 4 gallons. Body colour, Matchless grey.

MATHIS.

Stand 216

Mathis, 200, Route de Colmar, Strasbourg.

9 h.p. Chassis. Engine: Four cylinders, 60 mm. by 88 mm., 995 c.c., thermo-siphon cooling, forced feed lubrication, high-tension magneto, electric lighting and starting. Transmission, four-speed unit construction gearbox with central control. Shaft drive to differential, brakes on rear wheels. Suspension, semi-elliptic all round. Michelin disc wheels and Comfort tyres.
11 h.p. type. Engine: Six cylinders, 55 mm. by 80 mm., 1,140 c.c., and similar specification.
12 h.p. type. Engine: Six cylinders, 60 mm. by 70 mm., 1,187 c.c., with overhead valves and water circulation by pump.

MORGAN.

The Morgan Motor Co., Ltd., Malvern Link.

Tax, £4. Engine: Either two-cylinder water-cooled or two-cylinder air-cooled, of approximately 960 c.c., high-tension magneto. Electric lighting, starter extra. Transmission, leather cone clutch to bevel gearbox, by two-speed dog-change mechanism and no chains, right-hand control. Suspension, front, helical rear quarter-elliptic. Wire wheels. Dimensions: Two-seater, length 9 ft. 1 in., breadth 4 ft. 8 ins. Purchasers are given the choice of several makes of well-known proprietary power units.

NEW GARDEN.

Arnott and Harrison, Ltd., 22, Hythe Road, Willesden, London, N.W.10.

Prices: Two-seater, £90; four-seater, £125. Weights: Two-seater, 4½ cwt.; four-seater, 6 cwt. Tax, £7. Engine: Two cylinders, two-stroke, 75 mm. by 80 mm., 707 c.c., air cooling, petrol lubrication, Zenith carburettor, K.L.G. plugs, high-tension magneto on two-seater, Magdyne on four-seater, electric accessories on two-seater, dynamo lighting on four-seater, mechanical starter. Transmission: Multiple-disc clutch to two-speed unit-construction gearbox with right-hand control, 5½ and 13 to 1. Foot brake rear wheels, hand brake rear wheels. Suspension: Front, helical on two-seater, semi-elliptic on four-seater, rear quarter-elliptic on both models. Wire wheels on two-seater, disc wheels on four-seater, 700 mm. by 80 mm. tyres. Dimensions: Two-seater, length 9 ft. 6 ins., breadth 4 ft.; four-seater, length 10 ft., breadth 5 ft. 9 ins. Approximate m.p.g., 50. Tank holds 4 gallons. Body colours: Two-seater, primrose and black; four-seater, sage blue and black.

NEWTON.

Stand 24

Newton and Bennett, Ltd., 46, Knightsbridge, S.W.

Price: Two-seater coupé, £375. Prices of additional models on application. Weight, 10 cwt. Tax, £9. Engine: Four cylinders, 60 mm. by 96 mm., 1,086 c.c., o.h. valves, water circulation by pump, lubrication by overhead system, Claudel-Hobson carburettor, K.L.G. plugs, Marelli lighting and starting. Transmission, cone clutch to four-speed unit-construction gearbox, with central control, 4.27, 6.2, 8.37 and 14.1 to 1, shaft to differential, foot and hand brake. Suspension, semi-elliptics all round. Rudge-Whitworth wire wheels, with 710 mm. by 90 mm. tyres. Dimensions: Length, 12 ft.; breadth, 4 ft. 9 ins. Approximate m.p.g., 45. Tank holds 10 gallons. Delivery in one month.

LIGHT CARS AND CYCLECARS—1925 (contd.).

O.M.

O.M., Brescia, Italy.

Prices: Two-seater, £460; four-seater, £460; enclosed four-seater, £460. Tax, £12. Engine: Four cylinders, 69 mm by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Solex carburettor, Bosch magneto, Bosch starting and lighting. Transmission, dry-plate clutch to four-speed unit-construction gearbox, with central control, 15, 15, 10.68 and 7.2 to 1, enclosed propeller shaft to differential, foot brake front wheels and transmission, hand brake rear wheels. Suspension, semi-elliptic all round. Rudge-Whitworth wire wheels, low-pressure tyres. Dimensions: Four-seater, length, 13 ft. Approximate m.p.g., 55. Tank holds 10 gallons. Body colour to choice.

PALLADIUM.

Stand 222

Palladium Autocars, Ltd., Felsham Road, Putney, London, S.W.15.

Price: Four-seater, £595. Weight: 17½ cwt. Tax, £12. Engine: Four-cylinder, 69 mm by 100 mm., 1,496 c.c. side valves, thermo-siphon cooling, forced-feed lubrication, Claudel-Hobson carburettor, A.C. Sphinx plugs, high-tension magneto, Smith lighting and starting. Transmission, dry-plate clutch to four-speed unit-construction gearbox with right-hand control, 4½, 7, 10 and 16.2 to 1, shaft drive to differential, foot brake all four wheels, hand brake rear wheels. Suspension, semi-elliptic all round. Disc wheels, 760 mm. by 90 mm. tyres. Dimensions: Length, 13 ft.; breadth, 4 ft. 6 ins. Approximate m.p.g., 55. Tank holds seven gallons. Standard body colours, silver and black.

FANHARD AND LEVASSOR.

Panhard and Levassor, 147, Great Portland Street, W.

Prices: Four-seater, 32,000 frs.; enclosed four-seater, 37,500 frs. Weight: Four-seater, 20 cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 105 mm., 1,595.69 c.c., sleeve valves, thermo-siphon cooling, lubrication by splash, Panhard carburettor, high-tension magneto, starting and lighting. Transmission, cone clutch running in oil to four-speed unit-construction gearbox, with central control, enclosed propeller shaft to differential, foot brake on all four wheels, hand brake on all four wheels. Suspension: Front, semi-elliptic, rear, quarter-elliptic. Comfort tyres. Dimensions: Four-seater, length, 13 ft.; breadth, 5 ft. 1 in. Approximate m.p.g., 28. Tank holds 12 gallons. Standard body colours, blue, green and black. Immediate delivery of chassis; complete car four weeks.

PEUGEOT.

Automobiles Peugeot, 80, Rue Danton, Levallois Perret, Seine, France.

Prices: Two-seater, £150; coupe, £195, all-weather, £180. Weight: Two-seater, 8 cwt.; coupe, 9 cwt. Tax, £7. Engine: Four cylinders, 50 mm. by 85 mm., 668 c.c. side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburettor, Champion plugs, R.B. magneto, Ducellier lighting and starting. Transmission: Single-plate clutch to three-speed gearbox on back axle, central control, 5½, 9 and 15 to 1, final drive by worm and differential, foot brake rear wheel, hand brake rear wheel. Suspension: Front, transverse; rear, quarter-elliptic. Michelin disc wheels and Comfort tyres. Approximate m.p.g., 60. Tank holds 5½ gallons. Any body colour. Delivery, one month.

RENAULT.

Stand 182

Automobiles Renault, Billancourt, Seine, France.

Prices: Two-seater sports, £275; four-seater, £257, coupe, £345; enclosed three-seater, £510; three-seater clover-leaf, £250; all-weather, £285. Weight: Two-seater, 15 cwt.; four-seater, 14 cwt.; coupe, 15 cwt.; enclosed three-seater, 14½ cwt. Tax, £9. Engine: Four cylinders, 58 mm. by 90 mm., 950 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Renault carburettor, Renault plugs, S.E.V. magneto, S.E.V. dynamo, lighting and starting. Transmission: Cone clutch to three-speed gearbox on back axle, central control, 19¼, 10¼ and 5¼ to 1, cardan shaft to differential, foot brake on all four wheels, hand brake on rear wheels. Suspension: Front, semi-elliptic; rear, transverse. Disc wheels with Comfort tyres. Dimensions: Two-seater, length 10 ft. 4 ins., breadth 4 ft. 4 ins.; four-seater, length, 10 ft. 4 ins.; breadth, 4 ft. 4 ins. Approximate m.p.g., 45. Tank holds 4½ gallons. Standard body colour, blue.

RHODE.

Stand 49

The Rhode Motor Co., Tysley, Birmingham.

Prices: Two-seater, £239; four-seater, £239; occasional four-seater, £198; Norwood four-seater, £275; sports, £545. Weight: Two-seater, 14 cwt.; four-seater, 14½ cwt. Tax, £11. Engine: Four cylinders, 66 mm. by 90 mm., 1,232 c.c., o.h. valves, thermo-siphon cooling, splash lubrication by patent system. Cox Atmos carburettor, A.C. Sphinx plugs, high-tension magneto, Lucas lighting and starting. Transmission: Single-plate clutch to three-speed unit-construction gearbox with central control, 4.5, 8 and 14.2 to 1. Sports models ratios 4.2, 6.6, 9.6 and 17 to 1, shaft drive to spiral-bevel differential, foot brake rear wheels, hand brake transmission. On sports model, foot brake all four wheels and hand brake transmission. Extra charge for four-wheel brakes on all but sports model, £15 15s. Suspension, quarter-elliptics all round. Disc wheels, 26-in. by 3-in. tyres on occasional four, other models balloon tyres. Dimensions: Two-seater, length, 11 ft. 6 ins.; breadth, 4 ft. 10 ins. Approximate m.p.g., 45. Tank holds 4½ gallons. Standard body colours, Royal blue, mauve or French grey.

RILEY

Stand 139

Riley (Coventry), Ltd., Durbar Avenue, Foleshill, Coventry.

Prices: Four-seater, £395; four-five-seater de luxe, £460; saloon, £495; coupé, £475; four-seater sports, £495; two-six-seater, £395; special four-seater (tourer), £435; saloon de luxe, £395; landaulet, £525; two-seater sports, £495. Tax, £11. Engine: Four cylinders, 65.8 mm. by 110 mm., 1,498 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Cox Atmos carburettor, high-tension magneto, electric lighting and starting. Transmission, fabric cone clutch to separate four-speed gearbox with right-hand or central control, 4.75, 7.42, 11.6 and 16.74 to 1, shaft drive to differential; four-wheel brakes, £20 extra. Suspension, semi-elliptic all round.

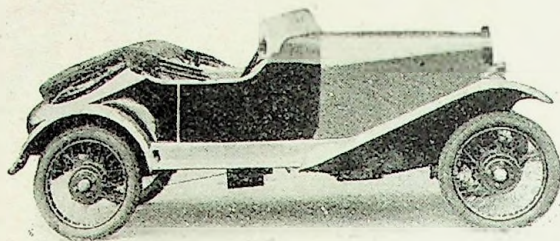
ROVER.

Stand 173

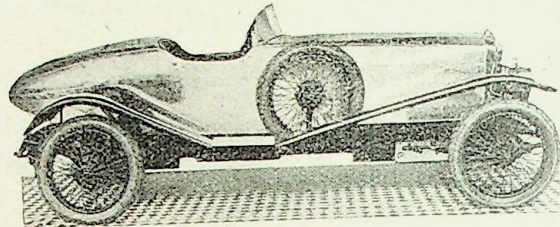
The Rover Co., Ltd., Coventry.

Rover 9: Prices: Two-seater, £185; four-seater, £185; Weymann saloon, £234; de luxe two or four-seater, £205. Weight: Two-seater, 11½ cwt.; four-seater, 12 cwt.; Weymann saloon, 13 cwt. Tax, £9. Engine: Four cylinders, 60 mm. by 95 mm., 1,074 c.c., o.h. valves, water circulation by pump, forced-feed lubrication, Smith single-let carburettor, high-tension magneto, Lucas electric lighting, starter fitted on de luxe model. Transmission, dry-plate clutch to three-speed unit-construction gearbox with central control, 4.84, 8.59 and 16.44 to 1, shaft drive to worm and differential, foot brake on rear wheels, hand brake on rear wheels. Suspension, quarter-elliptics all round, disc wheels with balloon tyres. Dimensions: Two-seater, length 11 ft.,

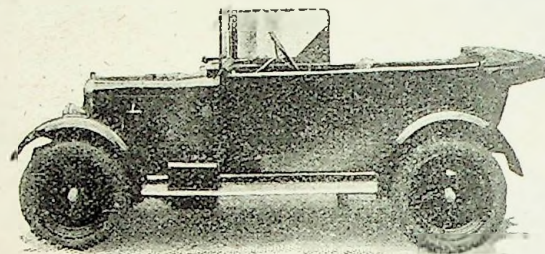
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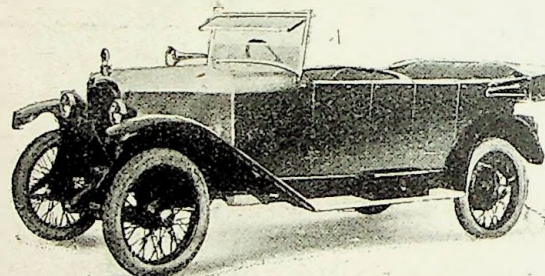
The latest model of the Sports Rhode.



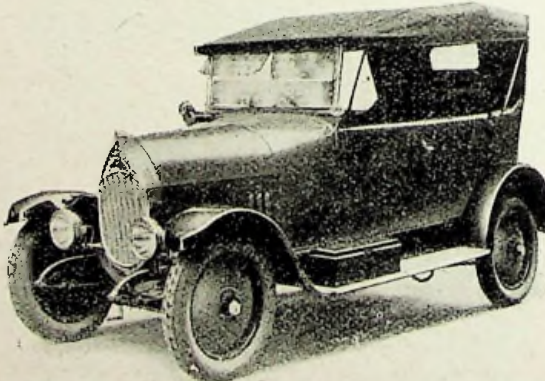
Another example of the high-class sporting model. This is the well-known Riley.



A product of a famous Coventry firm—the Rover.



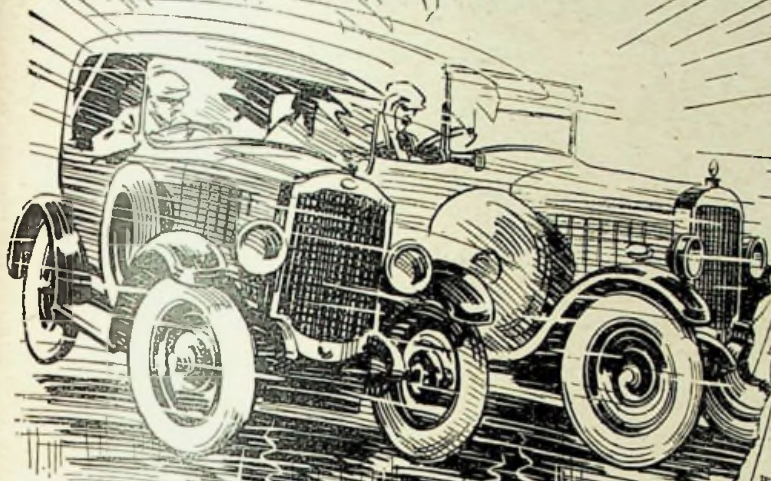
A prototype of the more familiar 8 h.p. Salmson—the 10-15 h.p. four-seater.



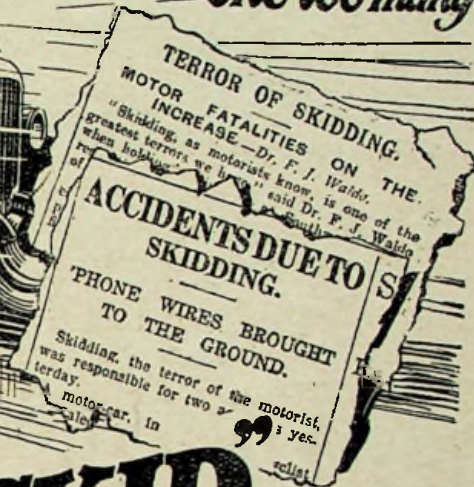
The Seabrook, with front-wheel brakes and Comfort tyres.

breadth 5 ft.; four-seater, length 11 ft. 5 ins., breadth 5 ft. Approximate m.p.g. 45, tank holds 5 gallons. Standard body colour: brown. The Rover 8 is similar in specification to the above, with the following exceptions:—Price: Two-seater, £160; four-seater, £160; Weymann saloon, £214. Weight: Two-seater, 10½ cwt.; four-seater, 11 cwt.; Weymann saloon, 12 cwt. Tax, £9. Engine: Two cylinders, horizontal, forced-feed lubrication. Starter, £12 extra. Tyres, 26 ins. by 3 ins. Dimensions: Four seater, length 11 ft. 5 ins. Standard body colour, Red.

Don't run RISKS



sooner or later YOU may run one too many



Be sure - and fit

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The Proved Success on Greasy Roads.

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THE AUTOCAR says :—" This device (Rectaskid) is, in effect, a ball race to the springing of the car, and consists of a leaf of rustless steel, having a number of hardened steel balls which project above and below its surfaces and are free to rotate. On an extremely wet day we were able to see various types of cars driven in a manner that would usually have meant disaster for the occupants. A Ford touring car with five passengers aboard was driven at over 20 miles per hour, and turned completely round in the road at full lock without any appreciable sign of skid; it was then stopped suddenly by violent braking, and there was still no dangerous skid."

Prices from **£4 : 4.**

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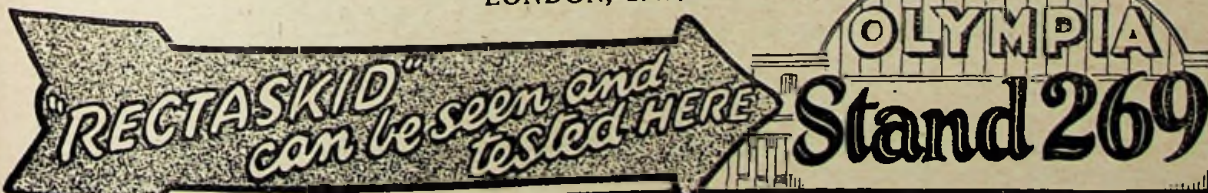
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BECAUSE less power is absorbed in overcoming Internal Friction. Mr S. F. Edge PROVED that "ADCOL" gives one Horse Power more than the next best oil.

This Extra Liveliness, coupled with exceptionally easy starting, and at least twice the normal distance before decarbonisation, render "ADCOL" the nearest approach to the IDEAL LUBRICANT.

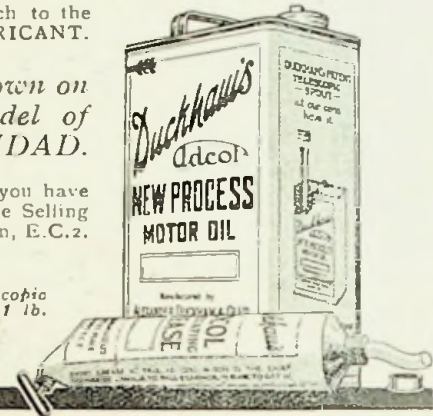
Comparative Tests PROVING our claims will be shown on our Stand, where you may also see a Working Model of one of our Wells in the British Colony of TRINIDAD.

Even if not in stock, your Garage can obtain ADCOL quickly for you. If you have difficulty, send 7/6 for sample gallon to Alexander Duckham & Co., Ltd. (the Selling Organisation for Trinidad Central Oilfields, Ltd.), 6, Broad Street Place, London, E.C.2. Telephone: London Wall 9260. Works: Trinidad and London.

OLYMPIA
Stand No. 374

ADCOL N.P. Oil is supplied in the Cans with the Telescopic Spout. ADCOL Lubricating Grease is sold in 1 lb. Collapsible Tubes at 2/- each.

Visit this Stand and be convinced!



CHAPUIS DORNIER ENGINES

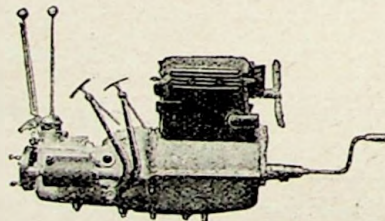
produced by the famous factory with over 20 years' experience and reputation.

LATEST MODELS:

C.Y.S.4 bore and stroke 60 x 85

C.S.T.4 " " 59 x 100
(Overhead Valves)

V.T.4 bore and stroke 68 x 103
(Overhead Valves)



MODEL C.S.T.4.

READY IN JANUARY.

U.C.4 bore and stroke 64 x 105
(Overhead Valves)

The first two models can be supplied complete with 3-speed gearbox and the last two with 4-speed gearbox. The C.Y.S.4 is suitable for 2/3 seater, the C.S.T.4 for 3/4-seater, and the V.T.4 and the U.C.4 for 4-seater chassis. Starters and dynamos are fitted, also hand brake on gearbox. COMPREHENSIVE STOCK OF SPARES ALWAYS AVAILABLE IN LONDON.

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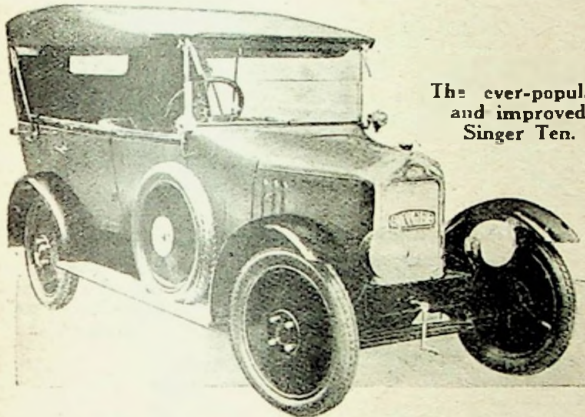
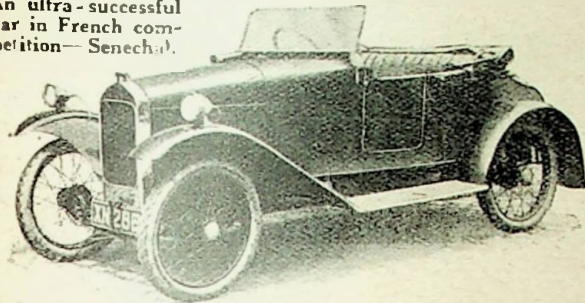
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

LIGHT CARS AND CYCLECARS—1925 (contd.).

SALMSON.
Societe des Moteurs Salmson, Avenue du Point Dufont, Billancourt, Seine, France.

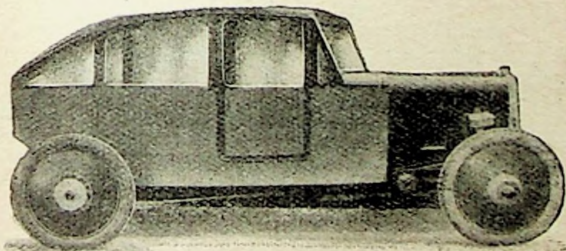
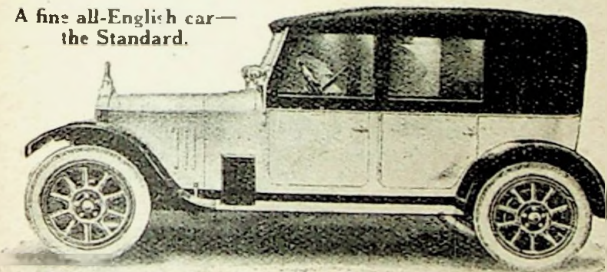
Prices: Two-seater, £158; four-seater, £175; coupe, £205; sports, £165; Grand Prix, £285. Weight: Two-seater, 8½ cwt.; four-seater, 9 cwt.; coupe, 10 cwt. Tax £10. Engine: Four cylinders, 62 mm.

An ultra-successful car in French competition—Senechal.

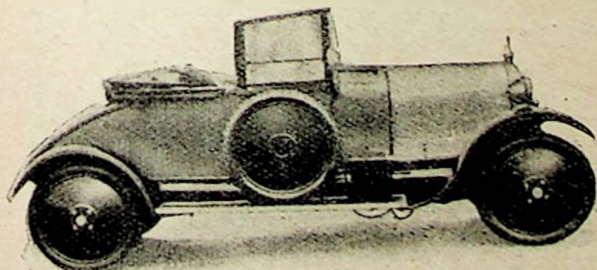


The ever-popular and improved Singer Ten.

A fine all-English car—the Standard.



The front-wheel driven Stanhope saloon.



The Surrey, a speedy and comfortable roadster.

by 90 mm., 1,087 c.c., o.h. valves, thermo-siphon cooling, torque-lead lubrication, Zenith carburetter, Lodge plugs, Salmson magneto, Duccellier lighting and starting. Transmission, cone clutch to three-speed unit construction gearbox with central control, 4, 8 and 16 to 1, shaft drive, no differential, foot brake rear wheels, hand brake rear wheels. Suspension, front semi-elliptic, rear quarter-elliptic. Wire wheels, 710 mm. by 90 mm. tyres. Dimensions: Two-seater, length 10 ft. 10 ins., breadth 4 ft. 6 ins.; four-seater, length 10 ft. 10 ins., breadth 4 ft. 6 ins. Approximate m.p.g. 38, tank holds 5½ gallons. Standard body colours: maroon and blue.

SCOTT SOCIABLE.

Scott Autocar Co., Clayton Road, Lidget Green, Bradford, Yorks.
Prices: Double-dickey model, £120. Weight, approximately, 6 cwt. Tax, £4. Engine: Two-cylinder two-stroke, 578 c.c., water circulation by pump, petrol lubrication, high-tension magneto, mechanical starter, electric lighting. Transmission, combined cone and expanding ring clutch to three-speed unit construction gearbox with right-hand control, 4.8, 8.8 and 16.7 to 1, spiral bevel drive to one rear road wheel. Foot brake band in rear hub, hand brake ditta. Suspension, front helical, rear helical. Detachable disc wheels, 700 mm. by 80 mm. tyres. Dimensions: Length 8 ft. 9 ins., breadth 4 ft. 7 ins. Approximate miles per gallon 50, tank holds 2½ gallons.

We cannot guarantee the accuracy of the above specification, but it has been compiled from the latest information in our possession.

SEABROOK.

Seabrook Bros., 57, Great Eastern Street, E.C.2.
Prices: Two-seater, £295; four-seater, £325; coupe, £398; enclosed four-seater with front-wheel brakes, £415. Weight: Two-seater, 16 cwt.; four-seater, 16½ cwt. Tax, £12. Engine: four-cylinders, 69 mm. by 100 mm., 1,496 c.c., o.h. valves, thermo-siphon cooling, splash lubrication, Zenith carburetter, K.I.G. plugs, B.T.H. magneto, C.A.V. lighting and starting. Transmission, internal cone clutch to three-speed unit construction gearbox with right-hand control, 4½, 7½ and 15 to 1. Enclosed propeller shaft to differential, foot brake rear wheels, hand brake rear wheels. Suspension, front, semi-elliptic, rear, cantilever. Disc wheels, Comfort tyres. Dimensions: Length, two-seater, 12 ft. 9 ins., breadth, 4 ft. 10 ins.; four-seater, length 13 ft. 4 ins., breadth, 4 ft. 10 ins. Approximate m.p.g. 40, tank holds six gallons.

Additional model occasional four-seater, engine, 63 mm. by 100 mm. Tax £10. Price £250.

SENECHAL.

Chenard and Walcker, Gennevilliers, near Paris.
Prices: Three-seater, £185; super sports, £195. Weight: three-seater, 10½ cwt.; sports, 10 cwt. Tax £9. Engine, four cylinders, 57 mm. by 95 mm., 972 c.c., o.h. valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburetter, high-tension magneto, Duccellier lighting and starting. Transmission, single-disc clutch running in oil to three-speed unit construction gearbox with central control shaft drive, no differential, foot brake rear wheels, hand brake rear wheels. Suspension, front transverse, rear, double quarter-elliptic. Wire wheels. Dimensions: three-seater, length 10 ft., breadth 4 ft. 3 ins. Approximate m.p.g. 45, tank holds five gallons. Standard body colours: red, blue, green and maroon. Delivery, one month.

SHERET.

Arnott and Harrison, Ltd., 22 Mythe Road, Willesden, London, N.W.10.
Price: family model, £150. Weight 6½ cwt. Tax £7. Engine: two-cylinder two-stroke, 75 mm. by 80 mm., 707 c.c., air cooling, petrol lubrication, Zenith carburetter, K.I.G. plugs, Magdyno ignition and lighting, kick-starter. Transmission, single-plate, dry-clutch, countershaft, three-speed dog-type gear change mechanism, 4½, 7 and 13 to 1 final drive by chains. No differential. Both brakes on rear wheels. Suspension: quarter-elliptic all round. Disc wheels, 700 mm. by 80 mm. tyres. Dimensions: length, 10 ft. 6 ins.; breadth, 4 ft. Approximate m.p.g. 50, tank holds four gallons. Body colour: maroon.

SINGER.

Singer and Co., Ltd., Coventry.
Prices not yet fixed. Weight: four-seater, 16 cwt. Tax £10. Engine: four cylinders, 63 mm. by 105 mm., 1,308 c.c., o.h. valves, thermo-siphon cooling, forced-feed lubrication, Solex carburetter, Ignia plugs, B.T.H. magneto, Rotax lighting and starting. Transmission, dry-plate clutch to three-speed unit construction gearbox with right-hand control, 4.54, 8.44 and 15.6 to 1. Open propeller shaft to differential, foot brake rear wheels, hand brake rear wheels. Suspension, front, quarter-elliptics all round. Disc wheels, balloon tyres. Dimensions: four-seater, length 12 ft. 4 ins., breadth: 5 ft. Approximate m.p.g. 40, tank holds 6½ gallons. Standard body colours: two-seater, dark grey; four-seater, popular dark grey; coupé, light blue; saloon, maroon; four-seater de luxe, smoked blue.

STANDARD.

The Standard Motor Co., Ltd., Coventry.
Prices: Two-seater, £235; four-seater, £235; enclosed four-seater, £275. Weight: two-seater, 14½ cwt.; four-seater, 15 cwt.; enclosed four-seater, 16 cwt. Tax £12. Engine: four cylinders, 68 mm. by 90 mm., 1,307 c.c., o.h. valves, thermo-siphon cooling, lubrication by splash, Zenith carburetter, Lodge plugs, high-tension magneto, Lucas lighting and starting. Transmission, twin-plate clutch to three-speed gearbox on torque tube with right-hand control, 4.6, 8.7 and 20 to 1, final drive to differential by underlung worm, foot brake rear wheels, hand brake rear wheels. Suspension: quarter-elliptics all round. Artillery wheels, Dunlop low-pressure tyres. Approximate m.p.g. 35, tank holds five gallons. Standard body colour: tan.

STANHOPE.

Stanhope Bros., 119, Burley Road, Leeds.
Prices: Two-seater, £200; four-seater, £225; sports, £225. Weight: Two-seater, 10 cwt.; four-seater, 11 cwt. Tax, £9. Engine: Two cylinders, 85 mm. by 97 mm., 1,098 c.c., o.h. valves, thermo-siphon cooling, lubrication by splash, Solex carburetter, Lodge plugs, Lucas dynamo, no starter. Transmission, dry-plate clutch to three-speed unit construction gearbox with right-hand control, 4.6, 6 and 11.5 to 1, front-wheel drive by chains, foot brake rear wheels, hand brake front wheels. Suspension, front transverse, rear, splash-d cantilever. Disc wheels, 710 mm. by 90 mm. tyres. Dimensions: Length, 11 ft.; breadth, 5 ft. 6 ins.; four-seater—length, 11 ft.; breadth, 5 ft. 6 ins. Approximate m.p.g., 47. Tank holds four gallons. Body colour to choice. Delivery, three months.

"The Light Car and Cyclecar"
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Place a definite order with a — **THE SECOND**
neusagent for next week's issue **SHOW NUMBER.**

LIGHT CARS AND CYCLECARS—1925 (contd.).

STRAKER-SQUIRE.

Stand 126

Straker-Squire, Ltd., Angel Road Works, Edmonton, London, N.18.

Prices: Two-seater, £330; four-seater, £350; coupé, £430. Weight: Two-seater, 17 cwt.; four-seater, 17½ cwt.; coupé 18½ cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 110 mm., 1,460 c.c. a.h. valves, thermo-siphon cooling, forced-feed lubrication, Solex carburetter, A.C. Titan plugs, M.L. magneto, Smith lighting and starting. Transmission, inverted cone clutch to four-speed unit-construction gearbox with right-hand control, 14.9, 9.2, 6.4 and 4 to 1, propeller shaft to differential, foot brake rear wheels, hand brake rear wheels. Suspension, semi-elliptics all round. Artillery wheels, 760 mm. by 90 mm. tyres. Dimensions: Length, 13 ft.; breadth, 5 ft.; four-seater—length, 13 ft. 4 ins.; breadth, 5 ft. Approximate m.p.g., 34. Tank holds six gallons. Standard body colour, blue.

SURREY.

The Surrey Service, Ltd., Premier Place, High St., Putney, London, S.W.

Prices: Two-seater, £199; chummy, £205; full four-seater, £215; coupé, £235; saloon, £270. Weight: Two-seater, 15 cwt. Tax, £11. Engine: Four cylinders, 66 mm. by 100 mm., side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburetter, K.L.G. plugs, B.T.H. magneto. Lucas or C.A.V. starting and lighting. Transmission, cone clutch to three-speed unit-construction gearbox with central or side control, 4, 7.8, 8.7, 15.5 to 1, shaft to differential. Foot brake rear wheels, hand brake rear wheels. Suspension, quarter-elliptics all round. Michelin disc wheels, 700 mm. by 80 mm. tyres. Dimensions: Two-seater, length 11 ft., breadth 4 ft. 8 ins. Approximate m.p.g. 38, tank holds six gallons. Body colours to choice.

SWIFT.

Swift (of Coventry) Ltd., Coventry.

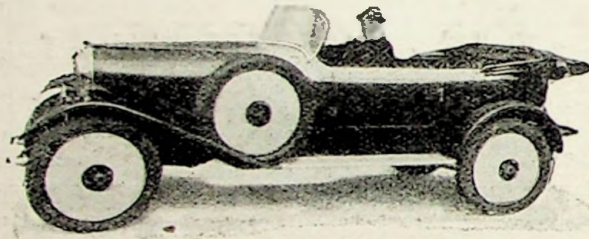
Stand 211

Prices: Two-seater and four-seater, £235. Tax £9. Engine: four cylinders, 60 mm. by 97 mm., 1,097 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Solex carburetter, high-tension magneto, lighting and starting. Transmission, leather cone clutch to three-speed separate gearbox with right-hand control, 5, 8.6 and 18 to 1. Open cardan shaft to differential, foot brake rear wheel, hand brake rear wheel. Suspension: quarter-elliptics all round, disc wheels, balloon tyres. Approximate m.p.g. 43. Tank holds five gallons.

TALBOT-SIMMINS.

Simmins Garages (Winchester), Ltd., Winchester.

Price: Two-seater, £350. Weight: 9½ cwt. Tax, £8. Engine: Four cylinders, 57.5 mm. by 85 mm., 987 c.c., a.h. valves, water circulation by pump, forced-feed lubrication, twin Memini carburetters, K.L.G. plugs, Delco battery and coil ignition, Rotax lighting, no starter. Transmission, dry-plate clutch to three-speed unit-construction gearbox with central or side control, 15.75, 8.5, 4.5 to 1, shaft drive, no differential, foot brake rear wheels, hand brake rear wheels. Suspension, quarter-elliptics all round. Wire wheels, 26-in. by 3-in. tyres. Length, 11 ft. 3 ins.; breadth, 4 ft. 2½ ins. Approximate m.p.g., 35. Tank holds four gallons. Standard body finish, polished aluminium. Delivery, six weeks.



A speed model with a very fine road performance, coupled with touring comfort—the four-seater Palladium.

TAMPLIN.

Tamplin Motors, Malden Road, Cheam.

Prices: Two-seater all-aluminium, £130; touring two-seater, £120; utility model two-seater, £100. Weight: Two-seater sports, 4½ cwt.; tourer, 5½ cwt.; two-seater tourer, 5½ cwt. Tax, £9; utility model, £8. Engine: Sports, 85 mm. by 88 mm., 1,000 c.c.; tourer, 85 mm. by 85 mm., 980 c.c., side valves, air cooling, Amac carburetter, Lodge plugs, Fellows magneto, electric lighting, kick-starter. Transmission, multiple-disc clutch to separate three-speed gearbox with central control, 4.5, 7.5 and 12 to 1, final drive by chain, no differential, foot brake external contracting, hand brake internal expanding on rear axle. Suspension, quarter-elliptic all round. Wire wheels, 26-in. by 2½-in. tyres. Dimensions: Length—sports, 10 ft.; tourer, 9 ft. 6 ins.; breadth—sports and tourer, 4 ft. 1 in. Approximate m.p.g., 70. Tank holds 4½ gallons. Body colour, touring model, grey.

TRIUMPH.

Triumph Motor Co., Ltd., Priory Street, Coventry.

Stand 54

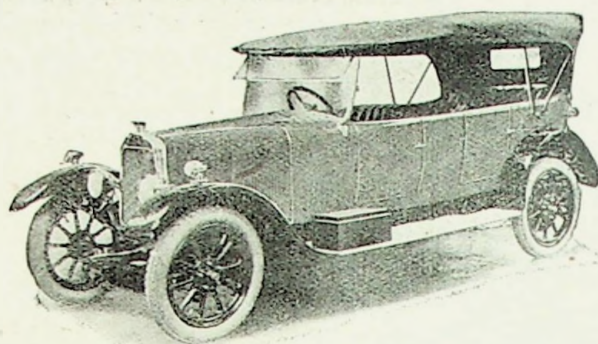
Prices not yet settled. Weight: Two-seater, 15 cwt. Tax, £10. Engine: Four cylinders, 63.2 mm. by 110 mm., 1,393 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburetter, high-tension magneto, Lucas lighting and starting. Transmission, cone clutch to four-speed separate gearbox with right-hand control, 15.8, 10.3, 6.8, 4.75 to 1, open shaft to differential, foot brake back wheels, hand brake back wheels. Suspension, semi-elliptic all round. Artillery wheels, 28-in. by 3½-in. tyres. Dimensions: Length, 11 ft. 8 ins.; breadth, 4 ft. 6 ins. Tank holds eight gallons. Standard body colour, dark blue.

TURNER.

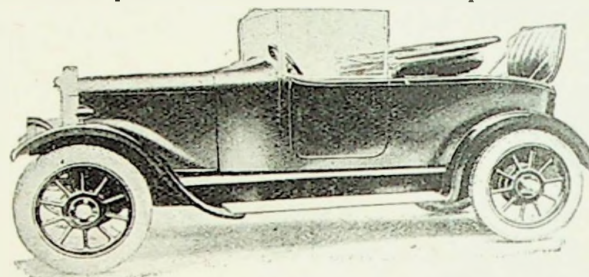
Turner's Motor Mfg. Co., Ltd., Wulfruna Works, Lover Street, Wolverhampton.

Prices: Two-seater, £357; four-seater, £357; coupé, £395; enclosed four-seater, £450; all-weather model with glass windows, £450. Weight: Two-seater, 17 cwt.; four-seater, 18 cwt.; coupé 17½ cwt.; enclosed four-seater, 1 ton. Tax, £12. Engine: 69 mm. by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburetter, K.L.G. plugs, high-tension magneto, Smith lighting and starting. Transmission, dry-plate clutch to three-speed unit-construction gearbox with central or right-hand control, 4.36, 7.03, 14.96 to 1, open cardan shaft to differential, foot brake rear wheels, hand brake rear wheels. Suspension, front half-elliptic, rear quarter-elliptic. Artillery wheels with normal or balloon tyres. Dimensions: Length, 12 ft. 3 ins.; breadth, 5 ft. Approximate m.p.g., 38. Tank holds six gallons. Standard body colour, blue.

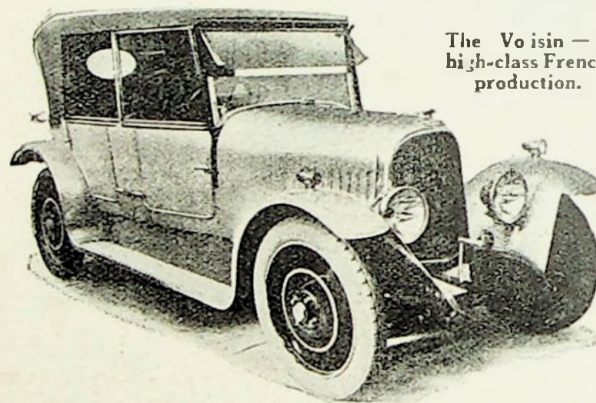
C54



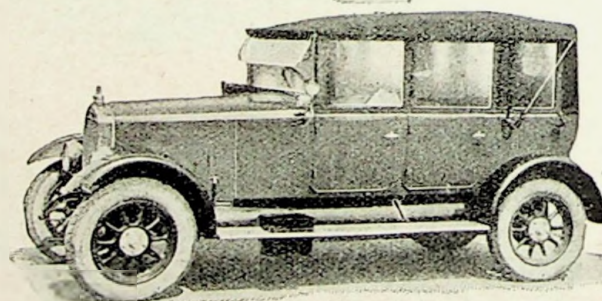
The 10-23 h.p. Talbot. See also Clement-Talbot specification.



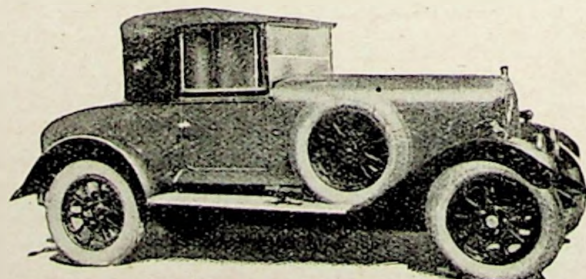
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The Voisin — a high-class French production.



A sturdy British light car—the latest Vulcan.

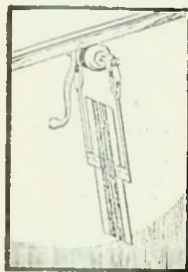


With sleeve-valve or side-valve engine—the Waverley.

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Hand operated, fitted with Handle giving ease in operation. Single Arm, 5/-; Dual Arm, 6/6. Nickel-plated finish. Fittings for plain top glass screens, screens with metal rod top, and for drilling through glass in enclosed cars.

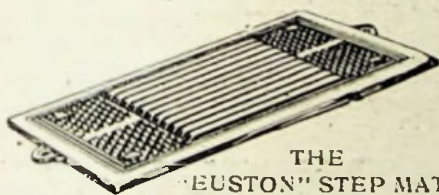
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enables engine troubles to be rapidly diagnosed. With the "Nocfinder" there is no need to pull the engine parts to pieces for examination. By using this wonderful device, all that is going on inside the engine can be distinguished by SOUND, as clearly as though all moving parts were visible.

Price 12/6



THE "EUSTON" STEP MAT

This is a very neat Mat of black rubber. It is ribbed and corrugated in such a way as to be an effective cleaner, yet will be found to wear well in actual use. Guaranteed to be black all through. Will not crack or break away in use. Overall size: 12½ in. by 7½ in. 3456/80.

Price 3/6 each. Packing and postage, 6d. extra. Aluminium frame to fit this Mat. No. 3853/80 3/6



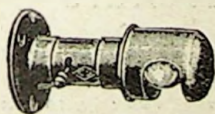
"AUTOSCOPE" MIRROR

Specially designed for Light Cars.

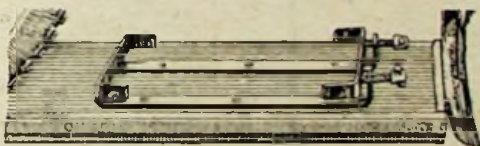
Size: 4½ in. by 2½ in. Reflection perfect. Ebony finish with N.P. mounts. Clip or plate fitting. 10/6

State fitting required, when ordering.

Larger size: 6½ in. by 3½ in. 10/6

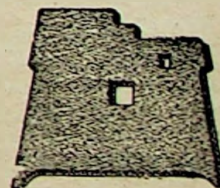


DASH LAMP — Style "G-190," No. 7357. For wood dash, 2½ in. long. Nickel-plated with revolving cowl and self-contained switch, 2 c.p. bulb, 6 or 12 volt. 5/3 each. Postage 6d.



THE "WALLIS" PATENT PETROL CAN CARRIER.

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To fit the floor of any car.

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It depends on yourself. In the first place it depends upon how quickly you act. You have only a few weeks left in which to get your ticket and send in your solution. So why not sign the coupon below **AT ONCE**? Then you can buy your postal order when you go out to post it.

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TWO
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(Complete with self-starters and full equipment.)

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—all two or four seaters, optional.

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To the Director (L.C. 12) Crosby Hall Competition,
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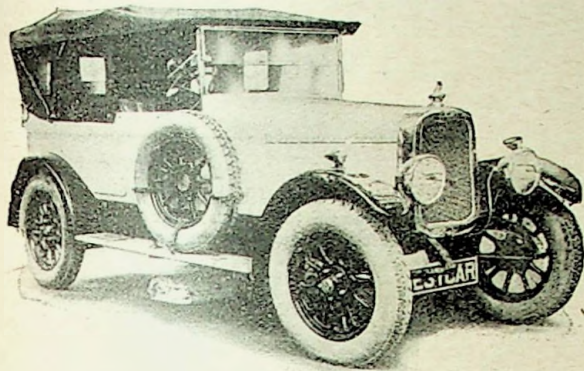
I enclose £.....s.....d. Please send me.....Ticket(s)

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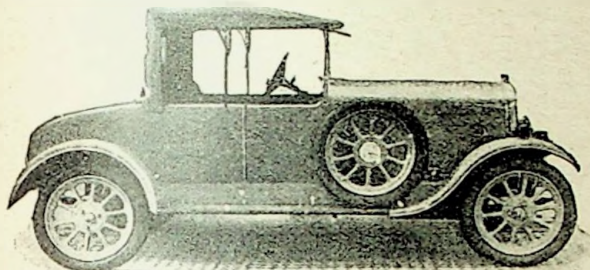
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P.O.'s and Cheques should be made payable to Crosby Hall Competition, and crossed " & Co."

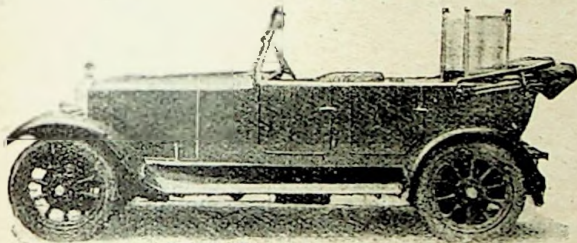
LIGHT CARS AND CYCLECARS—1925 (contd.).



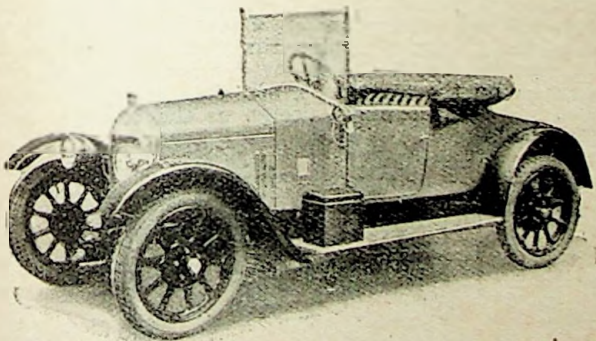
The improved Westcar has low-pressure tyres.



Built for long service—the Whitlock.



Of graceful and convincing outline—the Windsor.



With reputation and name—the popular Wolseley.

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Place a definite order with a newsagent for next week's issue—The Second Show Number.

VOISIN.

Stand 222

Concessionnaires: Maxwell Monson, Ltd., 2, Halkin Place, Belgrave Square, London, S.W. 1.

Prices not stated. Chassis, 25,960 frs. Tax, £10. Engine: Four cylinders, 62 mm. by 110 mm., 1,328 c.c., sleeve valves, thermo-siphon cooling, Zenith carburettor, Champion plugs, Bieriot lighting and starting. Transmission: Cone clutch to three-speed unit-construction gearbox, with central control, shaft drive to differential. Foot brake all wheels, hand brake all wheels. Suspension: Semi-elliptic all round. Wire wheels. Comfort tyres. Approximate m.p.g., 36.

VULCAN.

Stand 177

The Vulcan Motor and Engineering Co. (1906), Ltd., Crossens, Southport.

Prices: Two-seater, £295; four-seater, £295; saloon, £455. Weight: Four-seater, 17 cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,495 c.c., side valves, thermo-siphon cooling, forced-feed lubrication Zenith carburettor, high-tension magneto, C.A.V. lighting and starting. Transmission: Dry-plate clutch to four-speed unit-construction gearbox with right-hand control, 4.8, 7.5, 11.4, 19.2 to 1, enclosed propeller shaft to differential. Foot brake rear wheels, hand brake rear wheels. Suspension: Front, semi-elliptic; rear, quarter-elliptic. Artillery wheels, balloon tyres. Dimensions: Two-seater, length 12 ft., breadth 4 ft. 11 ins.; four-seater, length 12 ft., breadth 4 ft. 11 ins. Approximate m.p.g., 38. Tank holds 6 gallons. Standard body colours, blue, maroon, nutria.

WAVERLEY.

Stand 29

Waverley Cars, Ltd., Trenmar Gardens, Harrow Road, London, N.W. 10.

Prices: Two-seater, £385; four-seater, £395; coupé, £425; Weymann saloon, £495. Weights: Two-seater, 18 cwt.; four-seater, 19 cwt.; coupé, 18½ cwt.; Weymann, 18 cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburettor, Sphinx plugs, high-tension magneto, Smith dynamo lighting and starting. Transmission: Dry-plate clutch to four-speed unit-construction gearbox, with right-hand control, 15.8, 9.7, 6.8, 4.8 to 1, spiral bevel and differential. Foot brake all four wheels, hand brake rear wheels. Suspension: Semi-elliptic all round. Disc wheels. Low-pressure tyres. Dimensions: Two-seater, length 12 ft. 6 ins., breadth 5 ft. 3 ins.; four-seater, ditto. Approximate m.p.g., 35. Tank holds 6 gallons. Body colours as desired. Delivery one month.

In addition, Waverley Cars, Ltd., make a sleeve-valve model which agrees with the above with the following exceptions—Prices: Two-seater, £350; coupé, £399. Weight: Two-seater, 17½ cwt.; coupé, 18 cwt. Engine: Four cylinders, 68 mm. by 103 mm., 1,496 c.c., single sleeve valve. Transmission: Cone clutch to three-speed separate gearbox with right-hand control, 15.5, 8.2, 4.8 to 1. Dimensions: Length, 12 ft.; breadth, 5 ft. 3 ins.

WESTCAR.

Stand 204

The Strode Engineering Works, Herne, Kent.

Price: Four-seater, £385. Weight, 18 cwt. Tax, £12. Engine, four cylinders, 69 mm. by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling with thermostat, forced-feed lubrication, Zenith carburettor, Lodge plugs, high-tension magneto. C.A.V. lighting and starting. Transmission, dry plate clutch to four-speed unit construction gearbox with central control, 4.33, 6.5, 9.1, 15.8 to 1. Shaft drive to differential. Foot brake rear wheels, hand brake rear wheels, front-wheel brakes £20 extra. Suspension, half-elliptic all round. Artillery wheels, balloon tyres. Dimensions: Length 12 ft. 6 ins., breadth 4 ft. 9 ins. Approximate m.p.g. 38, tank holds 10 gallons. Body colour to choice.

WHITLOCK.

Stand 213

Lawton-Goodman, Ltd., 28, Brook Street, London, W. 1.

Prices: Two-seater, £375; four-seater, £425; coupé, £550. Weight: Two-seater, 17½ cwt. Tax, £12. Engine: Four cylinders, 69 mm. by 100 mm., 1,496 c.c., side valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburettor, high-tension magneto, Smith lighting and starting (C.A.V. on long chassis). Transmission, fabric cone clutch, long chassis single-plate clutch to three-speed separate gearbox with right-hand control, 4.3, 7.5 and 14.4 to 1. On long chassis four-speed gearbox unit construction, shaft to differential, foot brake on rear wheels, hand brake on rear wheels, four-wheel brakes, £30 extra. Suspension, front half-elliptic, rear three-quarter elliptic. Long chassis, quarter elliptic. Steel spoke wheels, 710 mm. by 90 mm., or balloon tyres optional. Dimensions: Two-seater, length 12 ft. 7 ins., breadth 5 ft. 3 ins.; four-seater, length 13 ft. 7 ins., breadth 5 ft. 3 ins. Approximate m.p.g. 30, tank holds six gallons, long chassis eight gallons. Standard colours, blue or grey.

WINDSOR.

Stand 2

James Bartle and Co., Ltd., Lancaster Road, Notting Hill, London.

Prices: Two-seater, £360; four-seater, £375; coupés, £465 and £525; enclosed four-seater, £550; saloon, £550; coupé de ville, £625. Weights: Two-seater, 17½ cwt.; four-seater, 18 cwt.; coupé, 18½ cwt.; enclosed four-seater, 19 cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 102 mm., 1,352 c.c., overhead valves, thermo-siphon cooling, forced-feed lubrication, Zenith carburettor, Champion plugs, high-tension magneto, C.A.V. lighting and starting. Transmission, dry plate clutch to four-speed unit construction gearbox with right-hand control, 17.7, 10.4, 7.5, 4.4 to 1. Open shaft to spiral bevel and differential, foot brake all four wheels, hand brake rear wheels. Suspension, semi-elliptic all round. Steel artillery wheels, 710 mm. by 90 mm. tyres. Dimensions: Two-seater, length 12 ft. 4 ins., breadth 5 ft.; four-seater, length 12 ft. 4 ins., breadth 5 ft. Approximate m.p.g. 35, tank holds six gallons. Body colours 12 different shades.

WOLSELEY.

Stand 168

Wolseley Motors, Ltd., Adderley Park, Birmingham.

Prices: Two-seater, £275; four-seater, £285; two-seater de luxe, £325; four-seater de luxe, £350; light saloon, £375. Weights: Two-seater, 16½ cwt.; four-seater, 16½ cwt.; saloon, 16½ cwt. Tax, £11. Engine: Four cylinders, 65 mm. by 95 mm., 1,267 c.c., overhead valves, thermo-siphon cooling, forced-feed lubrication, Solex carburettor, Lodge plugs, B.L.L.O. lighting and starting. Transmission, multiple-disc clutch to three-speed gearbox on rear axle with right-hand control, 5.25, 8.04, 15.95 to 1, enclosed cardan shaft and differential. Foot brake rear wheels, hand brake rear wheels. Suspension, quarter-elliptics all round. Steel artillery wheels, 710 mm. by 90 mm. tyre or comfort tyres. Dimensions: Length 11 ft. 7 ins., breadth 5 ft. 2 ins.; four-seater, length 12 ft. 5 ins., breadth 5 ft. 2 ins. Approximate m.p.g. 35, tank holds six gallons. Standard body colour, grey; de luxe models, grey, dark blue or lake.

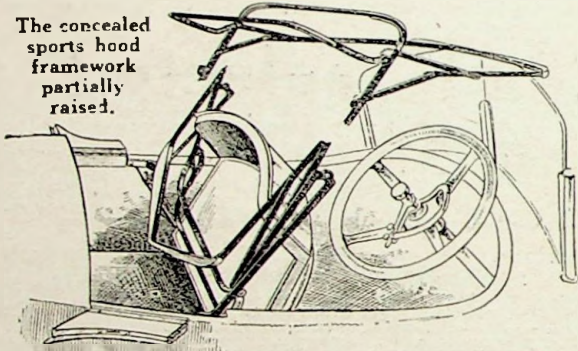
TWO INTERESTING BODY REFINEMENTS.

A COMFORTABLE ALL-WEATHER DICKEY SEAT—AND A CONCEALED HOOD FOR A SPORTS CAR.

THE MIDLAND MOTOR BODY Co., Aldbourne Works, Coventry, have recently perfected two ingenious refinements which will figure at Olympia. The first aims at fully protecting the passenger in the dickey seat, and also affording him much easier access than is usually provided.

The dickey seat is of the double-lid type, and when folded up is indistinguishable from an ordinary seat. When the rear lid is opened to the vertical position, however, it can be slid bodily to the off side of the car along a patent T-section groove for a distance of about a foot, leaving the cushion flush with the back of the car, and easily reached by means of two steps on the near side of the body. The passenger can thus step into his seat without damaging the paintwork on the wing or body, and then, by sliding the lid in the opposite direction, can again seal the back of the dickey.

The concealed sports hood framework partially raised.



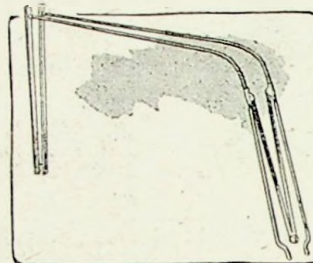
The weight of the passenger is taken on two pivoted posts, that on the near side sliding with the back while the off-side one is locked to the lid by a peg working in a slot. This post, when uncoupled, together with the sliding post on the other, or near, side, folds forward with the lid.

Mounted on the sides of the dickey and carried on two pegs engaging with holes are the side curtains, the rear halves of which can be folded outwards and forward should the dickey seat passenger desire more ventilation. The dickey hood is supported on a superstructure, the two split cross-members of which fold inwards and downwards in order to allow the framework to collapse, and the hood to be stored athwart the top of the front seat with its supporting legs and folded cross-members located in receptacles on each side of the seat.

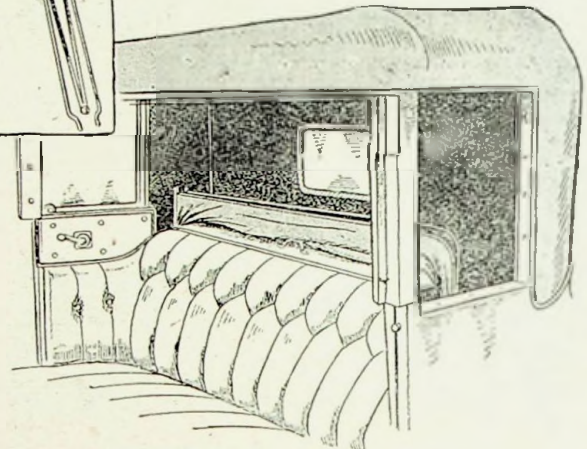
When erected the two legs are pegged into the top of the raised lid of the dickey, while the leading cross-member is held by two spring catches to the framing of the front hood. The dickey seat hood overlaps the side panels, but the overlap is not sufficient to prevent the whole hood and its supporting framework from being moved bodily sideways with the lid or back of the dickey, so as to facilitate access to the seat.

It is possible to store the dickey seat hood and side panels in the dickey itself as well as in the special receptacle across and at the sides of the front seat, and when this is done, and the lid folded down, the appearance of the body is absolutely normal in all respects.

c58



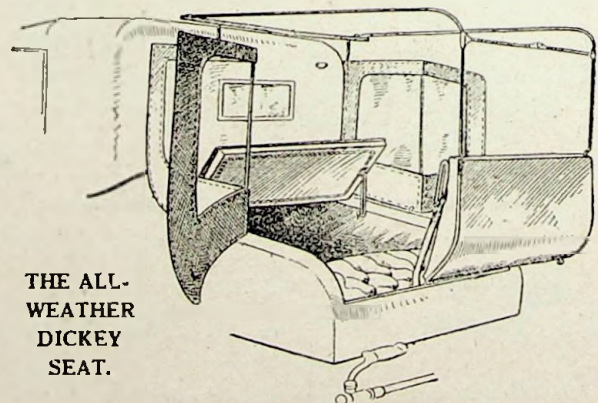
(Below) The dickey hood when stowed away on the top of the front seat. (Left) The dickey hood framework folded for storing.



The second innovation is a concealed hood for sports bodies, the hood being accommodated behind the squab, which must be hinged forward to allow it to be erected. The hood framing is first of all pulled up en bloc on two sloping slides mounted on the inside of the body, thus bringing the bottom of the sticks almost level with the top of the body rail.

The superstructure is then hinged forward and over from the sticks, the last movement being the expanding of the superstructure, and the undoubling outwards of the horizontal arms. When erected, the hood is secured by straps to the front of the body, and when folded away leaves the tail and its dickey perfectly clear and free from obstructions. Neat curved aluminium angle pieces hinging downwards and inwards complete the lid of the hood holder.

Concealed hoods for sports models are, of course, common on the Continent, but they are never of so neat and serviceable a design as the example just described.



THE ALL-WEATHER DICKEY SEAT.

Rear lid and dickey hood structure, moved half-way across to the off side of the car to allow easy entry to the dickey seat.

*Motoring on
Shell Spirit
& Shell Oil
at*

2 $\frac{1}{2}$

MILES A MINUTE!

The fastest mile ever officially timed — 23.9 seconds, representing 2 $\frac{1}{2}$ miles a minute—was made under R.A.C. official observation, at Pendine Sands, on September 25th, by Mr. Malcolm Campbell, who used Shell Spirit, Dunlop Tyres, and the world's fastest Motor Lubricating Oil—SHELL OIL.

Why Mr. Campbell selected Shell Motor Oil

Mr. Malcolm Campbell selected Shell Motor Oil on account of its absolute reliability under the most terrific engine strain conceivable. Have you yourself tried Shell Motor Oil? You will find it to stand up to any conceivable engine strain. It will give you a faster, livelier engine, and easier starting, as well as a better petrol consumption performance.

SHELL
MOTOR LUBRICATING
OIL

SHELL-MEX, LTD., G.P.O. BOX No. 148, Shell Corner, KINGSWAY, W.C.2.

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

200 Mile Race
 Brooklands, Sept. 20
 The three winning
 Darracqs, driven by
 K. Lee Guinness,
 G. Duller,
 H.O.D. Segrave,
 were fitted with

MOSELEY
FLOAT-ON-AIR
 (PATENT)
UPHOLSTERY

Float-on-Air in racing saves the driver from jolts, enabling him to keep perfect control.

Do not miss these wonderful cushions at Olympia
STAND 505
 in the Gallery.

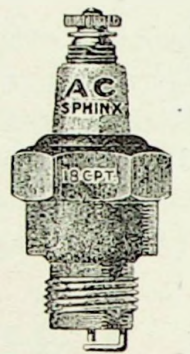
DAVID MOSELEY & SONS, LTD.
 Chapel Field Works, Ardwick,
MANCHESTER.

BRANCHES:

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 BIRMINGHAM—4, Lancaster Street.
 GLASGOW—126 Ingram Street.
 NEWCASTLE-ON-TYNE—44 6, High Bridge.
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AC
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SPARKING PLUGS



Here are some of the makers who have selected AC-Sphinx

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- Calcott
- Clyno
- Crouch
- G.W.K.
- Galloway
- Hillman
- Horstman
- Jowett
- Lagonda
- Lea Francis
- Morgan
- Palladium
- Stoneleigh
- Swift (10 h.p.)
- Vulcan

What sparking plugs will give the very best results in your engine?

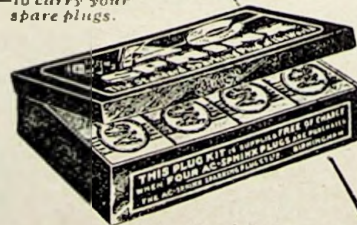
The maker of your car answered that by careful tests, when he chose AC-Sphinx of a particular type.

Motor manufacturers use AC-Sphinx year after year because they have found them to be best. When you buy new sparking plugs, be sure you get AC-Sphinx of the type specified for your car.

Something You Have Always Wanted

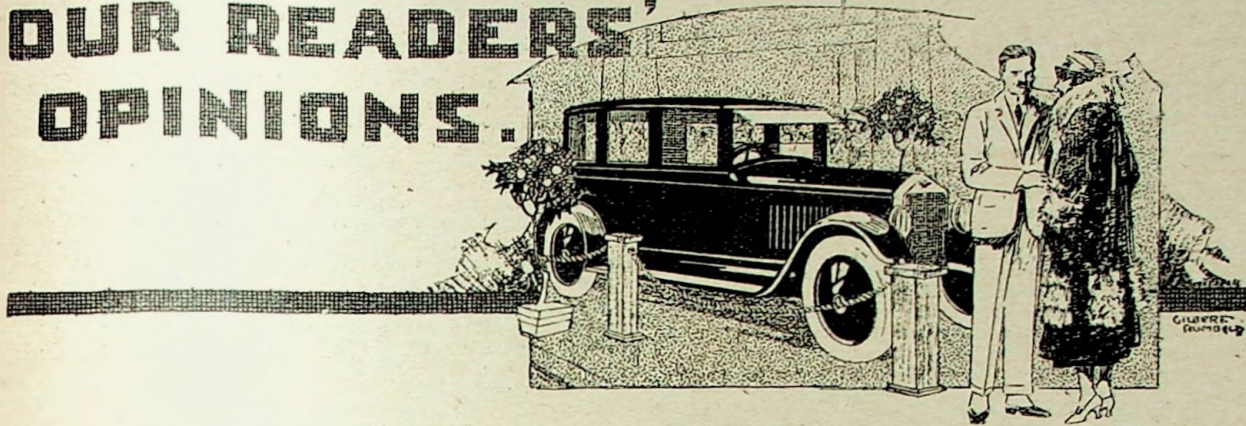
Ask your dealer for an AC-Sphinx Metal Plug Kit—illustrated here—to carry your spare plugs without risk of damage. Obtain yours free, with a set of AC-Sphinx.

The AC-Sphinx Metal Plug Kit—to carry your spare plugs.



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

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, but not abbreviated. We reserve the right to make any alterations or deletions which we deem necessary.

VARIOUS INTERESTING SUGGESTIONS. Sports News — Car Lights — Trial Runs — Springs.

Sports News Wanted.

Regarding the letters of opinion on your sporting news, I would like to add my plea that you do not in any way cut the news. It is hard enough now to find out winners, etc., of important events; the daily Press generally ignores them entirely, and it is to our motor papers that we turn for results and reports. S.H.E.

What the Amateur Wants.

I am entirely in agreement with the letter from "XO 2353" in your issue of September 26th, referring to the number of pages taken up with sporting events. As he suggests, more space should be devoted to the real amateur owner-driver, with advice as to tuning-up engines, hints and tips for economical running, tours, routes, hotels and all the other little details in connection with motoring.

Hints and Advice.

I would suggest cutting out the "Motor Terms Traveled" guinea competition and award it for the best hint or tip for the week from readers. If I remember rightly, you used to give several such pages before the war. However, I think you are very sporting to invite suggestions and criticisms. J. THOMAS.

Navigation Lights For Cars.

With reference to a letter recently published in your correspondence pages suggesting that ex-Service men should be trained as traffic controllers, it occurs to me that there would be some difficulty in doing this, and especially in overcoming the apparent prejudice of the police in having any other organizations interfering with their duties. I live near the eastern entrance into Darlington from Stockton-on-Tees. At this point there are four cross-roads, and on each of these there are tram and bus services, so that the traffic and congestion are at times acute, more especially at week ends, owing to the number of private motorcars. I once acted as an amateur pointsman at this spot and was warned by the police not to do so in the event of my amateur signals causing an accident I might be summoned for acting without authority. It was easy to tell in daylight which way a car was turning, but at night this was impossible. I suggest that all cars should carry a red and green light, in the same manner as those on ships, and that when the driver is about to turn a corner he should switch off the lamp on that side towards which he intends to turn. Darlington. COSTER.

Choosing a Car by Trial.

Is the suggestion that motorcar manufacturers should afford good trial trips at a reasonable fee, say a guinea, without any obligation to purchase, practicable? Many prospective buyers do not know what they want, and hesitate to try half a dozen cars for nothing. What I have in mind is the difficulty of knowing whether an entirely different type of car from one's present possession would be an improvement.

How it Could Be Done.

I drive a Belsize-Bradshaw open two-seater, with which I am perfectly satisfied, but I wish to try two or three water-cooled four-cylinder cars which I fancy, including a light four-seater, and especially a Weymann saloon. I think that if I am to spend up to £500 for something which I shall keep at least two years it is worth paying an additional £5 to get the car which, by trial, I like best. If a guinea is too much, even a 5s. ride from Olympia during Show week, round Richmond Park, would prove to be invaluable. F. POSTE.

Spring Lubrication.

In reading an article on spring lubrication in a contemporary of yours of September 23rd, I notice it is stated that the ideal condition for springs is that they "should run in a bath of oil," but I doubt whether the spring manufacturers in the country will support the writer in his contention. It is common knowledge that over-lubrication of leaf springs produces "flabbiness," which is a very different thing from "flexibility" and "suppleness." As the spring manufacturers use grease when assembling their springs, is it not wiser to follow their lead?

Grease or Oil.

Personally, I prefer grease gaiters, of which my experience, after running with a set on my Humber car for 22,000 miles, is most satisfactory, my car springs still being noiseless and flexible, and since I fitted them they have only received attention once, which was last week, when I removed one of the gaiters to see if a further supply of grease was required, and I am pleased to say that there was still an ample supply of grease in the gaiter, so it was therefore not necessary for me to remove the other seven. This seems to me a very much better method of spring lubrication than the type with which you have to be fiddling around constantly with an oil or grease gun. It would be interesting to hear what the spring manufacturers have to say regarding the suggestion of the springs running in a bath of oil, and whether the working of leaf springs, one over the other, is in any way to be compared with the working of a "big-end" on a crankshaft, as suggested in the article. NX 4417.

OUR READERS' OPINIONS (contd.).

The Simple Cyclecar—Winter Lubricants.

Resurrect the Cyclecar.

The writer has been a motorcycleist since 1903 and a car driver since 1910. He has handled and owned all types of motorcycle, from the baby two-stroke to the 7.9 h.p. twin, whilst with regard to cars his experience extends from light cars, of which he owns one at the present time, but only for holiday use, to large Sunbeams,

By One Who Wants One.

Vauxhalls and Wolseleys. In fact his daily bread is earned by means of the large car and catering for its owners.

Nevertheless, being married and possessing a large family, on the score of economy he lives in the country and journeys backwards and forwards daily on the cheapest form of mechanical transport—namely, the motorcycle.

The cost of running a car regularly as a means of conveyance puts it out of court, and the motorcycle is far from a pleasant conveyance during the winter months when the roads are covered in mud and often snow. It is a difficult feat to appear at the office in presentable condition during at least five months of the year, and the longing for a cyclecar cheap to run and easy to maintain is shared by others in our village beside myself.

There is an even bigger market for the mechanically sound cyclecar retailing at a reasonable price to-day than there was three years ago.

Simplicity is the main essential for cheapness, and by this is meant simplicity is every sense—namely, coachwork, engine, transmission, etc. No frills are required. Adequate mudguards are very necessary, but running boards, doors, etc., may be ruled out at once. No complicated screens are required, just a plain, single-paneled sloping type with a cheap form of windscreen wiper is amply sufficient.

Whatever its design may be, the following factors are absolute essentials to its success:—

- (1) It must be cheap to run; that is, not more than 25 per cent. above motorcycle cost.
- (2) It must look externally like a car in miniature and not a freak.
- (3) It must be quiet mechanically.
- (4) What there is of it must be soundly constructed to give real service.

The D'Aux cyclecar which you recently described appears to be well on the way to meeting these requirements, and certainly the belt drive is no bar. The crux of the whole matter appears to lie in the belt itself, and it seems that the M.T.S. belting utilized opens up entirely new possibilities in this direction.

Take the simplest possible design, then hold a post-mortem examination upon it. Where one nut and bolt could do instead of two, scrap one of them. Carry the process of elimination to the farthest limits, and with a little of the energy and brains that have been expended on the production of the wonderful 1,100 c.c. and 1,500 c.c. light cars of to-day the real cyclecar should be a certain possibility, and not a paper probability as it is at present.

Wake up, manufacturers, and come forward with the production for which the multitude is still waiting.

E. L. W.

Winter Lubricants.

Under the heading of "Rich Mixture," in your issue of the 3rd inst., we notice in a paragraph below "Winter Lubricants" your correspondent makes remarks detrimental

Cold-weather Castrol.

to the summer grade of Castrol "R" in starting up on a cold morning, and mentions that he gets better results from several other makes of motor lubricants.

We wish to protest against general statements of this nature. Your informant does not state the name of the car he is running nor has he seemingly made a trial of the winter grade of Castrol "R," when doubtless the trouble he mentions would not have been experienced.

It should be noted that we manufacture winter grades of most of our motor lubricants, as stated in our retail price list. C. C. WAKEFIELD AND CO., LTD.

* * Our contributor "S.S." remarked last week, in advising small car owners to drain off summer grade oil and replace it with a winter grade, that "It is not necessary, of course, to change from one brand of oil to another, but it is certainly most advisable to choose the correct grade of the particular brand which is favoured." —Ed.

Driving Examinations—Physical Fitness.

Driving Proficiency.

Considering the numbers of drivers now on the road, many of them totally inexperienced, a system of examining the competency of would-be drivers before granting them licences seems more called for than ever. Such examination should include not only control of the car when at the steering wheel, but the even more important necessity of teaching road sense. For instance, the habit of cutting corners and overtaking at the wrong moment are two very glaring faults that one sees every day. We are told that such a system of examination is impracticable on account of the difficulties of supervising and organizing it.

Teaching Road Sense.

Would it not be possible, however, to do this through the leading garages that exist in every town? Garages of over a certain size might be required to take out a "licence to examine" and to issue certificates of driving competency. They would, of course, be allowed to charge a small fee to the would-be holder of same.

In order to be in a position to issue such certificates, they would be required to have a qualified examiner on their premises, who would only sign such certificate after he had satisfied himself that the holder was in every way a fit and capable person, qualified to drive a car and observe road rules in all ordinary circumstances.

Standard tests would, of course, be laid down by the Ministry of Transport or other authority.

Any would-be driver, having obtained such a certificate, would then be allowed to apply for a licence in the ordinary way. E. W. BROWN.

* * We cannot agree with our correspondent's suggestions. There is more in road sense than he is apparently aware, and the control of a car is largely instinctive; experience is the only real teacher. Any workable scheme for teaching and enforcing the courtesies of the road would merit the approval of all motorists.—Ed.

c62

Disabled Drivers.

The letter from Mr L. A. Walkley is simply silly. According to his view, every driver of a high-powered car and every speed fanatic is a disabled man. Why he should connect the two, goodness only knows. I recollect rightly, the Bournemouth case was a refusal to grant a licence to a motorcyclist who had one arm only. This may be, and doubtless is, a very rare case, but the point is that this man may handle his motorcycle better than Mr. L. A. Walkley handles his car.

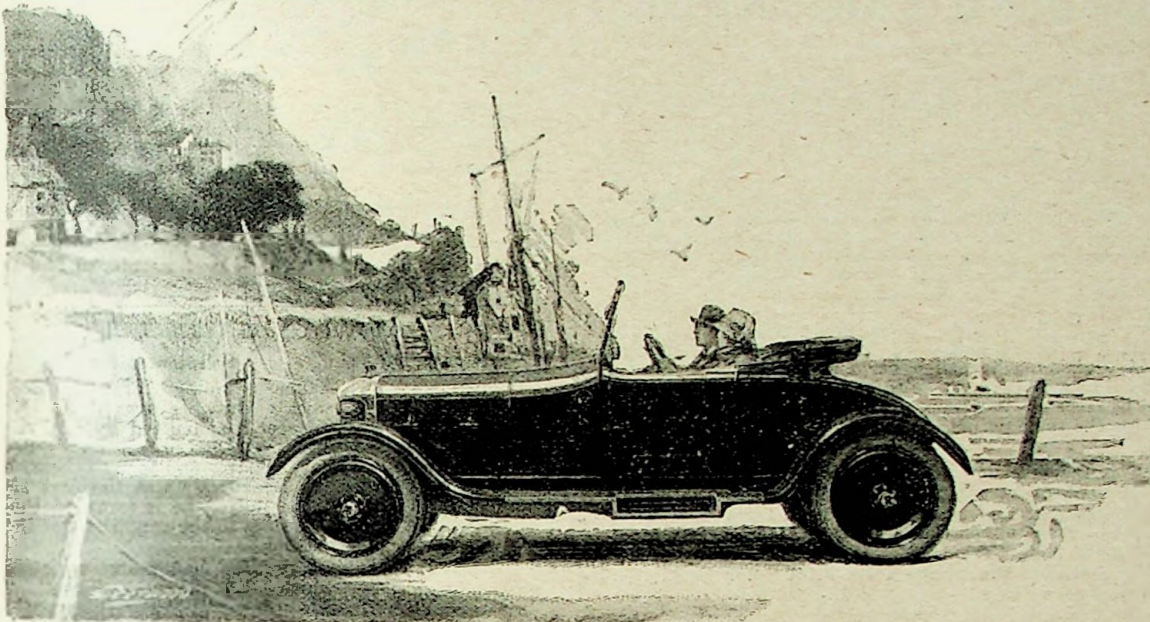
Nerves—Not Limbs.

If Mr. Walkley ever has the bad luck to be run into by someone else, he will no doubt have a grievance should the driver of the other car turn out to be a "physically perfect" man. I hope he will never have the bad luck, like myself, to be smashed up and have a limb taken off by a driver with all his limbs but no nerve, and who will doubtless do to others the same as he has done to me.

If we are going to have tests for physical fitness, what about the short-sighted drivers, and, above all, what about the driver with all his limbs whose nerve fails him every time he gets in a tight corner? At the first sign of trouble he begins blindly to "tread on things"; he is quite likely to use his accelerator in mistake for his foot brake, and his efforts are usually accompanied by wild blasts upon his horn. This is the man who is the real danger on the road. Nerves, not limbs, are the best.

What about the flat-footed man, the hump-backed man, the knock-kneed man and the man with the squint, or the bow-legged man? Are not these physically fit to drive a motorcar on the public roads?

Lastly, what about the injustice to our "wounded heroes"? Are they to be debarred for ever from the joys of the open road because on the rare occasions when a disabled man does have an accident the headlines in the scarce newspapers are a foot long. D.S.



For 'A.-C.' Car information, trial runs and deliveries—

—apply to our representative, Mr. Ellis, on the
'A.-C.' STAND, No. 18, OLYMPIA SHOW,
or call at our Showrooms, 65, Great Portland
Street, W.1, where a full range of 'A.-C.' Models
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Having handled 'A.-C.' cars from the very first
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AROUND THE TRADE.

The La Licorne car driven by R. Lestienne, which won the four-seater class for cars under 1,500 c.c. in the Circuit des Routes Pavées, was fitted with Englebert balloon tyres.

The winter months make riding in the rear seats of a car anything but comfortable, unless a good rear screen is used. The Auster is an excellent example, which uses framed glass panels and costs £5, while, if celluloid is preferred, the fastening rear screens are now available at equally reasonable prices.

Short and Glass, Ltd., motor engineers, 362, 487, 489, 491 and 493, Upper Richmond Road, East Sheen, London, S.W.14, guarantee to sell a car and buy it back after a set period at a stated price, also guaranteeing that this price would be more advantageous to the user than if he had hired a car for the same period.

Such is the demand which has been experienced for the Amplion loud-speakers in the United States that the makers have now started a subsidiary company in the U.S.A. under the name of the Amplion Corporation of America, 280, Madison Avenue, New York, N.Y. It is controlled by Alfred Graham and Co., St. Andrew's Works, Crofton Park, London, S.E.4.

Capt. Malcolm Campbell's Sunbeam car, which has just broken so many records, underwent stringent tests in a special apparatus known as the wind channel, in which Messrs. Bolton and Paul, Ltd., test aeroplanes, with a view to reducing wind resistance. Messrs. Bolton and Paul are well known as manufacturers of light, portable garages, their headquarters being at Norwich.

Mr. C. H. Humphreys has taken over the spares for the Meteorite car, and a full range can be obtained from him at Ye Blacke Knyght Garage, St. Mary's, Bedford.

Lambs, Ltd., Walthamstow, London, E.17, are one of the concerns which, on the strength of readers' reports, we are able to recommend as giving good service and straight deals.

A new pictorial poster has just been brought out by the Clyno Engineering Co., Ltd., Wolverhampton, and supplies of this poster, which is extremely striking and well executed, can be obtained from the address given.

The detail photographs which illustrate the article in our centre pages this week were taken on an Ariel Ten, which was very courteously placed at our disposal for the purpose by Black and Finch, Ltd., the Ariel agents, of Great Portland Street, London.

MOTOR TERMS TRAVESTIED.

Solution to No. 32.



An Efficient Silencer.

The winning Travesty for last week's drawing was "An Efficient Silencer," submitted by Mr. A. Sheldrick, of 15, Callcott Road, Brondesbury, N.W., and many others, but as Mr. Sheldrick's was the first of these to be judged he is awarded the prize according to the conditions of the competition.

The term had many variations, of which "A Silencer Test," "Well Silenced" and "The Silencer" are a few examples. References to worms were also quite frequent, "Worm-driven," "A Staggered Worm" and "A Stripped Worm" being received, although with reference to the last-mentioned we saw nothing in the drawing which suggested that the gentleman in question had just finished bathing or taking part in any other form of exercise which had caused him to disrobe! Originality was shown by the reader who suggested "A Strained Torque."

SMITH & HUNTER

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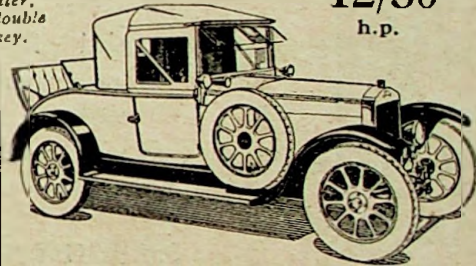
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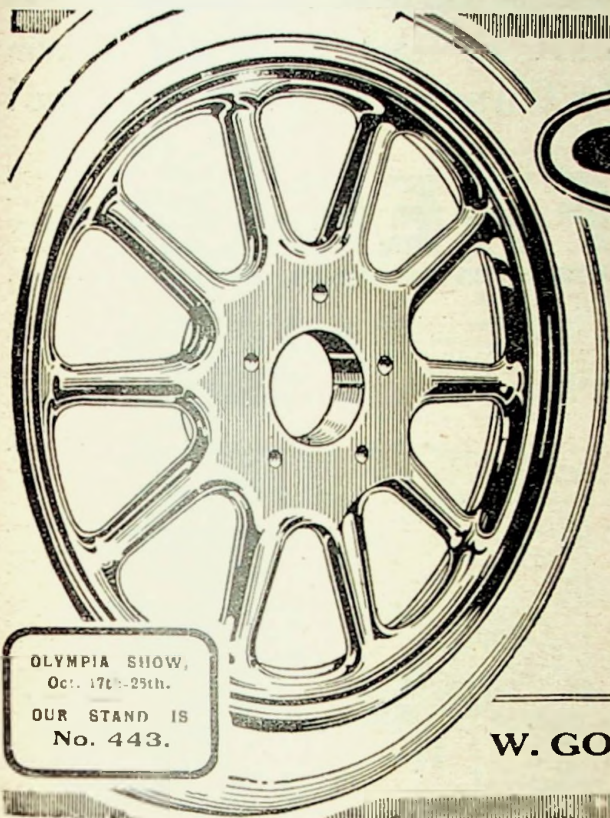
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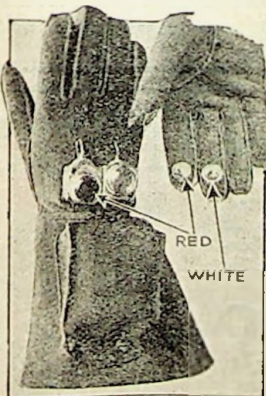
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We will send one ON APPROVAL

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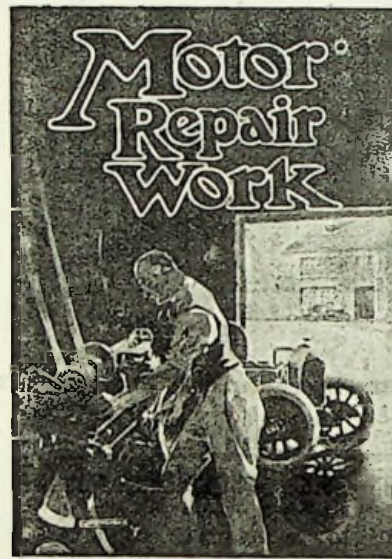
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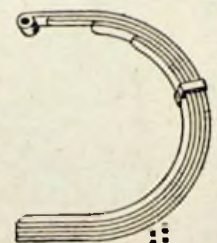
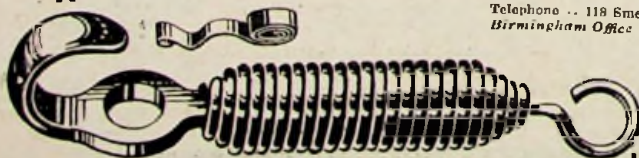
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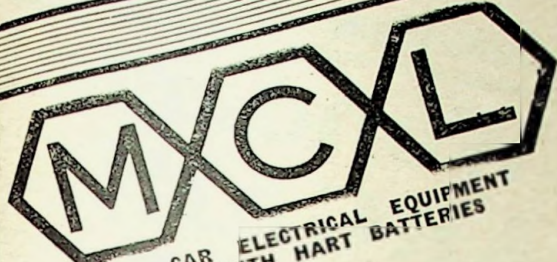
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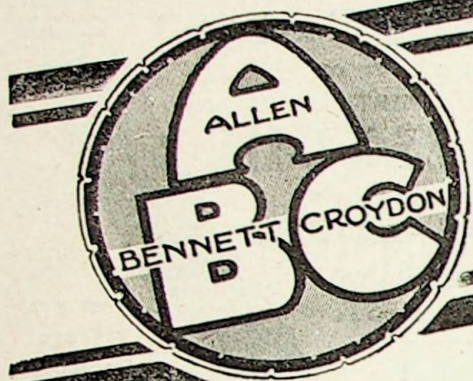
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AND NEW
LIGHT CARS, CYCLECARS,
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BOX NUMBERS. Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover booking and cost of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

DEPOSIT SYSTEM.

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

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

CLOSING TIME.

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

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

NOTICE.

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

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

- A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2966). London agents. Several second-hand, all models in stock, guaranteed, from £100; deferred payments and part exchange. zzz-164
- A.B.C. cars. Repairs of every description and special tuning by experienced A.B.C. mechanics. Write for list of special fittings, post free. R. S. Inglis, A.B.C. Specialist, Head Office, 28-29 Upper Marylebone St., St. Portland St., W.1; Works, 20-21 Williams Mews, Stanhope St., N.W.1. Telephone, Museum 2502. zzz-181
- A.B.C., 1924, 4-seater, C.A.V. starter, lighting, tax to December, mileage 4,000 only, excellent condition, 150 guineas. Jafferies, Flamstead, Park Avenue, Putney Bar. 620-g171
- A.B.C., 1925, 2-seater, large dicky, Surbiton model, newly overhauled by makers, A1 condition, licensed, insured till May. Green, 4 Cambridge Mansions, Walton-on-Thames. 620-g871
- A.B.C., 1922, Surbiton model, 2 doors, dicky, overhauled, guaranteed, good tyres, dynamo, speedometer, spare wheel, 94 guineas, including 12 months' insurance, or exchange motorcycle and cash. 81 Upper Richmond Rd., East Putney. 620-g924
- A.B.C., 1922, sports model, new condition, 1115. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 620-363
- A.B.C. F.O.C.H., Ltd., offer several A.B.C. cars; all in excellent condition, bargains. 5 Heath St., Hampstead (near Tubal). 620-311
- A.B.C., 1922-3, sports, self-starter, large dicky, repainted red and aluminium, engine and gearbox recently overhauled, tyres excellent, £128. J., 46 Hindes Rd., Harrow. 620-g980
- A.B.C. See our special offer of free insurance. Page 30. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 620-231
- A.B.C.s. We have several to choose from. Ralton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. 620-187
- A.B.C., 1922, sports, speedometer, windscreen wiper, hood cover, spring gauges, luggage grid, new accumulator, electric Klaxon, engine overhauled, insured, licensed December, excellent condition, 95 guineas. 38 Sydenham Hill, S.E.26. 620-g968
- A.B.C., 1922, 3-seater, dynamo lighting, beautiful condition throughout, bargain, £75; exchange, extended payments. Mears and Bishop, 226a Hammersmith Rd., W.6. Riverside 2230. 620-254
- A.B.C., 1922, 11hp, special sports, £115; also 1921 2-seater, dicky, starter, £95. Bartlett's, 93 St. Portland St. 620-587
- A.B.C., 1922 Regent model, many extras, £85. Ernest Grimaldi, Ltd., 87 St. Portland St., W.1. Langham 2983. 620-413
- A.B.C., super sports 2-seater, 1922 model, fitted with 11hp George England engine, polished aluminium body, red wings and wheels, extremely smart appearance and very fast, good condition throughout, £85. Deferred terms arranged. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 620-294
- A.B.C., 1923, sports 2-seater, dynamo lighting, self-starter, speedometer, splendid condition, 115 guineas. Below.
- A.B.C., 1922, Regent, 2-seater, dicky, dynamo, equipped, licensed, exceptional condition, 95 guineas. Exchanges or deferred. Edwards, 175 St. Portland St., W. Mayfair 4027. 620-417
- A.B.C., 1923, super-sports, 2-seater, special aluminium body, dynamo, new cord overdrive tyres, lavishly equipped, as brand new, 120 guineas; exchange Morgan, combination, etc. Parsons, 1 Acton Lane, Chiswick. 620-h13
- A.C. Try Henly's You cannot beat their terms. 91 and 155 St. Portland St., W. Mayfair 4201. zzz-297
- A.C., 1920, 2-seater, repainted October, 1923, examination, trial, taxed, insured, £135. Jones, Devonian, Wyndham Rd., Salisbury. 620-1262
- A.C., 1924, 2-seater with dicky, in new condition, fitted with many extras and fully licensed, £215, cash or deferred payment. Chinery, 1 Hammersmith Rd., Kensington. Phone, Western 4140-3568. zzz-129
- A.C. Wanted, A.C. cars in exchange for new models; highest market value allowed. Deferred terms. Catbness and Co., Ltd., 65 St. Portland St., W.1. Tel., Langham 2172. 620-316
- A.C., 1920, standard model, C.A.V. dynamo lighting, fully equipped, including speedometer, clock, tax paid, £155. Naudes', 100 St. Portland St., London. 620-181
- A.C., new, showroom soiled, 1924, 12hp, 4-cylinder, Royal 2-seater, greatly reduced price. Egertons (Ipswich), Ltd., Northgate, Ipswich. Phone, 962. 620-159
- A.C., 1921, 11.9hp, 2-seater, dicky, first-class order, £120. Bartlett's, 93 St. Portland St. 620-591
- A.C., Royal, 11.8hp, 1924, 2-seater, dicky, Marles steering, tax, etc., new condition throughout, £235. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 620-197
- A.C., 1920, 2-seater, fully licensed, £125. Ralton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. 620-190
- A.C. Cass's Motor Mart, Ltd. 1919 3-seater, painted blue, dynamo, clock, speedometer, taxed December, exceptionally fine condition, deferred terms, exchanges, bargain, £85. 5 Warren St., W.1. Museum 623. 620-203
- A.C., 1923, 4-seater de luxe, very small mileage, £195. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 620-214
- A.C., 1924, any-weather, 2-seater, run few miles as demonstrator but as new, £285, list price £310; also 1923 4-seater, £275; 1923 Empire 2-seater, £185. Newnham Motor Co., 245 Hammersmith Rd., W.6. Phone, Riverside 3161. 620-224
- A.C., 1924, 2-seater, any-weather, specially finished, Marles steering, practically new, tax and insurance, £255. Pickworth and Hull, 107 St. Portland St., W.1. Langham 1998. 620-255
- A.C., late 1921, 2-seater and dicky seat, lighting and starting, leather upholstery and special all-weather equipment, the condition of this car throughout is equal to any 1923 model and is guaranteed sound, tax paid, £136. Deferred terms can be arranged. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 620-293
- A.C., 1916, 10hp, 2-seater, dynamo lighting, just repainted, exceptional condition, £50; exchanges, terms. 63 Solon Rd., Brixton. 620-g993
- A.C., 1921, all-weather 2-seater, dicky, self-starter, fullest possible equipment, beautiful condition, £140; exchange Morgan, 284 South Lambeth Rd., S.W.8. 620-h22

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

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

- A.C.**, 1924, 12hp. Royal 2-seater, makers' specification, licensed, as brand new throughout, 255 guineas. Edwards, 175-177 Gt. Portland St., W. Mayfair 4027. 620-418
- A.C.** sports, 95, tax September, 1919, perfect mechanical condition, all brand-new Dunlop tyres, Sanyes detachable wheels 5 lamps, C.A.V. dynamo lighting, new battery, tools, hood, screen polished aluminium body, rubber pedal covers, aluminium number plates, electric horn, jack very smart, any trial, £100 20 Hoath Rd., Twickenham. 620-317
- A.C.**, 1922, aluminium, sports, starter, copper exhaust, rev. counter, speedometer, new tyres, taxed, faultless condition £185. 7 Exhibition Rd., S.W. 7. 620-328
- ALVIS**. New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. zzz-304
- ALVIS**, 1924, 4-seater, small mileage, licensed, insured, guaranteed, accept £335 or nearest. Ludlow, 29 Elicsmere Rd., Chorlton-cum-Hardy, Manchester. 620-1760
- ALVIS**, 1921, 11hp, 2-seater, dickey, starter, repainted, £125. Barlotts, 93 Gt. Portland St. 620-394
- AMILCAR**, 1923, blue, perfect, new tyres, speedometer, side curtains, etc., fast, 100 guineas. H. 31 Montgomery Rd., Edgware, Middlesex. 621-g543
- ARIEL**, 9hp, 1924, 4-seaters, models de luxe, low mileage, fully guaranteed, tax paid, £110. Ariel Motors, 520 Camberwell New Rd., S.E. 5. 620-301
- ARIEL**, 1924, 9hp, de luxe, starter, speedometer, all-weather side curtains, condition as new, £135. Reys, Ltd., 173 Gt. Portland St. Phone, Langham 1257. 620-303
- ARIEL** 9, 1923, taxed, insured, excellent order, 100 guineas. Wood, 511 Lough Rd., Hindley Green, near Wigan. 620-g985
- ARIEL** 9, chummy, late 1923, run 4,000 miles, as new, any trial, cost £200, accept £120; perfect equipment. Green, 12 Avenue Rd., N. 6. 620-g972
- ARIEL** 10, 1924, de luxe model, all-weather equipment, dash lamps, speedometer, electric horn, mileage 2,400, absolutely faultless condition, will accept £180. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 620-402
- AUSTINS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-299
- AUSTIN** 7, Gordon England Brooklands model, complete with hood, windscreen, wings, speedometer, rev. counter, spotlights, licensed to end of year, bought for advertising purposes and only run about 1,000 miles; would return to Gordon England for tuning before sale; to-day's value £314 17s. 6d., specially offered at £260; exchange entertained. Cater Motor Co., Ltd., Cheltenham Rd., Bristol. 620-845
- AUSTIN** 7, 1924, guaranteed perfect order, practically new, licensed, accessories, £125. Truscott, Architect, Pensilva, Liskeard. 620-g404
- AUSTIN** 7, 1924, perfect, insured, etc., £135. Romsdal, Dunollie Rd., Sale, Cheshire. 620-g867
- AUSTIN** 7, 1924, privately owned, nearest £125. Box No. 6910, c/o "The Light Car and Cyclecar." 620-g925
- AUSTIN** 7, 1923, speedometer, practically new condition, £110. Hughes, 4 Beechwood Avenue, Darlington. 620-g869
- AUSTIN** 7, 1924, latest chummy model, with improved body, shop soiled only, £145. Below.
- AUSTIN**, 1924, 4-door saloon, new and unlicensed, absolutely unscratched, £475, our price £450. Smith and Hunter, 90 Gt. Portland St. 620-326
- AUSTIN** 7, 1924, starter, taxed, insured, £115. Lionel H. Pugh, 9 South Milton St., W. 1. Mayfair 4433. 620-242
- AUSTIN** 7, new March, 1924, tax paid, insurance until March, 1925, £110. Taylor, 26 Marshall St., Smethwick. 620-g953
- AUSTIN** 7, 1924, used for demonstration only, rare opportunity, £120. c/o Park St. Garage, Wellington, Salop. 620-g966
- AUSTIN** 7, 1924, practically new, £115; also several 1923, from £100. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1938. 620-236
- AUSTIN** 7, 1924, chummy model, starter, dynamo lighting, spare wheel, excellent condition, taxed, £117 10s. Elco, Ltd., 11-15 Bishopsgate Avenue, Cannon St., E.C. 3. Phone, Avonue 5548. 620-399
- AUSTIN** 7, 1924, sports, starter, Hartfords, speedometer, clock, hood, side screens, very fast, taxed, as new, owner must sell, £135. Alber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 620-276
- AUSTIN** 7, 1924, new in July, mileage 180 only, guaranteed in perfect order, latest chummy model, with speedometer, £135. Reeves Garage, Chichester. 621-h2
- AUSTIN** 7, £112 10s., offers, 1923 (Sept.), absolutely as new, all on, 181 Newton Rd., Burton-on-Trent. 620-x989
- AUSTIN** 7, chummy, 1924, nearly new, taxed, as per makers' specification, electric self-starter, £120. Garage, 12 Cornwall Terrace, Mews, Allsop Place, N.W. 1. Baker St. Station. Phone, Langham 2933. 620-410
- AUSTIN** 7, late 1923, fully equipped, fully insured until May, accept £105; by appointment, 95 Tamworth Rd., Croydon. 620-g998
- AUSTIN** 7, 1924, mileage 2,000, perfect order, licensed December 31st, insured July, 1925, £125; near offer for quick sale. Gadsden, Little Manor Farm, Ruimsip. 620-g996
- AUSTIN** 7, 1923, shock absorbers, side curtains, electric and Klaxon horns, spare wheel and tyre, excellent condition, tax paid, bargain, £99 15s., cash or easy payments. Wilkins Simpson, opposite Olympia, London. Phone, Riverside 258. 620-h29
- AUSTIN**. For Austin Sevens go to the specialist, W. L. Overend, Grafton Mews, Warren St., W. 1. 620-h20
- A.V.** monocoar, first registered 1923, discs, speedometer, fast, taxed December, £25. Cheadle, 18 Sherfield Rd., Grays, Essex. 620-g981
- A.V.**, 1922, 2-seater, 3-speed reverse, dynamo, taxed, repainted, overhauled, perfect, 43 guineas. Write, 92 Nightingale Lane, S.W. 620-g973

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

- A.V.s.** A.V.s. Andrews Motor Mart for monocoars or up-to-date 2-seaters. Prices from £20. Deferred terms and exchanges. Phone, Putney 1827, or write for list, 151 White Hart Lane, Barnes, S.W. 620-310
- BAVLISS-THOMAS**, shop-soiled only, 9 1/2hp, 4-seater, list price £255, our price 200 guineas; 12 1/2hp, all-weather, list price £300, our price £275, including licence, usual guarantee. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W. 1. Tel., Victoria 4634. 620-322
- BELSIZE-BRADSHAW**. Gordon Watney and Co. Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966). London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges zzz-165
- BELSIZE-BRADSHAW**, 1923, 4-seater, lighting, starting, all-weather equipment, taxed, insured, excellent condition, £140 or near offer. S. J. A. Woodhall, Church Lane, Merton Park S.W. 620-129
- BELSIZE-BRADSHAW**, 1922 (Nov.), 4-seater, starter, dynamo, all-weather equipment, clock, speedometer, excellent tyres, tax paid, £100. K.J. Motors, Bromley. 620-67
- BELSIZE-BRADSHAW**, 1922, 9hp, 2-seater and dickey, dynamo lighting, starter, speedometer, side curtains, tax paid, condition like new, £115. Maudes', 100 Gt. Portland St., London. 620-180
- BELSIZE-BRADSHAW** 1922 2-seater royal blue, speedometer, gradient-meter, step mat, all-weather curtains, Michelin cord tyres, fully equipped, £95. See below.
- BELSIZE-BRADSHAW** 1923 2-seater, dynamo lighting and self-starter, speedometer, fully equipped, excellent condition, £115. Maude and Maude (Est. 1893), The Original Light Car Specialists, 144 Gt. Portland St., W. 1. Phone, Museum 4244. 620-305
- BELSIZE-BRADSHAW**. See our special offer of free insurance, page 30. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 620-232
- BLERIOT-WHIPPET** 1920-21, fine 2-seater, Blackburne engine, 5 detachable wheels, hood, screen, lamps, clock, motorcycle back, Wandsworth Motor Exchange, Ebnor St., Wandsworth (Town Station). 620-161
- BLERIOT-WHIPPET**, 1923, as new, £50, bargain. 21 Lonsdale Sq., N. 1. 620-g885
- BLERIOT-WHIPPET**, brand new, ridden about 500 miles, no reasonable offer refused, must sell. 19 Terrapin Rd., Balham. 620-g979
- BLERIOT-WHIPPET**, 1921, 2-seater, speedometer, electric lamps, etc., good order throughout, £25 or exchange. Tuddington Garage, 160 High St., Tuddington, Kingston 2562. 620-h17
- BLERIOT-WHIPPET** 1923, 8hp, 2-seater (brand new), electric lighting, spare wheel, handle starter, hood screen etc., makers' full guarantee, 79 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-419
- BLERIOT-WHIPPETS**. Andrews Motor Mart have 3 in stock at £25, dynamo lighting, 5 detachable wheels, fully equipped, deferred terms and exchanges. Phone, Putney 1827, 151 White Hart Lane, Barnes, S.W. 620-312
- BUGATTI**, 1922, sports, 2-seater, 16-valve, exceptional car, fitted as follows—New Solex carburettor, Autovac, shock absorbers, motorometer, air-sprung upholstery, V windscreen, rigid transparent side curtains, black hood, electric lamps, horn and starter, ideal fast touring car, delivery to 200 miles free, £280. King-Smith, c/o Bablake Garage, Queen Victoria Rd., Coventry. zzz-901
- BUGATTI**, 1914, Brescia model, sports, 2-seater, exceptionally fast, £155, or near offer. Radlton Coghlan and Co. Ltd., 5 Cumberland St., Deansgate, Manchester. 620-186
- CALCOTT**, 1921, 2-seater, dickey, Lucas lighting and starter, speedometer, clock, very small mileage, finished royal blue, tax paid December, £130. Maudes', 100 Gt. Portland St., London. 620-179
- CALCOTT**, 1919, standard model, dynamo lighting, 2-seater and dickey, speedometer, 2 horns, 2 spare wheels, bargain, £70. Maudes', Walsall Garage, Walsall. 620-177
- CALCOTT**, 1924, 10.5hp, 2-seater, dickey, all-weather curtains, lighting and starter, clock, speedometer, taxed, in almost new condition, £160. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 620-173
- CALCOTT**, 1914, 10hp, 2-seater and dickey, in good running order, £48. Newnham Motor Co., 245 Mannersmith Rd., W. 6. Phone Riverside 3161. 620-227
- CALCOTT**, £125, 2-seater, 1922, starter, lighting, taxed, exceptional condition, bargain; exchanges, instalments. Abby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 620-228
- CALCOTT** 10, 1919, good condition, 2-seater, offers over £65. 45 Belborne Rd., Ilford. 620-g982
- CALCOTT**, £48, exchanges and deferred payments, 1914, 2-seater, dickey, new all-weather hood side screens, 5 detachable wheels, electric lamps, taxed, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 620-283
- CALCOTT**, 1919, 10.5hp, coupe, dynamo lighting, electric hooter, 2 spare wheels, just repainted, magnificent condition, £70; exchanges, terms. 63 Solon Rd., Brixton. 620-g993
- CALCOTT**, 1924, 10.5hp, 4-seater, brand new, but very slightly showroom soiled, fully equipped as per makers' specification and carrying guarantee; very special offer to clear, £225, makers' price £285, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 620-h27

"THE MOTOR." The National Motor Journal. Presents everything of practical value or interest to the motorist. Its contributors include the best authorities on motoring subjects and the finest illustrators. Many remarkable bargains in larger cars are to be found in the sale section of "The Motor." Published every Tuesday. Price 4d. Write for a specimen copy to Temple Press Ltd., 7-15, Rosebery Avenue, E.C. 1.

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

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

CALTHORPE, Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-754

CALTHORPE, late 1923, 2-seater, semi-coupe, starting and lighting, Dunlop cords, very fine condition. £130; exchanges and terms arranged. Phone or wire, Paddington 6049, or call, Kirk and Co., 22 Praed St. W. 2. 620-374

CALTHORPE, 1922, 10hp, 2-seater and dickey, dynamo and starter, engine thoroughly overhauled, spare wheel, speedometer, in excellent condition. £84. Naylors, 406 Garratt Lane, Earlsfield, S.W. 18. 620-357

CALTHORPE, 1923, coupe, 4-speed model, Bedford cord, good order. £160. Smith and Hunter, 90 Gt. Portland St. 620-328

CALTHORPE, £89, 1922, 2-seater, dickey, dynamo, starter, taxed, good tyres, any trial, exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 620-244

CALTHORPE. See our special offer of free insurance, page 30. Ben-motors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1609. 620-234

CALTHORPE, 1922, 10hp, de luxe, 2-seater, sunk dickey, lighting, starting, all-weather side curtains, equipped, excellent condition, 105 guineas. Below. 620-244

CALTHORPE, 1921, 10hp, 4-seater lighting, starting, leather upholstery equipped, Reagent, excellent order, 99 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-420

CARDEN official repair depot. All spares for Carden cars stocked; complete overhauls undertaken. Send for list of improvements. Arnold and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hythe Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-237

CARDEN, 1922, 2-seater, 2 speeds, hood, screen, taxed, running order, to clear. £16 10s. 80 Florence Rd., Finsbury Park, N. 4. Phone, Mountview 4394. 620-336

CARDEN, 1921, 2-seater, 7hp, electric lighting, large headlamps, latest improvements, cast iron springs, etc., oversize tyres, tools and usual equipment. £23, or exchange. Teddington Garage, 160 High St. Teddington. Kingston 2562. 620-h18

CARDENS. Cardens. Cardens. 7hp, 2-seaters, side-by-side seating, genuine 1921 models actually in stock from £20 to £35, deferred terms and exchange. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 620-311

CASTLE THREE, dynamo lighting, spare wheel, excellent mechanical condition, 1921, £50. Lovatt, Streatham Rd., Mitcham. 620-297

CHARRON, coupe, 8.3hp, dickey, C.A.V. dynamo lighting, Bosch ZEA, Zenith, 5 detachable wheels, spring gaiters, speedometer, fast, economical, mechanically perfect, grey. £70. 41 Cavensham Rd., N.W. 5. 620-g988

CITROENS. Try Henley's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298

CITROEN, 10hp, 4-seater, August, 1921, in exceptionally good condition. £90. Righton and Bennett, Gosport. 620-x940

CITROEN, 7hp, 1923, dynamo, starter, speedometer, clock, licence and insurance paid, £85. Righton and Bennett, Gosport. 620-x939

CITROEN, 1924, new July, 4-seater English body, balloon tyres, mileage negligible, taxed December, £215. Ratchife Bros., 200 Gt. Portland St. W. 620-354

CITROEN, 1924, slightly shop soiled, list £225, our price £210. Smith and Hunter, 90 Gt. Portland St. 620-331

CITROEN, 1924, 11.4hp, English 4-seater body de luxe, new condition, taxed end of year, used 5 months, £190 for quick sale, going abroad. Write for appointment, Owner, 20 Sussex Place, London, S.W. 7. 620-g799

CITROEN, 1923, 4-seater, dynamo and starter, fully equipped and licensed. £135; exchanges or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 620-270

CITROEN, 1923, 11.4hp, 2-seater, English body, double dickey, a.w. curtains, perfect condition, year's licence. £155. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 620-237

CITROEN, 10hp, late 1921, 4-seater, taxed, starting and lighting, new condition, £88; extended payments and exchange. White and Mears, 9a Brick St., Piccadilly. Phone, Grosvenor 1804. 620-386

CITROEN, 1924, 11.4hp, 4-seater, fully equipped, many extras, taxed to end of year, condition as new, £165. Moon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. 620-383

CLULEY, de luxe model, 2-seater, brand new, 1924 engine, fully guaranteed, shop soiled, list price this model £350, reduced for quick sale to £228, 710 by 90 tyres, real leather upholstery, large Lucas 12-volt lamps; cash or easy terms. Bablako Garage, Queen Victoria Rd., Coventry. zzz-906

CLULEY, 1924, 2-seater, shop soiled, fullest equipment, £225. Below. 620-327

CLULEY, 1923, coupe, double dickey seat, licensed for year, as new, £250. Smith and Hunter, 90 Gt. Portland St. 620-327

CLYNO, 1924, 4-seater models, standard specification, dynamo lighting and starter, clock, speedometer, all-weather equipment, clearance price £165, or exchange. Maude's, 100 Gt. Portland St., London; Walsingham St., Walsall; Paris St., Exeter; and 40 City Rd., Cardiff. 620-178

CLYNO, 11hp, 1924, occasional 4-seater, Royal blue, dynamo lighting and self-starter, speedometer, clock, spare petrol can and carrier, excellent condition throughout, fully equipped. £145. See below.

CLYNO. Mebes and Mebes (Est. 1893), Clyno specialists and distributors, offer the following 3 Clyno cars at bargain prices, all brand new, carrying makers' guarantee—One Popular 2-seater, list price £201, reduced price £165; one Occasional 4-seater, list price £208, reduced price £175; one De Luxe 4-seater, list £228, reduced price £185. All models fitted right-hand change. 144 Gt. Portland St. W. 1. Phone, Museum 4244. 620-307

COVENTRY-PREMIER, 3-wheeler, 8hp, July, 1921, under 5,000 miles, 2-seater with dickey, water-cooled Brolt dynamo lighting, hood, screen, horn and Klaxon, Watford speedometer, spare wheel, excellent order and condition, £80. Reed, 14 Purley Rise, Purley. 621-g440

COVENTRY-PREMIER, 1922, dynamo lighting, 5 disc wheels, speedometer, side curtains, good condition, £70 or near offer. 79 Shrewsbury Rd., Forest Gate, E. 622-g901

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

COVENTRY-PREMIER, 1922, 8hp, 4-wheeler, dynamo, dickey seat taxed, bargain, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 620-366

COVENTRY-PREMIER, 4-wheeler, 1922, 8hp, dynamo lighting, tax paid, excellent condition, £60. 395 Reddings Lane, Sparkhill, Birmingham. 620-g882

COVENTRY-PREMIER, 1922, 4-wheeler, £70 or near offer. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. 620-189

COVENTRY-PREMIER, £60, 1922, 8hp, 2-seater, dickey, dynamo, spare wheel, good appearance, any examination or trial, exchanges, easy payments. 325 High Rd., Chiswick. Phone 303. 620-249

COVENTRY-PREMIER, 1923 (July), 2-seater, 4-cylinder, o.h.v. taxed, insured, excellent appearance, £110. 250 Padfield St., Loughborough Junction, S.E. 622-g969

COVENTRY-PREMIER, late 1922, taxed and insured, leather upholstery, excellent condition and appearance, £70. 84 Elm Grove Rd., Barnes. 620-g984

COVENTRY-PREMIER, 1923, 4-seater, all-weather, dynamo, starter, taxed, £107 10s. Garage, 12 Cornwall Terrace, Mews, Aliso Place, N.W. 1. Baker St. Station. Phone, Langham 2935. 620-408

COVENTRY-PREMIER, 1923, 10hp, 4-seater, dynamo lighting, leather upholstery, equipped, good condition, 95 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-428

CROUCH, 1923, coupe, with self-starter, speedometer, etc., reupholstered and repainted, in exceptional condition, will accept £135. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 620-405

DOUGLAS, 1920, 10hp, 2-seater, C.A.V. dynamo lighting, self starter, 5 detachable wheels, etc., excellent condition, £68 or exchange. 83 Penshurst Rd., Thornton Heath. Phone 1572. 620-x987

DOUGLAS, 1920, 2-seater, dynamo and starter, excellent condition, £75; exchanges or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 620-267

DUPLEX, 1921, 10.8hp, small 4-seater, 5 Michelin detachables, tyres almost new, leather upholstery, dynamo lighting, electric booter, clock, speedometer, one-man hood, exceptional condition, £67; exchanges, terms. 63 Solon Rd., Brixton. 620-g991

ERIC-CAMPBELL 1921 11hp 2-seater, electric lighting, detachable wheels, good condition, price £120. Ridgway and Co., Carrington St., Leicester. 620-g397

ERIC-CAMPBELL, 1922, 11hp, 4-seater, self-starter, first-class order, £120. Bartlett's, 93 Gt. Portland St. 620-388

ERIC-LONGDEN sports 2-seater, polished aluminium, dark red upholstery, perfect throughout, 12 months guarantee, any trial, £79. Ford and Pickering, 38a Seymour Pl. (next Peters, Coachbuilders to the King), Marble Arch. Paddington 2279. 620-257

FRAZER-NASH, Akela model. Unique opportunity of possessing an exact replica of Miss Ivy Cummings's famous car and Mr. Pickett's Frazer-Nash which was second in the 200-Mile Race (1,100 class) with the addition of a very comfortable and smart 2-seater sports aluminium body, complete with wings, large lighting set, speed and rev. counter, Harlids, special brakes, etc. Note—The engine is the eight-valve overhead bevel-driven camshaft model, with two magnetos and special exhaust system for touring. Price £225.

FRAZER-NASH. One 1924 model, fitted with smart 2-seater body and aluminium wings, red upholstery, C.A.V. lighting, speedometer, etc., this car is soiled only and unregistered, price £165.

FRAZER-NASH. Special model fitted with 10hp Ruby 4-cylinder engine, 2-seater, sports aluminium body, complete with equipment, including four Harlids, rev. counter, etc., this car has won at Brooklands at nearly 80 m.p.h., price £175. All inquiries for trial runs on above cars to Frazer Nash, Ltd., 102 London Rd., Kingston-on-Thames. Phone, Kingston 2600. 620-367

GALLOWAY coupe, 1921, double dickey, electric light, starter, 4 new cord tyres, excellent condition throughout, £120. Langdon Williams, The Bryn, Gold Tops, Newport, Mon. 620-g357

G.N.s. We have several good second-hand cars for sale; reasonable prices. All spares stocked. Expert G.N. mechanics. Southern agents and service. The Eastgate Garage, Lewes. 620-g907

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-496

G.N., 1921, electric lighting, good condition, good tyres, £45. Below.

G.N., 1922 2-seater, sunken dickey, dynamo lighting, very fine condition, tax paid, £58. Exchanges and terms arranged. Phone or wire, Paddington 6049, or call, Kirk and Co., 22 Praed St., W. 2. 620-376

G.N. concoursemen, Black and Finch, 222 Gt. Portland St., W. 1. Have 1920 touring model, £30; 1921 touring model, £37 10s.; 1922 touring model, £75; 1922 Vitesse, overhead camshaft, etc., completely overhauled, very fast, £150. Phone, Museum 2271. 620-404

G.N., £65; exchanges, deferred payments, really extra posh; 1922 G.N., 2-seater, sunken dickey, black all-weather hood, double screen, dynamo, gradient meter, speedometer, 5 detachables, painted saxe-blue, black domed wings, handle in front, splendid condition. Seabridge, 35 Mansler Rd., East Dulwich. Sydenham 2452. 620-284

G.N., 1921 model, dynamo lighting, etc., in splendid order and condition, £40; exchanges entertained. Cummings, 101 Fulham Rd., London, S.W. 3. 620-395

G.N., £55; 1922, taxed, dynamo, spare wheel, smart appearance, many accessories, trial willingly; exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 620-247

G.N., exceptionally smart Vitesse G.N., Frazer-Nash o.h.v. engine, 1922, special Claudel-Hobson carburettor, full dynamo lighting, electric Klaxon and bulb horns, polished aluminium dash with speedometer, 8-day clock, ammeter, dashlamp, etc., aluminium cowl scuttle ventilators, shock absorbers, spare wheel, special bonnet and wings, body painted powder-blue with crimson chassis, wheels and wings, new fabric leather hood, with enclous, corded steering wheel, full kit of tools, jack, pump and several spares. This car has been privately owned since new, is fast, economical and in perfect condition, taxed and fully insured for year, absolutely the smartest G.N. on the road. A genuine bargain, £90 or offer; seen by appointment. Vitesse, 43 Wickham Rd., Beckenham, Kent. 620-h7

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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- G.N.**, 1922, 2-seater and dickey, Frazer-Nash o.h.v. engine, dynamo, speedometer, capable very high performance, 85 guineas. Below.
- G.N.**, 1923, 2-seater, dickey, fully equipped, excellent condition, 85 guineas. Below.
- G.N.**, 1921, fitted with 1922 2-seater body, sunk dickey, dynamo lighting, equipped, good order, 58 guineas. Below.
- G.N.**, 1922, all-weather coupe, 2-seater, dickey, dynamo equipped, licensed, excellent order, 80 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-421
- G.N.s.** G.N.s. Andrews Motor Mart specializes in these reliable cyclecars. Prices from £40. Deferred terms and exchanges. Phone, Putney 1827. 151 White Hart Lane, Barnes, S.W. 620-313
- CRECOIRE**, 1922 sports, 9.5, 2-seater, dickey, dynamo lighting, spare wheel, just thoroughly overhauled, taxed, £88 or near. 3 The Square, Warcham. 620-g949
- G.W.K. cars.** We have several good second-hand cars from £35 upwards. Exchanges and deferred terms arranged. Your inquiries invited. North Essex Motor Co., Saffron Walden. Phone 16. 620-351
- G.W.K.** 1922 2-seater, dickey, completely overhauled, renovated, perfect condition, trial, £75. August, 12 Exchange, London Rd., Thornton Heath, Croydon. 620-g829
- G.W.K.**, 1920, 10hp, dynamo lighting, special 4-door 4-seater body, seen and tried any time, £85, a real bargain, Ayden, 159 Hornsey Rd., N.7. 620-g967
- G.W.K.**, 1924 coupe, maroon, perfect condition, £135. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitecomb St., W.C.2. 620-215
- G.W.K.**, £85; exchanges, deferred payments: 1922 G.W.K., 4-seater, 10hp, dynamo lighting, all-weather hood, side screens, opening with doors, 5 detachable wire wheels, smart, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 620-285
- G.W.K.**, £50; 1921, 2-seater, with double dickey, fully equipped, dynamo lighting, 5 wheels, all tyres good, taxed December in first-class condition throughout. Pawnbroker, 21 Balham High Rd., Phone, Streatham 3055.
- G.W.K.**, 1920-21, 10.8hp, 4-seater, taxed, splendid condition, all-weather, 4 speeds, C.A.V. lighting, speedometer and many accessories, 8 tyres, 2 spare rims, 85 guineas. G., 55 Parrock Rd., Gravesend. 620-h6
- GWYNNE** 8, 1924-1925, special model, previously owned by Mr. Gwynne himself, special clover-leaf body, upholstered in real leather, all-weather equipment, clock, speedometer, dynamo lighting, starting, etc., the whole car as new, taxed and insured, 168 guineas. Further particulars on request. Jan MacLaren, Hampden Court, Eastbourne. 620-g414
- GWYNNE** Eight 1924 Olympia sports model. A specially tuned and well-equipped car with a guaranteed speed of 70 m.p.h., £245, to be seen with Special display at Gwynne cars, From £125, Immediately outside Olympia Show. Chinery, Gwynne Specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3563. 622-344
- GWYNNE** 8, 1924, latest type 4-seater, shop-soiled, with guarantee, £185; also 1923 chummy with starter, speedometer, free insurance and tax, £120; another, 1925 standard chummy, £110. Deuman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 620-165
- GWYNNE**, 1923, 8hp, chummy, side curtains, starter, £115. Bartlett's, 93 Gt. Portland St. 620-393
- GWYNNE** 8, 1923, chummy, starter, clutch, speedometer, side curtains, taxed, £115; exchange. 22a Spring Grove, Chiswick. 620-289
- GWYNNE**, 1923, 8hp, chummy, 2-4-seater, dynamo, self-starter, fully equipped, excellent condition 150 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-422
- GWYNNE** 8, luxurious 4-seater body, by Albany Carriage Co., antique leather upholstery, rigid side curtains, polished radiator, special C.A.V. 5-lamp set and starter, tank at rear, Autovac feed, Dunlop cord tyres, numerous accessories, including Harfords, clutch stop, 2 dash lamps, A.T. 80 m.v.h. speedometer, mileage only 4,000; this car is in faultless condition throughout, has been specially tuned and will easily exceed 60 m.p.h. when desired, price £200; no dealers; seen and tried by appointment. Redcot, Harpenden, Herts. Tel. 56. 620-h10
- HAMPTON**, 1924, brand new, shop soiled, 9.21hp, 2-seater, dickey, etc., never registered, to-day's cost £275, accept £195, guaranteed. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 620-194
- HANDS**, 1924, 2-seater, double dickey, perfect throughout, dynamo lighting and starter, only done 7,000 miles, £135. Hubert Hassall, 14d., 218 Corporation St., Birmingham. 622-176
- HILLMAN** cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-d292
- HILLMAN** racing car, run consistently at Brooklands, streamlined, adapted for fast road use, dynamo, screen, mudguards, splendid condition, £195; extended terms. A. P. Rey, 378-384 Euston Rd. Museum 7600. 620-357
- HILLMAN**, sports, 1921, 2-seater aluminium body, exceptionally fast, smart appearance, bargain, £145. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 620-196
- HORSTMAN** coupe 9hp in nice condition; exchanges and deferred terms arranged, offers. North Essex Motor Co., Saffron Walden. Phone 16. 620-352
- HORSTMAN**, 1921, 11hp, 4-seater, starter, tax paid, excellent order, £120. Bartlett's, 93 Gt. Portland St. 620-389
- HUMBER**, 1923, 8hp, chummy, excellent condition, just overhauled, clock, hood, cover, etc., 8,000 miles, any trials, £135. Holmes, 11 Golden Square, W.1. 621-g907
- HUMBERETTE**, £32, exchanges, deferred payments, 2-seater, 8hp, water-cooled, good tyres, hood, side curtains, lamps, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 620-281

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- HUMBERETTE**, 1914, water-cooled, dynamo lighting, dickey, side curtains, tyres excellent, foot warmers, reliable little car, £32. 5 Putney Bridge Rd., S.W.18. Putney 2728. 620-292
- HUMBERETTE**, air-cooled, repainted and overhauled, excellent condition all round, £25. 3 Stalham St., Southwark Park Rd., S.E.16. 4 bus. 620-g958
- JOWETT**, 7hp, 1922, 2-seater, dickey, tyres and general condition exceptional, £110. Box No. 6897, c/o "The Light Car and Cyclecar." 620-g785
- JOWETT**, 1923, blue, 2-seater, dickey, special show model, small mileage, £120. 67 Church St., Edgware Rd., N.W.8. 620-g905
- JOWETT**, 4-seater, shop-soiled only, cash offers wanted, or will take motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 620-324
- JOWETT**, 1924, 4-seater all-weather, licensed, numerous extras, over-size tyres, spring pulleys, 8-day watch, spotlight, mirror, screen wiper, petrol can holder, etc., condition first-class, as inspection and trial will prove, £150. H., Virginia, St. Ives Rd., Maidenhead. 620-g870
- JOWETT**, 2-seater and dickey, late 1922 model, brought up to date at Jowett works, shock absorbers, grease-gun lubrication, weather glass, speedometer, spring gaiters, tax paid, price £105. Hall, 91 St. Peter's St., St. Albans. 620-200
- JOWETT**, June, 1923, 2-seater and dickey, exceptional condition throughout, owner-driven, mileage under 9,000, 5 excellent over-size tyres, clock, mirror, dashlamp, luggage grid, new hood cover, licensed to December, £110. Jenner Parson, Ltd., Welwyn Garden City. Phone 206. 620-g961
- JOWETT**, 1925, 7hp, 2-seater, starter, dickey, all-weather equipment, unable to take delivery, will sacrifice £10. A., 12 Ashcombe Rd., Wimbledon, S.W.19. 620-277
- JOWETT**, 1923, 7hp, 2-seater, dickey, side curtains, clock, etc., £115. Bartlett's, 93 Gt. Portland St. 620-390
- JOWETT** 1924 2-seater, starter, double dickey, speedometer, taxed, as new throughout, seen any time, £125. Keith, 19 Allsop Pl., Baker St. Mayfair 3960. 620-g997
- JOWETT**, March, 1924, 4-seater, owner-driven, electric horn, fully equipped, £145 Lovatt Streatham Rd., Mitcham. 620-290
- LAGONDA**, 1925, model L, 4-seater, all-weather equipment, excellent order, licensed, £180. Worthing Motor Co., Worthing. 621-r166
- LAGONDA**, 1925, second-hand models always in stock. Full particulars from Lagonda, Lt., 195 Hammersmith Rd., W.6. 620-295
- LAGONDA** 1924 4-seater, all-weather equipment, absolutely like new, £260. Smith and Hunter, 90 Gt. Portland St. 620-325
- LAGONDA** coupe, 1921, in splendid condition, offers. North Essex Motor Co., Saffron Walden. Phone 16. 620-350
- LAGONDA**, 11hp, 1922 model 2-seater coupe, dickey, starter, etc., splendid condition, cost £400, accept £95. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 620-195
- LAGONDA** 1924 all-weather 4-seater, excellent order, absolute bargain, £150. 33 Landford Rd., Putney. Phone, Putney 1589. 620-h5
- LAGONDA** 12hp coupe, double dickey, dynamo lighting and starting, clock, speedometer, electric and bulb horns, tyres as new, taxed, any trial, £125. Reit, The Hut, Pinkneys Green, Maidenhead. 620-h4
- LAGONDA** coupe, 2-seater, electric lighting, detachable wheels, really good condition and recently overhauled by Lagonda, Ltd., tax paid, £35. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 223. 620-295
- LEA-FRANCIS**, 1923, chummy model, self-starter, dynamo lighting, all-weather curtains, as new throughout, £115 cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 620-170
- MARSEAL**, 1924 model, 11.27hp, de luxe 2-seater, double dickey, dynamo starter, all-weather equipment, double windscreen, clock, speedometer, good order throughout, 115 guineas. Below.
- MARSEAL** 1923 11.27hp 4-seater, dynamo, starter, all-weather equipment, clock, speedometer, double windscreen, licensed, excellent order, 125 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-431
- MATCHLESS** 10hp 1924 4-5-seater, dynamo lighting, speedometer, taxed, insured December, £120. Barrable, 28 Rothsay Rd., Forest Gate, E.7. 620-g427
- MATCHLESS**, 1924, 10hp, 4-seater, dynamo, all-weather equipment, taxed, as new, 96 guineas, exchanges. Allber Garage, Thornsett Rd., Farnfield, S.W. Latchmere 4388. 620-273
- MATCHLESS**, 1924, 10hp, 4-seater, dynamo, equipped, taxed, new condition, 120 guineas; exchanges or deferred. 175 Gt. Portland St., W. Mayfair 4027. 620-427
- MATCHLESS** 4-5-seater light car, our own special demonstration model, bargain at £135. Sam. E. Clapham, 27 Stockwell St., Greenwich. Phone 751. 620-327
- MATHIS**, 7hp, 4-cylinder saloon, dynamo lighting and starter, upholstered Bedford card, finished any colour to choice, new and unused, £125. Maudes, 100 Gt. Portland St., London. 620-182

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LIGHT CARS AND CYCLECARS FOR SALE
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MATHIS 1922 8hp 2-seater, dicky, 4 speeds, dynamo, starter, licensed, splendid condition, 70 guineas, exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-424

MERRALL-BROWN, 1920, 4-cylinder Coventry-Simplex, 4-wheeler, £50. Raiton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. 620-191

MIDLAND, 1922 Little Midland 2-seater and dicky, spare wheel, 3-speed and reverse, exceptional condition, can be seen and tried any time, must be sold, £35. 31a Hydehorpe Rd., Balham 620-348

MORGANS, new and second-hand, cash, exchange, deferred. Cleveland Garage, Ackworth, Pontefract. Phone 33. 629-0903

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MORGAN Service Depot, Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E. 5. Dalston 2408. zzz-84

MORGAN, 1923, family, small mileage, taxed, condition as new, discs, 95 guineas. Retreat, North Side, Workington. 620-8868

MORGAN, 8hp J.A.P. a.c. hood, screen, lamps, in first-class condition, seen any time, £35 or offer. 103 Craven Rd., Nowbury. 620-8773

MORGAN, family, 1921, M.A.G. w.c. dynamo lighting, overhauled, repainted, £80. The Deans, Firgrove Hill, Farnham. 620-8611

MORGAN, 1924, Grand Prix, w.c. M.A.G. engine, dynamo, electric horn, mechanical oiling, leather-covered float-on-air cushion, ratchet brake, many extras, £115 or nearest offer, would deliver 150 miles, exchange with cash for recent 2-seater considered. King, 15 Kensington Tce., Swansea. 620-8777

MORGAN, 1922, Grand Prix, J.A.P., 8hp, condition as new, £65. 395 Reddings Lane, Sparkhill, Birmingham. 620-8881

MORGAN, Aero, 1924, o.h.v. Blackburne, very fast, front-wheel brakes, Dunlop s.s. cords, hood, speedometer, electric lighting, etc., mileage 3,000, perfect condition, owner purchased new car, reasonable offer accepted. Box No. 6900, co. "The Light Car and Cyclecar." 622-8788

MORGAN, 1923, Grand Prix, Anzani, Lucas dynamo, disc wheels, speedometer, electric and bulb horn, dash lamp, spring gaiters, new chains and sliding axles, painted yellow, numerous spares, tax paid, £100, seen by appointment. Clements, 7 Glenmore Rd., N.W.3. 620-8288

MORGAN, 1923, Blackburne, dynamo lighting, good condition, new hood, 70 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 620-8921

MORGAN, Grand Prix, w.c., o.h.v., repainted, reupholstered, engine rebushed, Avro windscreens, sports wings, discs, good tyres, electric and gas, perfect, £50. Cambrian House, Royal Circus, West Norwood. 620-9930

MORGAN, 8hp, J.A.P. engine, water-cooled, de luxe, 1921, absolutely as new, tax paid, £63, exchanges and terms arranged. Phone or wire, Paddington 6049, or call, Kirk and Co., 22 Praed St., W.2. 620-3777

MORGAN, 1921, 10hp, M.A.G. de luxe, water-cooled, 700 by 80 tyres, Lucas dynamo, 3 lamps, Amac carburettor, dark green, reupholstered and new hood, Klaxon horn, Stewart speedometer, tax paid, £85. Below. 620-176

MORGAN, 1923, 8hp, Grand Prix, Anzani, disc wheels, 700 by 80 tyres, Amac carburettor, dark red and black, speedometer, tax paid, £105. Below. 620-8902

MORGAN, 1923, Aero, 8hp Anzani, water-cooled, 700 by 80 Dunlop tyres, Lucas dynamo, 3 lamps, Bonniksen speedometer, Klaxon horn, dark red, upholstered black, 2 aero windscreens, tax paid, £117. Below. 620-176

MORGAN 1924 8hp air-cooled J.A.P., standard model, finished in grey, full lighting equipment, 700 by 80 tyres, horn, tax paid, £75. Maudes, Below. 620-176

MORGAN 1924 Grand Prix o.h.v. Blackburne, dynamo lighting, Cowey speedometer, leather upholstery, body dark red, tax paid, £125. Maudes, 100 Gt. Portland St., London. 620-176

MORGAN, 1922, Grand Prix, 8hp M.A.G. engine, water-cooled, M.L. magneto, B. and B. carburettor, 700 by 80 tyres, Lucas dynamo lighting, all lamps, excellent condition, £95. Maudes' Norwich Garage, Norwich. 620-176

MORGAN, 1921, de luxe, with dicky seat, speedometer, spares, etc., aluminium dash, £55. Roote, 29 Ducie St., Clapham. Phone, Museum 8910. 620-8902

MORGAN, 1924 G.P., o.h.v. Anzani engine, dynamo lighting, speedometer, licensed, superb condition, 110 guineas. Below. 620-176

MORGAN, 1922, G.P., M.A.G. engine, fully equipped, licensed, superb condition, 75 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-423

MORGAN, 1922, Grand Prix, 8hp J.A.P. w.c., dynamo, tyres, engine and machine in excellent condition, any trial, a bargain. Box No. 6906, co. "The Light Car and Cyclecar." 620-88

MORGAN, 1921 (but infinitely better condition than age denotes), Grand Prix, water-cooled M.A.G. engine, dynamo lighting, many additional fittings and refinements, a really genuine machine, late property of official agent, taxed December, price 65 guineas. 161 Bowes Rd., Howes Park, N.11. Phone, Palmers Green 19. 620-824

MORGAN, Grand Prix, 1923, mileage 3,000, excellent condition throughout, lamps, 2 horns, tax paid for year, £85 or exchange modern motorcycle and cash. Cranmore, 6 Upper Hagley Rd., Birmingham. 620-8995

MORGAN, Grand Prix, 8hp J.A.P., new oversize back tyre, Watford speedometer, new hood, in very good mechanical condition, price £68. Hall, 91 St. Peter's St., St. Albans. 620-202

MORGAN, 1922, Grand Prix (J.A.P.), in first-class condition, fitted with speedometer, 8-day clock and spring gaiters, £85, seen by appointment. 31 Lavender Rd., S.W.11. 620-8963

MORGAN, aero, 8-valve Anzani, w.c., electric and bulb horn, 1924, August, cost as per maker's catalogue £187, dynamo lighting, front-wheel brakes, 25 by 3 1/2, s.s. tyres, speedometer, revolution counter, temperature gauge, special oil tank system for chain, 4-in. copper outside exhausts, in perfect racing trim, £150. 3 Station App. Hill. 620-9299

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

MORGAN, 1924 (June), G.P., Blackburne, primrose and black, front-wheel brakes, discs, Bonniksen, 2 running boards, petrol-can carrier, dynamo, 4 head, 1 dash, and route-card lamps, clock and ashtray, screen wiper, special hood, aluminium numbers, £135, cost £175. 83 Addisoncombe Court Rd., Croydon. 620-9775

MORGAN, 1922, standard, 8hp a.c. J.A.P., Binks, speedometer, hood, screen, lamps, taxed, insured, 60 guineas, or exchange with cash for 3-seater light car. 4 Renness Rd., Walthamstow, E.17. 620-9777

MORGAN, 1923, standard model, slidescreens, 8hp J.A.P. speedometer, taxed, as new, exchange combination, etc. Aliber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 620-274

MORGAN runabouts. Write for our special list. All models in stock from £50 to £140, second-hand. Overhauled and guaranteed. Exchanges and deferred terms arranged without delay. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 620-400

MORGAN, Homac's have the following Morgans for sale. All fully guaranteed.

1920 Grand Prix, 8hp w.c. J.A.P., dicky seat at rear, tax paid, £65. 1924 De Luxe, 8hp w.c. J.A.P., dynamo, fully equipped, tax paid, £125. 1924 family model, 8hp w.c. J.A.P., dynamo, hood, screen, etc., tax paid, £122 10s.

1922 family, 10hp w.c. M.A.G., speedometer, tyres excellent, tax paid, guaranteed faultless, £95.

1924 standard model, 8hp a.c. J.A.P., fully equipped, grey, brand new, delivery from stock, £110.

Any of the above machines can be supplied on deferred terms. Your present machine accepted in part payment. Homac's Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Oldfield 2408. 620-433

MORGAN, G.P., 1923, Anzani water-cooled, outside hand brake, Zenith carburettor, in splendid condition, £78. Earls, Ltd., The Vale, Hamstead, N.W.3. 620-8991

MORRIS-OXFORD. Two 1914 2-seaters and dicky, good condition throughout, £50 and £47 10s., taxed. Grover, Dunstable. Phone 146. 620-579

MORRIS-OXFORD, 2-seater and dicky, dynamo lighting and spare wheel, taxed and ready for road, £48. 31a Hydehorpe Rd., Balham. Phone, Streatham 3440. 620-347

MORRIS-OXFORD 4-seater chummy, 9hp, 5 Sankey detachable wheels, extremely smart appearance, perfect running order, 50 miles gallon, electric lighting, speedometer, clock, deliver anywhere, exchange Morgan or Enfield combination, £48. 56 Lordship Lane, Bruce Grove, N.17, Tottenham 2067. 620-811

MORRIS-OXFORD, 5-seater, 5 detachable wheels, taxed December, perfect, any trial, £55. Drapers, 114 Philip Lane, Tottenham, N.15. 620-812

NEW CARDEN, March, 1924, family model, condition as new, licensed and insured, electric light, starter, spare wheel, etc., £50. 380 North End Rd., Fulham. 622-8866

NEW CARDEN, 1924, 7hp, chummy, 4-seater, electric lighting, full equipment, licensed, absolutely new condition, 70 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-429

NEW CARDENS, 1923 and 1924 models, 2-seaters and family models, tip-top condition and appearance, from £50. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barrow, S.W. 620-314

PALLADIUM, 1923, 4-seater, all-weather de luxe, dynamo lighting, self-starter, clock, speedometer, spring gaiters, electric horn, mirror, petrol carrier and can, aluminium plates, hood cover, luggage carrier, tools, etc., tax paid, very special offer, £179 15s., cash or easy payments. Wilson, Simpson, opposite Olympia, London. 620-831

PALMERSTON, genuine 1920-21, smart 2-seater, Coventry-Victor water-cooled engine, 3 speeds, reverse, shaft drive, nearly new tyres, brand-new hood, screen, lamps, 39 gns.; exchange motorcycle. 1 Eber St., Wandsworth. 620-160

PERRY, small 8hp 2-seater, 5 Sankey wheels, good running, order recent £45 or offer. 33 West End Lane, W. Hampstead, London, N.W. 620-x986

PERRY, 1917, 2-seater and double sunken dicky, 4-cylinder, dynamo lighting, taxed to December, exceedingly smart car, excellent mechanical condition, £50. Waldron Motor Mart, 645 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 607. 620-262

RENAULT, 8.5hp, 1924 model, left-hand drive, 3-seater, with £50 extras, complete, £200. Apply, Perfect, Manor Hotel, 32 Westbourne Terrace, W.2. 620-2797

RHODE, 1922, 9.5hp, chummy body, dynamo lighting, spare wheel, in excellent mechanical condition, £85. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 620-359

RHODE, 1923, occasional 4, lighting, starting, 6 wheels, all Rapsons, side curtains, taxed, excellent condition, owner going abroad, £105. Baker, Rosary, Aeshford, Kent. 620-2987

RHODE, late 1923, only 6 months' running, as new, must sell owing to owner's ill-health, cost £250, accept £155 or reasonable offer. Rutter, 20 Hall Crescent, Cambridge. 620-83

RHODE, 9.5hp, 1923, all-weather saloon, light blue, black wings, dynamo lighting, self-starter, speedometer, clock, mirror, electric and ordinary horns, spring gaiters, grease-gun lubrication, Michelin Comfort tyres, taxed, just been renovated at works and made as new, £185. Below. 620-176

RHODE, 9.5hp, sports, 2-seater, mauve, aluminium wings, dynamo lighting, speedometer, clock, spotlight and other extras, taxed, very smart and appearance as new, £190. Mebas and Mebas (Established 1893). The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Museum 4244. 620-306

RILEYS. Guaranteed second-hand Rileys, overhauled by Riley specialists. May we send you monthly lists? Lucas Motor Works, Sussex. 628-420

RILEY, 1924, 11-40hp, 4 seater, practically new, used for few demonstrations, £345. Pickworth and Hull, 107 Gt. Portland St., W.1. Langhan 1998. 620-238

ROVER 8, 1924, 4-seater, all-weather electric starter, dynamo lighting, speedometer, screen wiper, mirror, mileage 1,200, unpunctured, fully insured and taxed, as new, £150. 26 Grange Rd., Gravesend. 621-613

ROVER coupe, new, shop-soiled, 8hp, fitted with self-starter, never yet registered, carries guarantee price £175; terms, exchanges arranged Warwickshire Motors, 148-150 Gt. Portland St., W.1. Phone, Museum 9964. 621-153

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- ROVER 8**, perfect running order, spare wheel and speedometer, bought August 1922, tax December insurance September, 1925. £75, bargain. Crowtree Engineering Co., Killinghall Rd., Bradford. 620-g281
- ROVER 8**, 1923, 2-seater dickey, splendid condition, owner-driven, speedometer, taxed, insured, any trial, bargain, £125. 25 Central Avenue, Hayes, Middx. 621-g556
- ROVER 8**, tourer de luxe, chummy, cost £212, electric light, clock, speedometer, will sell, £120, teach buyer drive, tax paid. Box No. 6841, c/o "The Light Car and Cyclecar." 621-g525
- ROVER**, 1922, 8hp, 2-seater and dickey, speedometer, spare wheel, tyres excellent, very smart, £73; another £69. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 620-354
- ROVER**, 8hp, 1923 chummy model de luxe, self-starter, leather upholstery, clock, speedometer, all-weather screens, very smart and in specially nice condition, £110. Below.
- ROVER**, 8hp, 1921, dynamo lighting, spare wheel, very nice mechanical condition, good appearance, £59. Below.
- ROVER**, 8hp, 1922, 2-seater, dynamo lighting, spare wheel, speedometer, very nice condition, £65; exchanges and terms arranged. Phone or wire Paddington 6049, or call Kirk and Co., 22 Prad St., W.2. 620-378
- ROVER**, 1924, 8hp chummy model, very little used, all-weather equipment, dynamo lighting, only done 3,000 miles, many extras, including speedometer, clock, spring gauges, screen wiper, special large C.A.V. headlamp, 6-volt, 42 actual accumulator, perfect condition, taxed, as new, must sell, sacrifice, £115. Russell, Waldenway, Hornchurch, Essex. 620-g927
- ROVER 8**, 1923, 2-seater de luxe, all-weather equipment, good tyres, clock, speedometer, real leather upholstery, good condition throughout, appearance as new, 80 guineas, or exchange motorcycle and cash. 61 Upper Richmond Rd., East Putney. 620-g922
- ROVER**, 1923-24, chummy, has been thoroughly overhauled at works, mileage 7,000, all-weather equipment, tools, etc., must be sold, £69. 31a Hydelthorpe Rd., Bulham. Phone, Streatham 3440. 620-549
- ROVER**, 1921, 8hp, 2-seater, spare wheel, tyres good, smart appearance, good mechanical condition, £59. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 620-355
- ROVER**, 1922, de luxe 8hp, fully equipped, clock, speedometer, tax paid, appearance as new, £78. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 620-356
- ROVER**, 1923, 8hp de luxe chummy model, self-starter, taxed, 2 spare wheels, £110. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 620-364
- ROVER**, 1921, 8hp, 2-seater, dickey, finished blue, £70. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 620-365
- ROVER 8**, late 1922, speedometer, tax paid, excellent condition throughout, £70, no offers. 395 Reddings Lane, Sparkhill, Birmingham. 620-g884
- ROVER**, 8hp, chummy, late 1923, self-starter, taxed to December, as new, guaranteed, £115. Ratchife Bros., 200 Gt. Portland St. 620-322
- ROVER 8**, 1924, chummy model, starter, taxed, excellent order, £115. Smith and Hunter, 90 Gt. Portland St. 620-332
- ROVER**, 8hp, 1924, 2 and 4-seaters, new and unused (slightly shop-soiled), with starters, listed £172, £160 each for quick sale. "The County Garage Co., Gerrard's Cross, Bucks. 621-g830
- ROVER 8**, late 1923, dickey, starter, speedometer, shock absorbers, tax, mileage 4,600, taxed, insured, beautiful condition, trial, £110. Gill, 138 Junction Rd., N.13. 620-1743
- ROVER**, 1923, 8hp, 2-seater, dynamo, etc., £77 10s. Rey's, Ltd., 173 Gt. Portland St. Phone, Langham 1257. 620-302
- ROVER 8**, 1924, 4-seater de luxe model, self-starter, clock, speedometer, all-weather equipment, £105. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W.1. Langham 2985. 620-411
- ROVER**, 1924, 8hp, 4-cylinder, 4-seater, water-cooled, brand new but very slightly showroom soiled, self-starter, all-weather equipment, etc., makers' full guarantee, present price £192, our price £172 10s.; cash or easy payments. Wilkins, Sampson, opposite Olympia, London. 620-h50
- ROVER**, 8hp, 1921 (late), dynamo, spare wheel, ood tyres, perfect, bargain, £55; exchanges combination, solo, etc. Parsons, 1 Acton Lane, Chiswick. 620-h15
- ROVER**, 1924, 8hp 4-seater, side curtains, etc., licensed, very good order, 105 guineas. Below.
- ROVER**, 1925 8hp de luxe chummy model, lighting, starter, clock, speedometer, real leather upholstery, all-weather equipment, licensed, excellent order, 113 guineas. Below.
- ROVER**, 1924 8hp 2-seater, dickey, all-weather equipment, speedometer, etc., excellent condition, 105 guineas. Below.
- ROVER**, 1923 8hp 2-seater, all-weather equipment, etc., excellent order, 85 guineas. Below.
- ROVER**, 1922 8hp 2-seater, large dickey, speedometer, all-weather side curtains, licensed, splendid order, 75 guineas; exchange or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-450
- ROVER 8** 2-seater, 1923, new May, 1924, £80; another, utility model, £55. 102 Westwood Rd., Earlsdon, Coventry. 620-g965
- ROVER**, No. 18096, tax, insured, repainted, £60. R. Bateman, Longford, Middlesex. 620-g971
- ROVER** 8hp, 1923, chummy model, speedometer, etc., taxed and insured, many extras, practically new, £90. 41 Wray Cres., Tollington Park, N.4. 620-g964
- ROVER 8**, chummy, new August, 1923, splendid condition, speedometer, dash lamp, £105 or offer. Slade, 3 Station Parade, Kew Gardens. 620-g957
- ROVER 8**, 1923, chummy, perfect, every accessory, mileage 6,800, £100, or exchange Morgan and cash. Mayrilla, Lower Ham Rd., Kingston. 620-g956
- ROVER 8s**. We have several to choose from. Ralton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. 620-185
- ROVER 8**, 1922, side curtains, speedometer, perfect order, good appearance, £65 for quick sale, bargain, trial week-ends. The Cedars, Cavendish Bridge, near Castle Donington, Leicestershire. 620-g959

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- ROVER 9hp** 4-seater, 4-cylinder, water-cooled, o.h.v., starting, lighting equipment, taxed, insured, mileage 2,000, as new, any trial, £157 10s. 53 Cambridge Grove Rd., Norbiton. 620-g948
- ROVER 8hp** models in stock.
1924 4-seater de luxe, in practically new condition, £130.
1924 chummy model, run about 2,000 miles, £110.
1923 2-seater with self-starter, £90.
1922 2-seater, dynamo lighting, etc., £78 and £68. Newnham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Riverside 3161. 620-226
- ROVER**, 8hp, 2-seater and double dickey, latest model, starter, slightly shop-soiled, liberal exchange allowance or deferred terms. Moon and Porter, Ltd., 169-161 Castelnau, Barnes, S.W.13. 620-382
- ROVER 8**, 1922, 2-seater and double sunken dickey, tyres almost new, lavishly equipped, very smart appearance, excellent condition throughout, £90. Wilson Motor Mart, 643 Garratt Lane, Earlsfield, S.W.17. Phone, Wimbledon 607. 620-261
- ROVER 8**, 1923, chummy, black all-weather equipment, as new throughout, 90 guineas; exchanges, extended payments. Mease and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 620-253
- ROVER**, 1924, 8hp chummy, fitted several extra accessories, self-starter, £110. Bartlett's, 93 Gt. Portland St. 620-392
- ROVER 8** 1921 2-seater, speedometer and spare wheel, good condition, £62 10s. Elco, Ltd., 11-15 Bishopsgate Ave., Cannonville St., E.C.3. Phone, Avenue 5548. 620-401
- ROVER**, 1922 type, 8hp, all-weather equipment, ready for immediate use, bargain, £65; exchanges, easy terms, etc., arranged. Cumming, 101 Fulham Rd., London, S.W.5. 620-396
- ROVER 8**, 1923 (late), chummy 4-seater de luxe, self-starter, all-weather equipment, mileage negligible, even tyres as new, 112 guineas; exchanges. Ewers, Newton Rd., Hurton-on-Trent. Phone 385. 620-x988
- ROVER 8**, 1921 model, dynamo lighting set, etc., 2-seater body, very fine condition, £52 10s. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 620-405
- SALMSON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. 222-283
- SALMSON**. Mann and Handover, Ltd., authorized agents for Salmson cars, always have a selection of good second-hand models; deferred terms or part exchange. 116 Gt. Portland St. Museum 2878. 222-743
- SALMSON**, 1923, de luxe 2-seater and dickey, excellent tyres, fully equipped, taxed, £110. K.J. Motors, Bromley. 621-57
- SALMSON**, 1923 chassis, fitted with very smart 3-seater cloverleaf body by Bignau, very fast, £100. Stretton and Smith, 12 Woodstock St., Oxford St., London. 620-169
- SALMSON**, late 1922, de luxe 2-seater, dickey, side curtains, new tyres, dynamo, insured, excellent condition, £80 or near offer. Phone, Hornsey 1401. 66 Cecil Park, Crouch End, W.8. 620-g928
- SALMSON**, 1923, 2-seater, dickey, dynamo, splendid condition, £95, exchange. 22a Spring Grove, Chiswick. 620-287
- SALMSON**, 1922, 10hp, 2-seater, dickey, dynamo, splendid condition, spare wheel, etc., £85. Elco, Ltd., 11-15 Bishopsgate Avenue, Cannonville St., E.C.3. Phone, Avenue 5548. 620-398
- SALMSON** sports, 1924, clover-leaf body, clock, speedometer, electric horn, Hartfords, taxed, excellent condition, £125. Hall, 91 St. Peter's St., St. Albans. 620-201
- SALMSON**, £82 10s., 1922, 10hp, 2-seater, dickey, dynamo, spare wheel, speedometer, good tyres, exceptionally smart, any trial, exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 620-248
- SINGER**, 1922, 10hp, 2-seater, dickey, dynamo lighting, starter, side curtains, insured May, 1925, tax paid December, excellent condition, £100. Packwood, Brent St., Hendon, N.W.4. 620-g277
- SINGER**, 10hp, 1920-21, coupe, dynamo, starter, speedometer, dickey, upholstered Bedford cord, in absolutely exquisite condition, taxed, £111. K.J. Motors, Bromley. 621-86
- SINGER**, 1919, 2-seater de luxe, self-starter, etc., repainted, good tyres, first-class condition throughout, 78 gns., or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 620-g923
- SINGER**, late 1919, electric light, clock, speedometer, spares, excellent condition throughout, £85 or near. W. H. Reeves, High St., Dorking. 620-g926
- SINGER**, 1923, 2-seater, double dickey, starter and lighting, electric horn, speedometer, clock, all-weather equipment, tax paid, excellent condition, £125. Maude's, 100 Gt. Portland St., London. 620-183
- SINGER**, 1924, 4-seater, taxed, perfect throughout, £155. Smith and Hunter, 90 Gt. Portland St. 620-329
- SINGER**, 10hp, 2-seater and dickey, dynamo lighting and starter, £70, bargain. 6 Netheravon Rd., Chiswick, W.4. 620-g872
- SINGER**, 1921, 9.8hp, 2-seater and dickey, dynamo lighting, starter, fully equipped, tyres good, spare wheel, excellent mechanical condition, £59. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. 620-358
- SINGER**, 1924 10hp 4-seater de luxe, in very good order, £135; also 1923 4-seater de luxe, £115. Newnham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Riverside 3161. 620-225
- SINGER**. See our special offer of free insurance, page No. 30. Bonmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 620-233
- SINGER**, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham. 2452. 620-279

"THE PETROL ENGINE." A concise, complete, and well-illustrated explanation. 2s. net. 2s. 3d. post free.

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

SINGER 1920 2-seater and dickey, dynamo and starter, £65; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 620-269

SINGER, 1923, 4-seater, de luxe model, all-weather equipment, leather upholstery, taxed to December, appearance as new, £115. Waldron Motor Mart, 645 Garratt Lane, Epsom, S.W.17. Phone, Wimbledon 607. 620-260

SINGER 1923 de luxe 4-seater, all-weather, tax paid, new condition, £120, another £130. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W.1. Langham 2983. 620-412

SINGER, 168 guineas, new, unregistered, slightly shop-soiled, de luxe model Singer cars, 2 and 4-seaters, balloon tyres optional, fully guaranteed, for one week only. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth, S.W.18. Putney 2728. 620-291

SINGER (special offer), brand-new 1924 10hp 4-seater model de luxe, fully equipped as per maker's specification and carrying guarantee, our price 170 guineas, maker's price £235, cash or easy payments. Wilkins, Elmton, opposite Olympia, London. 620-b26

SINGER, 1920-21 10hp, 2-seater, dickey, electrically equipped, starter, small mileage, excellent all-round condition, £78. Leas, 17 Fairbridge Rd., Highgate, N.19. 620-b1

SINGER, £47 10s., 1917-18, 2-seater, dickey, dynamo, just repainted, any trial, exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 620-246

SINGER, £72 10s., 1921, 10hp, 2-seater, dickey, dynamo, starter, taxed, good tyres, most satisfactory trial with pleasure, exchanges deferred payments. 325 High Rd., Chiswick. Phone 303. 620-246

STANDARD. Moore's Presto, Croyd agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croyd. Phone 2624. zzz-756

STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

STANDARD 9.5 1915 2-seater, always owner-driven, Brolt lighting, speedometer, good dickey, body, engine, tyres exceptional condition, £75. Rickards, 12 Spring St., Paddington. 620-1718

STANDARD 1924, 11.4hp, taxed December, condition excellent, £170. Box No. 6846, so. The Light Car and Cyclecar. zzz-62

STANDARD, 1924, Kenilworth 4-seater, used for demonstration only and guaranteed as new, £218. Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140 and 3568. zzz-345

STANDARD, 2-seater, 1923, dynamo lighting and starting, double dickey, taxed for year, first-class car, side curtains and double screen, speedometer, £135. Below.

STANDARD, 1920, 9.5hp, 2-seater and dickey, starter and lighting, good tyres, tax paid, newly equipped, very fine condition, £100; exchanges and terms arranged. Phone or wire Paddington 6049, or call Kirk and Co., 22 Praed St., W.2. 620-375

STANDARD 1924 11.4 2-seater, practically unsold, £175. Stretton and Smith, 12 Woodstock St., Oxford St., London. 620-169

STANDARD, 1923, 11.4hp, 2-seater all-weather, fully equipped and taxed, excellent condition, £155. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 620-384

STANDARD, £55; 9.5hp 2-seater, dickey, 5 detachable wheels, lamps, excellent condition, real bargain, £55. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 620-229

STANDARD, 1924, 11.4, 4-seater, all-weather, practically new, taxed, £175. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 443. 620-241

STELLITE, 1919, No. 1,369, 2-seater, overhauled and repainted green, licensed to end of year, electric lighting, £100. Stevenson's Garage, Tunbridge Wells. Tel. 425. zzz-160

STELLITE, 1920, No. 1,803, 2-seater and dickey, 3 speeds and reverse, electric lighting, side screens, 5 detachable wheels, good condition, licence and insurance paid, bargain, £60. Billing, 6 Waltham St., E.O. Tel., City 8837. 620-g303

STELLITE, £45, exchanges, deferred payments, 1914, 2-seater, dickey, 5 detachable, hood, screen, electric lamps, taxed. Seabridge, 35 Hammersmith Rd., East Dulwich. Sydenham 2452. 620-282

STONELEIGH, 1923, 3-seater, speedometer, side curtains, mirror, excellent condition, £95. 32 Princesway Wallasey. 620-g273

STONELEIGH, £55, 1923, 3-seater (Armstrong-Siddeley production), speedometer, side curtains, etc., dynamo lighting, detachable wheels, ample luggage room, a fine little car, tax paid. H. D. Clark, Old Palace Yard, Richmond. Phone 1326. 620-298

SWIFTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301

SWIFT. Moore's Presto, Croyd agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croyd. Phone 2624. zzz-755

SWIFT, 1923, July, 10hp, chummy, Hartfords, dynamo lighting, starter, speedometer, etc., engine recently overhauled, 53 m.p.h. 42 m.p.g. perfect condition £150 or nearest offer, can be seen London if required. Bielfeld, R.A.F., Duxford, Cambridge. 620-g422

SWIFT, 2-seater, with dickey, electric lighting and starter, 6 good tyres, speedometer, carefully driven less than 7,000 miles, faultless condition; offers wanted. Annison's Garage, Sutton, Hull. 620-g625

SWIFT, 1922, 2-seater and dickey, dynamo and starter, fully equipped and licensed, with guarantee, £110; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 620-271

SWIFT, 1923, late, 10hp 2-seater, dickey, Hartfords, etc., new condition, trial, £140. Hill, 60 Marchmont St., Russell Square. 620-g547

SWIFT, 1920, 10hp, fully licensed, as new, £100 or near offer. Raiton, Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. 620-188

TALBOTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-302

TALBOT, 8hp, 1922, 2-seater, very nice condition, £110; extended terms. A. P. Roy, 378-384 Euston Rd., Museum 7600. 620-338

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

TALBOT, £320, 10-23, latest 1924 model, 4-seater touring, 1,000 miles, beautifully equipped, tax paid, privately owned, viewed Westminster by appointment. Box No. 6845, c.o. The Light Car and Cyclecar. zzz-51

TALBOT, 1924, 10-23, 2-seater de luxe, Dunlop cords, spare wheel, unused, perfect condition, £216. 51 Upper Richmond Rd., East Putney. 620-g919

TALBOT, coupe, 1923, 8-18, many extras, 2 spare wheels, mechanical screen wiper, tax paid, practically new, 200 guineas. Lionel H. Pugh, 9 South Molton St., W.1. Mayfair 4433. 620-240

TALBOT, 1923, 10-23, 4-seater, starting, lighting, faultless condition throughout, tax paid, 200 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Riverside 2230. 620-255

TALBOT, 8-18, 1923, in very good condition and a very fast car, £145, exchanged and deferred. Grimes, 24 Bruton Place, Bond St., Mayfair 4792. 620-199

TALBOT Grimes for second-hand Talbots. Several second-hand 8-18 and 10-23 models in stock. Call and inspect. Exchanges and deferred. Grimes, 24 Bruton Place, Bond St., Mayfair 4792. 620-196

TALBOT bargains. 1924 three-quarter coupe, absolutely as new, £335; 1923 ditto, special magneto model, 2 spare wheels and extras, £290; 1923 5-seater touring, as new, all-weather equipment, £230; exchanges or deferred, all guaranteed and taxed. James, over Alexander, 482 Harrow Rd., Paddington. 620-316

TALBOT, 1924, 8-18, magneto ignition, Harfords all round, beautiful car, space wanted, sacrifice, £169; Anson-Morgan part payment. Earl's Ltd., The Vale, Hampstead, N.W.3. Phone, Hampstead 5287. 620-g90

TAMPLIN, 1921 tandem, aluminium wings, speedometer, discs, exceptionally smart, bargain price. Tamplin Motors, Chess. Sutton 21. 620-g875

TAMPLIN, 1922, side-by-side 2-seater, 3-speed, reverse, dynamo, splendid order, 55 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-425

TAMPLIN, 1923, guaranteed condition, electric light, 2 horns, inside starter, dash hooder, screen wiper, hood, jack, pump, Dunlops 65 miles per gallon, regularly used 200-mile week-end trips, only done 10,000, £52 or exchange with cash best Rover 8, with dickey, 1921-2, offered. Mayne, 11 Henry St., St. John's Wood. 621-g952

T.B., 3-wheeler, 8hp, 3-speed, reverse, taxed, detachable wheels, £55, exchange. 22a Spring Grove, Chiswick. 620-288

TEMPERING, 1921, 8hp, 3 speeds, reverse 5 detachable wheels, electric light, every accessory, thoroughly overhauled, repainted, £32. Forge, 65 High St., Bournemouth. 620-g950

VIOLET-BOCEY, 7hp, sporting, detachable wheels bulbous back, perfect. £28; photo, exchanges. Whistle Works, Orphanage Rd., Edington, Birmingham. 620-g962

WESTWOOD SPORTS, 1921, overhead Dorman, outside copper exhaust, very fast, £155. Raiton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. 620-184

WOLSELEY. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-303

WOLSELEY, 1923, 2-seater, electric starting, speedometer, spring gaiters, Boyce meter, extra, licensed for year, chassis, body paintwork in first-class order, £180. Apply, Seabank Motors, Seabank Rd., Southport. 620-g542

WOLSELEY de luxe. Cass's Motor Mart, Ltd. 1921 10hp 2-seater, dickey, all-weather hood, starter, just repainted blue, taxed December, insurance, deferred terms, exchanges, 140 guineas. 243 Brompton Rd., S.W.3 Kensington 2194. 620-204

WOLSELEY, £125, 10hp, 2-seater, 1922, dickey, 5 detachable wheels, lovely condition, bargain, exchanges, instalments. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W. Victoria 3433. 620-230

WOLSELEY 1921, 10hp, de luxe, superb V-fronted 4-seater, all-weather coupe body, lighting, starting, fully equipped, leather upholstery, licensed, excellent order, 180 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. Mayfair 4027. 620-426

WOLSELEYS, 1924, £50 and you are on the road with any 10hp model, tax and insurance paid for one year, balance in 12 or 24 monthly payments. Before buying a second-hand car, give this proposition your serious consideration. Full details, Kingsway Motor Co., Waldorf Barre, Catherine St., Aldwych, W.C.2. Regent 691. 620-324

WOLSELEY, 1920, 10hp, 2-seater and dickey, fully equipped and licensed, with guarantee, £125; exchanges or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 620-272

WOLSELEY 7 1923 2-seater, dynamo, starter, etc., spare wheel, excellent condition, £115. Elco, Ltd., 11-15 Bishopsgate Ave., Camomilly St., E.C.3. Phone, Avenue 5548. 620-397

WOLSELEY, super sports, 10hp, excellent condition, very fast, trial any reasonable distance, £150. Ray, Ebberley Lawn, Barnstaple. zzz-g999

WOLSELEY 7, 1923, 2-seater, dynamo, starter, taxed, £95. Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W.1. Baker St. Station. Phone, Langham 2933. 620-409

WOLSELEY, 1924, 10hp, 2-seater, model de luxe, new, but slightly showroom soiled, £250, usual price £325, special bargain, carrying makers' guarantee, cash or easy payment. Wilkins Simpson, opposite Olympia, London. Phone, Riverside 238. 620-b28

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- G.N.** spares. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. Phone. Headingley 480. Wire. "Tribune," Leeds. 626-497
- C.W.K.** spares, all models available, London and Home Counties distributors. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. Ring. Regent 3116-7. 620-212
- 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 53. zzz-599
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- MORRIS OXFORD**, 1914, dismantling, all parts for sale, chassis at box, etc. Bellhouse Gerrard, Leeds Old Rd., Bradford. 620-6541
- RICHARDSON** spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 639-c140
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- A.B.C.** cars. A.B.C. Motors, Ltd., Walton-on-Thames, Surrey. zzz-209
- A.C.** Gordon Watney and Co., Ltd. (West End Agents). All models in stock from £275. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-659
- A.C.** 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. Phone, 345. zzz-206
- A.C.** Autoveyors, Ltd. (Authorized Agents), offer immediate delivery all models; deferred terms to suit customer. 84 Victoria St., Westminster, S.W. 1. zzz-92
- A.C.** cars. Write to Calthness and Co., Ltd., the leading A.C. agents. 65 Gt. Portland St., W.1. Tel., Langham 2172. 620-514
- A.C.**, full range of 1925 models always on view, including 12hp 4-cyl. Royal, 2-seaters, £330; 4-seaters, £399; and coupe, £415. We will allow very high prices for second-hand cars in part payment for new A.C. models; delivery and collection arranged in any part of the country; deferred terms if desired. Newham Motor Co., 245 Hammersmith Rd., London, W.6. Phone, Riverside 5161. 620-216
- ALVIS** Debnam Atherstone Mews Gloucester Rd. Station. Ken. 2917. zzz-855
- AMILCAR** concessionaire. Spare and repair services. Vernon Balls, 25 High St., Fulham. Putney 1995. 629-c855
- AMILCAR**, the 9-50 grand super-sports, 4-wheel brakes, £285. Vernon Balls, Concessionaire.
- AMILCAR**, 8hp mahogany sports 2-seater, very attractive, £250; also 3-seater mahogany sports, £260.
- AMILCAR**, 8hp semi-sports 2-seater, starter, etc., £185. Concessionaire, Vernon Balls, 25 High St., Fulham, S.W. Phone Putney 1995. 620-309
- AMILCAR**, Bron and Porter, Ltd., Amilcar specialists, offer practically immediate delivery of the new model Grand Sport, 9 hp, 2-seater, front-wheel brakes, guaranteed 75 m.p.h., £285; 3-seater, semi-sports, complete, £215; several second-hand cars. 159-161 Castelnau, Barnes, S.W.13. 620-385
- ARIEL**. Sole agent for Bournemouth and district. Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. zzz-771
- ARIEL**, North London agents. Exchanges. Deferred payments. Jones Garage, Mnsell Hill, N.10. Phone Hornsey 2917. zzz-206
- ARIEL 10**. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. zzz-849
- ARIEL 10**, 4-cylinder, 4-seater, tax £9, right hand control, 45 m.p.g.; your car or motorcycle part payment; extended terms; spare parts stocked for all Ariels from 1899 models. Ariel Motors and General Repairs, Ltd., Service Depot, 320-2 Camberwell New Rd., S.E.5. Hours 8 to 7 Saturdays included. zzz-156
- ARIEL 10**. New Ariel 10 4-cylinder models, prices £198 and £210. Demonstrations arranged by main London distributing agents. Black and Finch, 222 Gt. Portland St., W.1. Phone, Museum 2271. 620-407
- AUSTIN 7s**. Book for early delivery with the Eastgate Garage, Lewes. 620-8905
- AUSTIN**, Rotes, Ltd., distributors and specialists. 7hp latest models from stock; part exchanges; deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 2010. Maidstone, Dorking. zzz-606
- AUSTIN**, Gordon Watney and Co., Ltd. (Authorized Agents). Earliest delivery of all models. We specialize in part exchanges and deferred terms. 31 Brook St., London, W.1. Phone, Mayfair 2965-2966. zzz-660
- AUSTINS**, 7hp, latest models, all-weather, £165; on extended payments; prompt deliveries. Taylor's, Ltd., 49-53 Sussex Pl., South Kensington Station. Phone, Kensington 8558. zzz-321
- AUSTIN 7**. Immediate delivery can be given of this wonderful little car. 4-cylinder engine, 4-wheel brakes, very complete equipment, price £165. Car Mart, Ltd., 46-50 Park Lane, W.; 297-9 Euston Rd., N.W.1; 173 Piccadilly, W. Phones, Grosvenor 1620. Museum 2000. Regent 2612. zzz-433
- AUSTIN**, Weybridge Automobiles, Ltd., Anstin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged. York Rd., Weybridge. Phone, 256. zzz-40
- AUSTIN 7** for immediate delivery, £165; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-566
- AUSTIN 7hp**. All models for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-208
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- AUSTIN 7**, Bournemouth Imperial Motors, Ltd., sole district agents for Austin 7s. 187 Old Christchurch Rd., Bournemouth. Phone, 502. 620-318
- AUSTIN**, A. P. Rey for Austin Sevens; extended terms and exchanges. A. P. Rey, 378-384 Euston Rd. Museum 7600. 620-342
- AUSTIN**, Ralph and Co., authorized agents, are now booking orders for 1925 models, immediate delivery of Austin 7, deferred payments arranged. Showrooms, 10 London St., Paddington (opposite Paddington Station). Phone, Paddington 688. 621-321
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- AUSTIN**, Mears and Bishop, Authorized Agents, 225a Hammersmith Rd., W.6. Riverside 2230. 620-255
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- CITROEN**, F.O.C.H., Ltd., authorized agents. Buy from us at new reduced prices; immediate delivery; exchanges and deferred terms; real service after sale. 5 Heath St. Hampstead (near Tube). Phone, Hampstead 3752. 620-309
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- CLULEY**, SMITH AND HUNTER, wholesale and retail agents, can supply from stock 2-seater, £250; 4-seater, £270. Write for Cluley book. Liberal allowances in exchange and simple deferred terms. 90 Gt. Portland St. 620-336

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NEW LIGHT CARS AND CYCLECARS

(continued).

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(continued).

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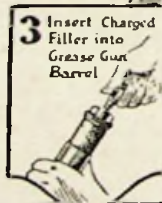
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 Head Offices 7-15 ROSEBURY AVENUE, LONDON, E.C. 1.
 Telephone (Clerkenwell) 6000 (7 lines). Telegrams—
 Presswork, Holb., London.
 Midland Offices, 16, Bennett's Hill (corner New Street), Bir-
 mingham. Telephone—Central 2572-3. Telegrams—
 Presswork, Birmingham.
 6, Warwick Row, Coventry. Telephone—Coventry 1776.
 Telegrams—
 Presswork, Coventry.
 Northern Offices—196 Deansgate, Manchester. Telephone—
 Central 2467. Telegrams—
 Presswork, Manchester.

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United Kingdom and Canada	19s. 0d.	9s. 6d.	4s. 9d.
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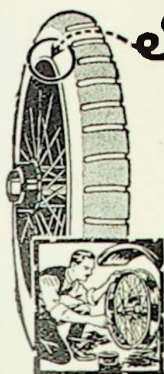
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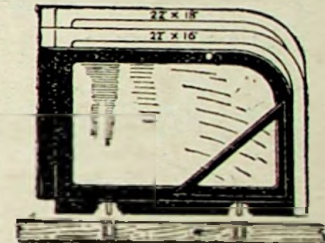
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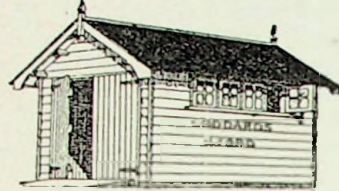
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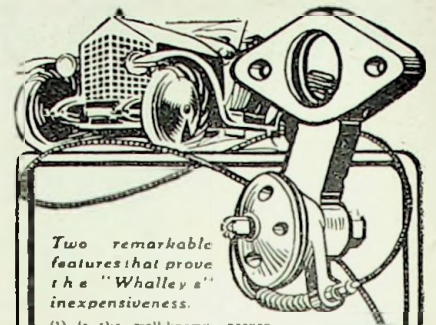
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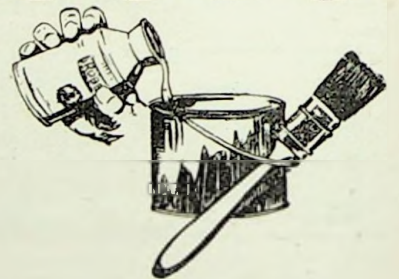
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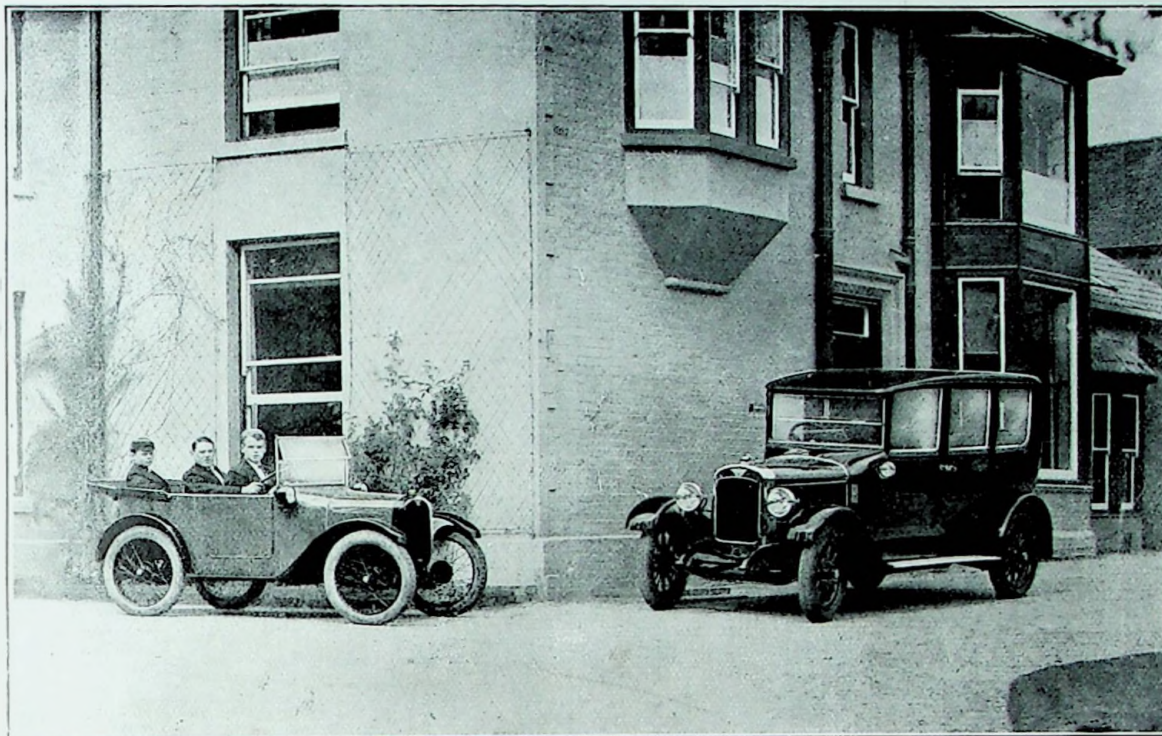
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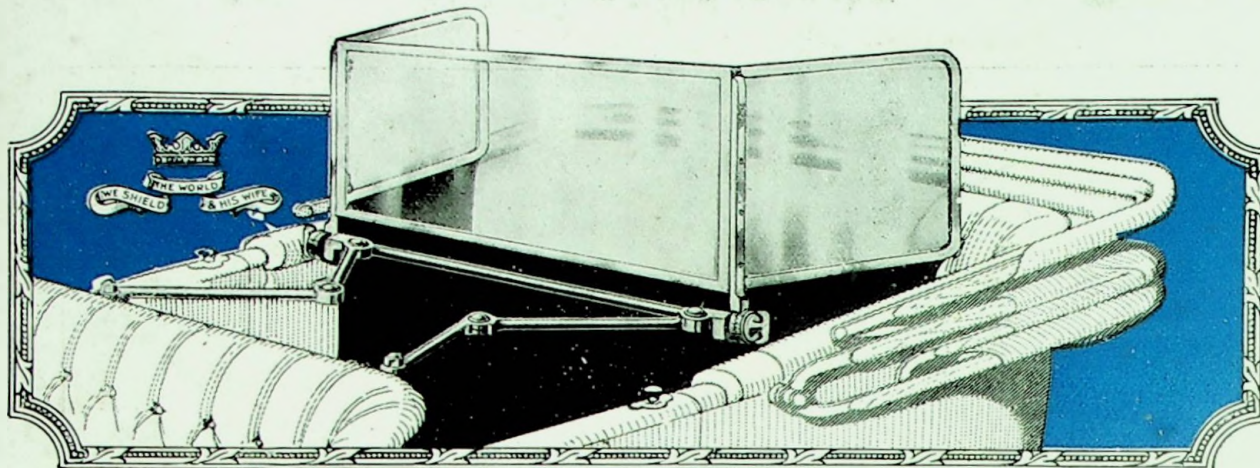
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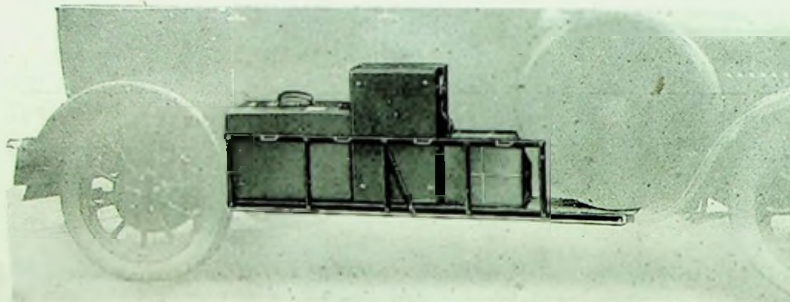


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