

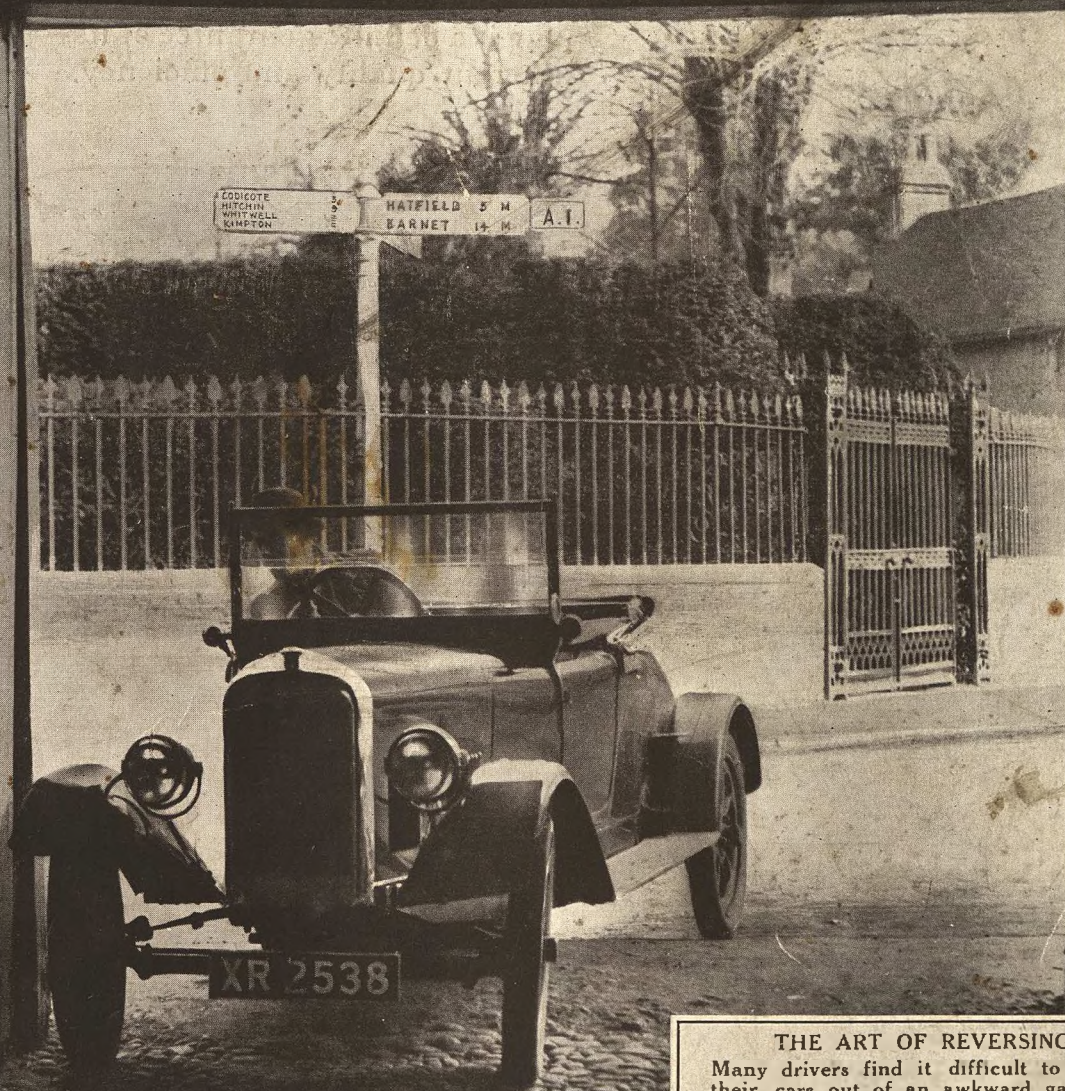
The Light Car and Cyclecar

Founded 1912
The only Small Car Journal

3^D

Vol. XXIII, No. 590.
Friday, Mar. 14, 1924

Registered at the G.P.O.
as a Newspaper



THE ART OF REVERSING.

Many drivers find it difficult to reverse their cars out of an awkward garage or gateway, but the art is easily acquired if theory is blended with practice. An article in this issue will help thousands of small car owners to manoeuvre accurately astern.

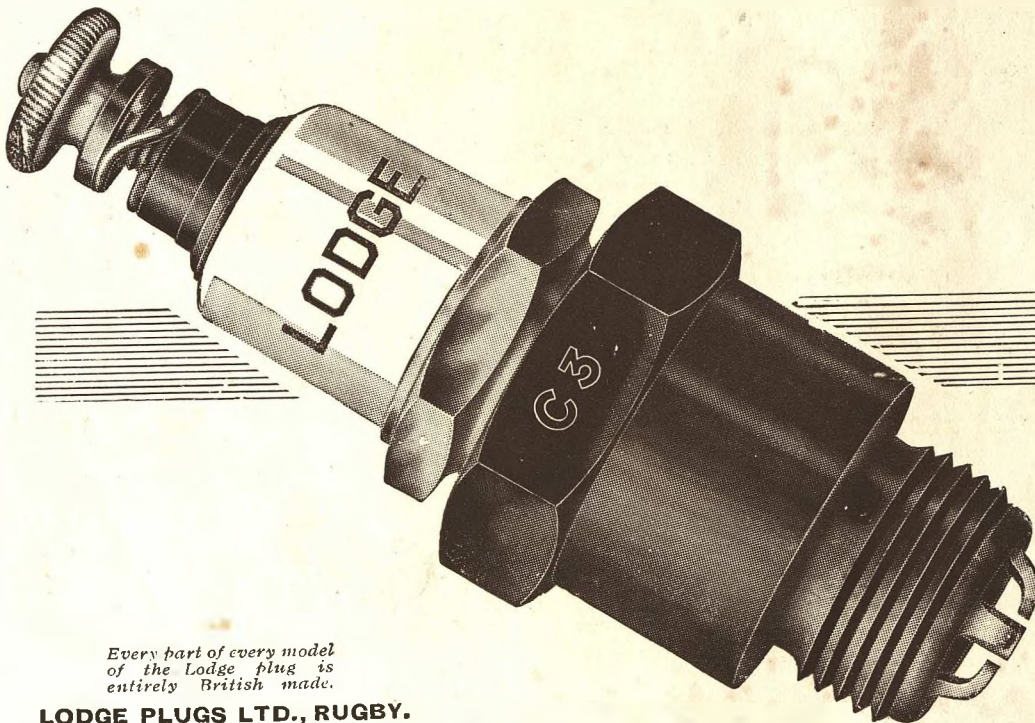
The importance of the name

- Ⓒ The efficiency of a sparking plug cannot be judged by its appearance or price, hence the importance of its trade mark.
- Ⓒ The name Lodge on a sparking plug is a definite guarantee of its inherent quality and efficiency.

See the name

LODGE

on every plug in your engine.



*Every part of every model
of the Lodge plug is
entirely British made.*

LODGE PLUGS LTD., RUGBY.

Standard model (C3)
5/-

Packed in sealed
red metal box.

(5) in Irish Free State.)

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

Your Season's Supply

ESCAPE FROM THE DANGEROUS
"GIVE ME A QUART OF OIL"

Why do so many experienced motorists buy their Gargoyle Mobiloil in large sealed containers? These are the reasons:

- Q** (1) *CERTAINTY.* They are sure that the Gargoyle Mobiloil sold in sealed containers is genuine. The purchaser of loose quarts of oil runs the risk of getting an inferior unsuitable product.
- Q** (2) *CONVENIENCE.* With a four gallon can, a five or ten gallon drum, a barrel or half-barrel in your own garage you always have an adequate supply of the correct grade of Gargoyle Mobiloil on hand.
- Q** (3) *BETTER OPERATION.* A quart of oil is often either more or less than is required. With a stock of Gargoyle Mobiloil in your garage you can add as required the correct amount of make-up oil, a pint, a quart, or whatever amount you may need.

The best operating results are obtained by maintaining the oil at the proper level. The regular addition of fresh oil to the sump builds up the body of the entire oil supply and helps to counteract the thinning down of the oil caused by fuel dilution. Economy is effected by obtaining your Gargoyle Mobiloil in the containers shown in the illustrations.

Write or ring up your dealer to-day and ask him to deliver a four gallon can, a drum, or a barrel of Gargoyle Mobiloil for your own garage.

Remember: Ask for Gargoyle Mobiloil by the full title. It is not sufficient to ask for just "A" or "BB." Demand Gargoyle Mobiloil "A" or Gargoyle Mobiloil "BB," or whichever grade is specified for your car in the Chart of Recommendations.

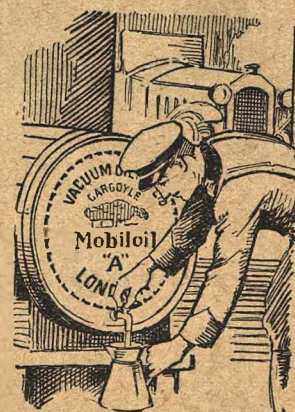
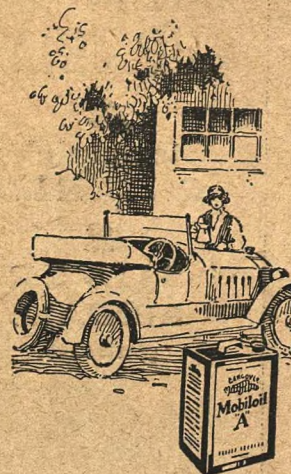


Mobiloil

Make the Chart your Guide

HEAD OFFICE: Caxton House, S.W. 1
WORKS: Birkenhead and Wandsworth

BRANCH OFFICES: Belfast, Bristol, Dublin, Liverpool, Newcastle-on-Tyne, Birmingham, Cardiff, Glasgow, Manchester, Sheffield



VACUUM OIL COMPANY, LTD

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

COLMORE CUP TRIAL

2
Stoneleighs
ENTERED

2
SILVER
MEDALS
gained.

THE Stoneleigh

NINE H.P.

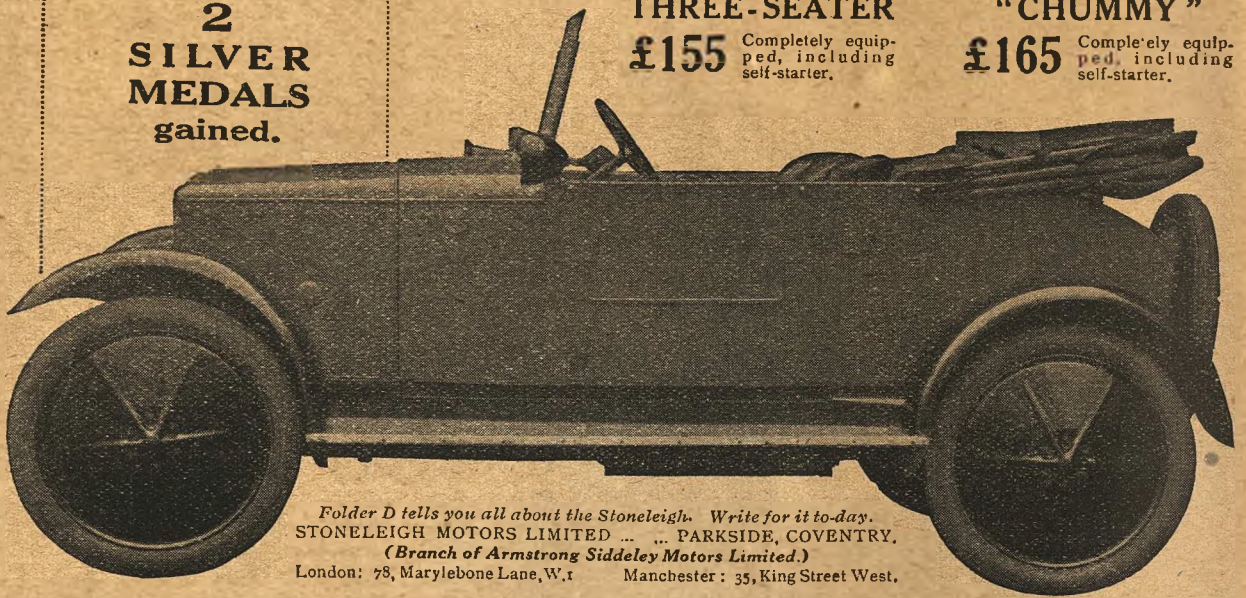
Designed and built by Armstrong Siddeley Motors Ltd.
(Allied with Sir W. G. Armstrong Whitworth & Co., Ltd.)

THREE-SEATER

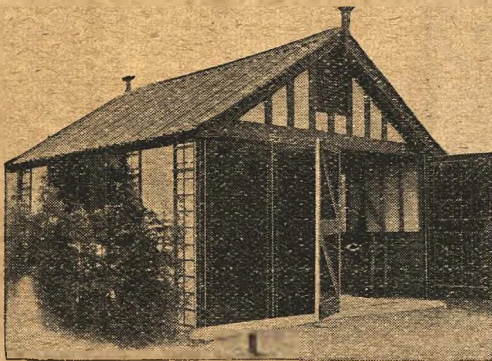
£155 Completely equip-
ped, including
self-starter.

"CHUMMY"

£165 Completely equip-
ped, including
self-starter.



Folder D tells you all about the Stoneleigh. Write for it to-day.
STONELEIGH MOTORS LIMITED ... PARKSIDE, COVENTRY.
(Branch of Armstrong Siddeley Motors Limited.)
London: 78, Marylebone Lane, W.1 Manchester: 35, King Street West.



A Good Car is worth a Good Home

BE independent of all garages. Have an inexpensive Portable Motor House erected in your own grounds.

B. & P. Motor Houses more than repay the initial cost in a few months. Solidly built to last, and constructed in sections, they can easily be removed when required.

And you need not wait months for your Garage to be built. Most of B. & P. Motor Houses can be delivered from stock. They are tenant's fixtures.

Do not put up with the expense and inconvenience of someone else's garage any longer. Have your car under your own supervision.

GET THIS FREE BOOK



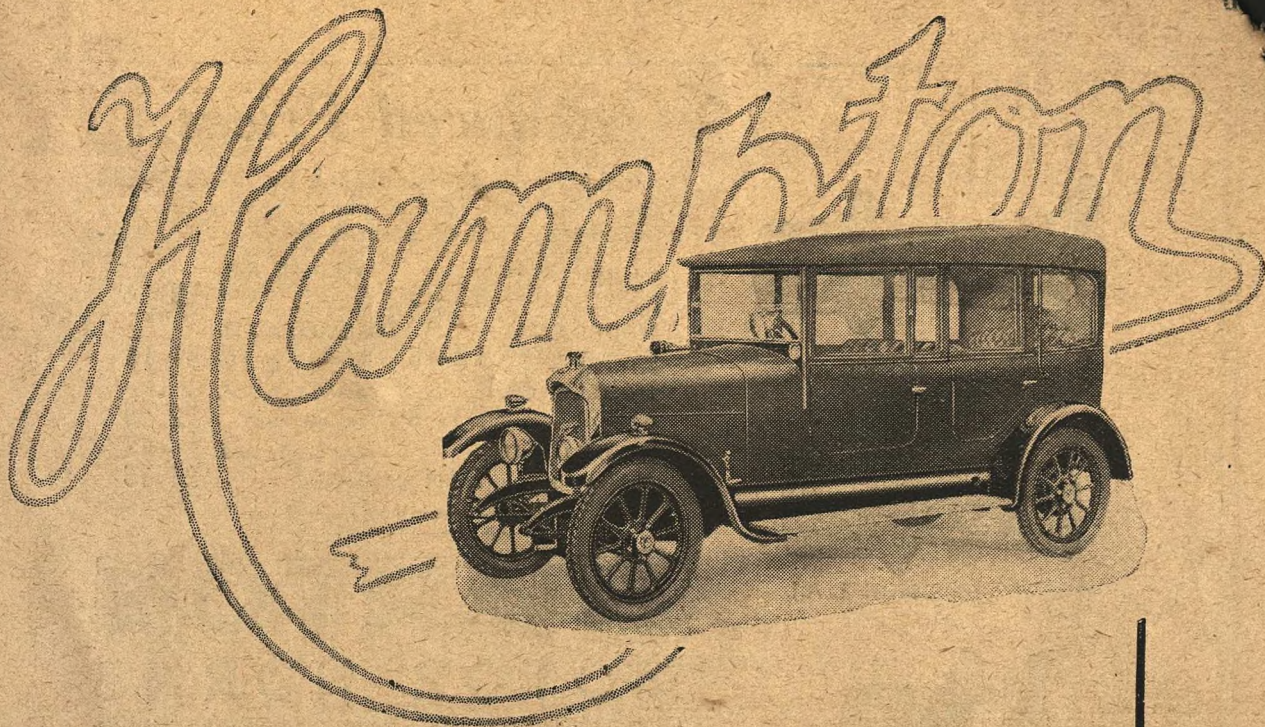
"Solving a Motor Problem" is our latest Catalogue of Motor Houses & Accessories. It will interest you. Send for your copy to-day specifying LC118.

Boulton & Paul Ltd

Telegrams: BOULTON NORWICH Telephone: NORWICH 851 (5 lines)

LONDON OFFICE. 135-137, QUEEN VICTORIA ST. E.C.
Telegrams: Boutique Cent London Telephone 4642 Cent

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



10 h.p. 4-SEATER

A car which abounds in just those features which appeal to the discriminating motorist. Here are a few of the causes of its growing popularity.

A four cylinder overhead valve engine marvellously responsive and powerful. A four speed gearbox with right hand control.

Bodywork of superlative finish and comfort, giving 42 in. seating space between the cushions, and 38 in. leg room from pedal to squab. Adjustable front seats and 19 in. cushions make driving comfort assured.

Large doors giving easy access, even with the wide side curtains, which enclose the car, in position.

Dashboard equipment including clock and speedometer, oil gauge, magneto and starter switches, providing also a convenient receptacle for small articles.

Five detachable steel wheels, shod with Dunlop Cord Tyres.

With such a specification, and the perfect finish which is a prominent feature of every Hampton model, your car choice is clear when you remember that its price is only

£ 2 9 8

10 h.p. Two-Seater - - - £275

10 h.p. Coupe - - - £330

(Tax £10)

**HAMPTON ENGINEERING CO.,
(1920) Limited, STROUD, GLOS.**

Phone: Stroud 271/272.

Wires: "Widawak, Stroud".

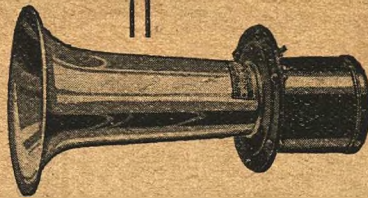
LONDON: L. C. Engineering Supplies Ltd., 4-12 Palmer Street, Westminster, S.W.1.

GLASGOW: M. MacIntyre, Ltd., 130, Renfrew Street.

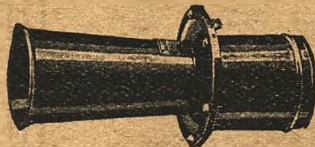
BELFAST: G. Madill & Co., 28, Linenhall Street.

Reduced Prices

Big production due to many British Car Manufacturers having standardized Sparton Horns, enables prices to be considerably reduced as shown below.



MODEL A.B.



MODEL A.J.



MODEL A.U.M.

A.14.

MODEL A.D. All Black or Black and Aluminium ...	£3 - 5	MODEL A.B. All Black, Black and Aluminium ...	£2 - 2
MODEL A.U.M. All Black or Black and Nickel ...	£2-15	MODEL A.J.M. All Black ...	£1-15
MODEL A.U.M. All Nickel ...	£3 - 3	MODEL A.J.M. Black and Nickel ...	£2 - 0
MODEL A.U. All Black only	£2-15	MODEL A.J. All Black ...	£1-15

The above prices are inclusive of push button, flex and universal bracket.

SPARTON MOTOR HORNS

Let us send you Folder S.E. fully illustrating all Sparton models. Specify Sparton on your new Car.

ALFRED GRAHAM & COMPANY

(E. A. Graham)

ST. ANDREW'S WORKS Crofton Park, London, S.E.4.
Telephone: Sydenham 2820-1-2. Telegrams: "Navalhadra, Catgreen, London."
SHOWROOMS: The Algraphone Salon, 25-6, Savile Row, W.1, and 82, High Street, Clapham, S.W.4.

CLYNO

"It costs you less but gives you more"

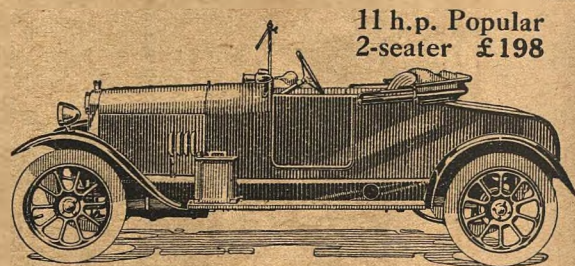
POPULARITY with a reason

Our friends are congratulating us on production figures which are soaring daily higher. They are talking of big things—of half a thousand cars a week—confidently, expectantly. We, for our part, are gratified—naturally. Our ambitions follow the same lines, but we are holding fast to the Clyno tradition—quality first and foremost, with twenty shillings' worth of value for every pound of the cost. That is the policy which has put the Clyno in its proud position to-day. That, too—is the reason why your motoring will be an economical, lasting delight if your car is a Clyno.

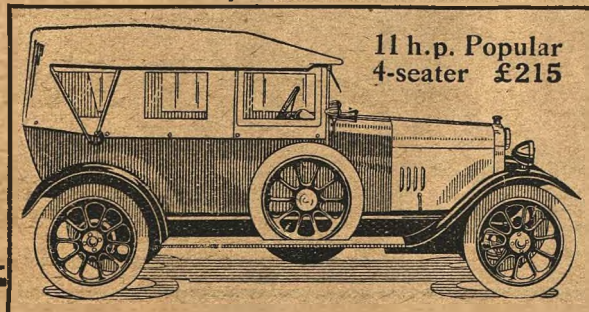
The CLYNO Eng. Co. (1922) Ltd.,
Pelham Street, Wolverhampton.
Telephone - - - Wolverhampton 992.
Telegrams "Clyno, Wclverhampton."

London Agents: Mebes & Mebes,
144, Great Portland Street, W.1.
Telephone - - - - Langham 2230.

All models include electric starting and lighting with 5 lamps, double windscreens and full all-weather equipment with detachable side curtains opening with the doors, speedometer and clock. Spare wheel and five cord tyres. Kit of tools, spare petrol can and carrier; half-gallon tin of Wakefield oil with every car.



11 h.p. Popular
2-seater £198



11 h.p. Popular
4-seater £215

Write for particulars of the NEW special CLYNO OVERSEAS MODELS

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

Humber

8 h.p. TWO-SEATER.

THE Humber 8 h.p. Chassis now carries 3 types of bodies — a 2-Seater with comfortable dickey seat, one with chummy body and a 3-Seater Saloon. This 8 h.p. model won many Gold Medals and Premier Awards during the past season. The 2-Seater is remarkable for its grace of contour, comfort and utility, and like the chummy body, it is all-weather equipped. Weight, 13 cwt.; ground clearance, 8 inches.

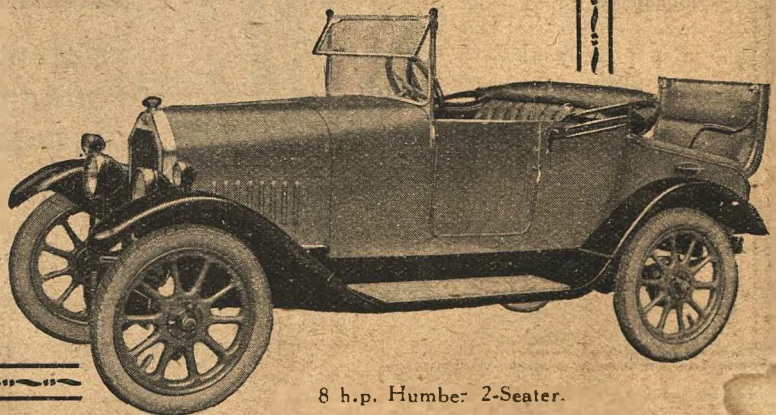
—The engine is described by one motor expert as : “the most remarkable engine of its cylinder capacity that he has ever driven.” “I have not met with one,” he says, “at all comparable with this and its acceleration is really marvellous. If Humber, Ltd., experimented for 20 years I don’t think they could find a carburetter which would suit it better.”

*Get particulars from
your nearest Dealer.*

Or direct from
**HUMBER LTD.,
COVENTRY.**

LONDON — City Showrooms :
32, Holborn Viaduct, E.C. 1.
West End Showrooms and
Export Branch Office :
Humber House, 94, New Bond
Street, W.1.

Repair Works :
Canterbury Rd., Kilburn, N.W. 6
Dealers everywhere.



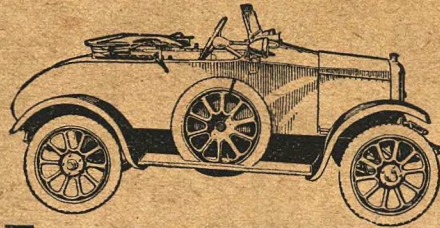
8 h.p. Humber 2-Seater.

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.

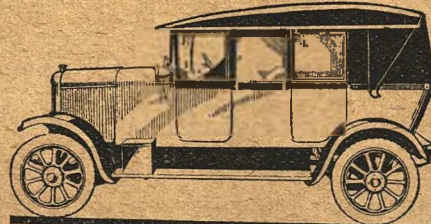
JOWETT

If it's a Two-Seater — there's this

JOWETT



Or a Four-Seater — there's this



JOWETT

JOWETT

Call and Inspect or Send for Catalogue.

Any Make of Car
Supplied.
Deferred Terms.
Exchanges.

A.S.C.

A Good Selection
of Second-Hand
Light Cars always in
Stock.

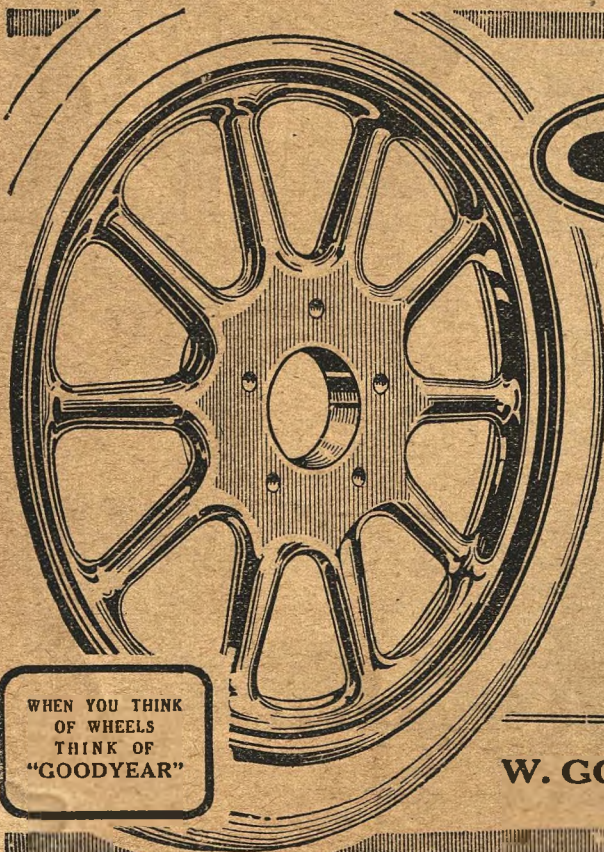
JOWETT

JOWETT

AUTOMOBILE SERVICE COMPANY

166, Great Portland Street, London, W.1.

Phone: MUSEUM 6626.



GOODYEAR

Patent Steel Wheels

ROAD WHEELS ARE A VITAL PART OF YOUR CAREQUIPMENT, MUCH DEPENDS ON THEM. SEE THAT YOUR CAR IS FITTED WITH Goodyear Steel Wheels.

LIGHTEST & STRONGEST WHEELS MADE.

WHEN YOU THINK OF WHEELS THINK OF "GOODYEAR"

W. GOODYEAR & SONS LTD., DUDLEY.



"Who's taken my car?"

"I expect your father has got it."

"Well, it's like the old man's cheek. I suppose we shall have to put up with his wretched — and stand an excellent chance of being let down miles from home."

"It really is too bad, dear! Ever since you've had the new Swift '10' he can't bear to be seen out in his own car."

"Of course, one cannot quite forgive the old chap, but there certainly must be great provocation in seeing a brand new Swift '10' in the garage, when one's own car is of the nondescript variety that seems to take great pleasure in letting people down at the most awkward of times and places."

Write for a copy of our Art Catalogue. It contains complete information of the whole Swift range, and is profusely illustrated.

Manufacturers:

SWIFT OF COVENTRY, LTD. COVENTRY

SHOWROOMS AND SERVICE DEPOTS:

132-135, Long Acre, London, W.C. 2;
15-17, South King Street, Dublin;
and at Glasgow, Birmingham and Manchester.

PRICES

10 h.p. 2-seater with Dickey or "Chummy" Model ... **£235**

10 h.p. $\frac{3}{4}$ Coupé-Cabriolet **£285**



Palladium

FOUR WHEEL
BRAKES

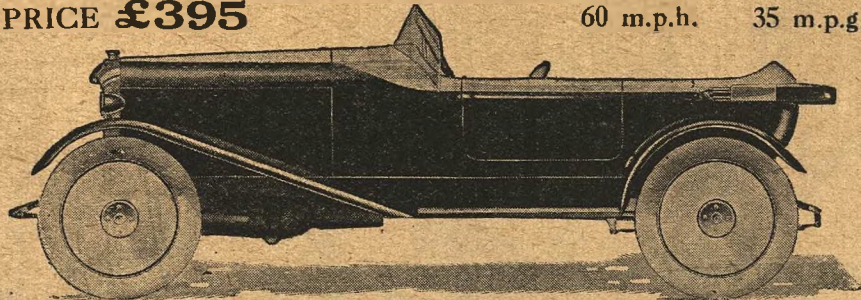
LIGHT TWELVE
VICTORY
MODEL

FOUR WHEEL
BRAKES

HAND FINISHED—MATT GLOSS
MOTTLED SILVER AND SABLE

PRICE **£395**

60 m.p.h. 35 m.p.g.



Sporting Type Streamline, bulbous back, seating four persons in absolute comfort, adjustable front seats, "V" type Screen, one man hood, fitted with 12 volt lighting set (5 lamps), speedometer, windscreen wiper, electric horn, spare wheel and tyre, pump, tools, licence holder, etc.

Starter Motor.

Side Windows.

'Phone: Putney 2440.

PALLADIUM AUTOCARS, LTD.,
FELSHAM ROAD, PUTNEY, S.W.15.

'Grams:
"Palladocar, Put, London."

Be a Friend to Your Car

IT'S a good car — FIT JEAVONS and keep it good. Jeavons Lubricating Spring Gaiters fit like gloves and give perfect service all the time, automatically and positively feeding the spring leaves with just that right amount of lubricant which well preserves the first flexibility and easiness of new springs, restore the resiliency of old ones, and so guarantee to you your just return in real car comfort and economical running.

FIT

RAMSDENS (Halifax), Ltd.
(Dept. L), Station Works,
HALIFAX.

Branch Offices and Service Depots.
LONDON — 35, New Cavendish
Street, W.1.
MANCHESTER — Merriman &
Howard, 32/34, Lees Street,
Great Ancoats Street.
GLASGOW — Geo. M. Smith, 19,
West Regent Street.



FIRST

IN 1911

TO INTRODUCE OIL LUBRICATION.
TO ADOPT FORCED OIL FEED.
TO SUPPLY OIL CHARGER FREE.
TO INCLUDE AUTOMATIC CON-
VEYOR AND DISTRIBUTOR.
FIRST AND ONLY GAITER
POSSESSING WICK
LUBRICATOR.



LEAVES NOTHING TO CHANCE

Send postcard
for FREE Illustrated Booklet
"Perpetual Youth for Springs."

J.T.C.

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

On the Subject of Lubrication— And the Properties of Zero Huile de Luxe

We are frequently asked—
Why change to Zero Huile de Luxe?
What advantages shall I gain?
Why spend more money?

We would reply that, being a rich compound lubricant, *i.e.*, a blend of refined neutral fatty oils with specially selected pure hydrocarbons, it is much more costly to produce than the average oil for water-cooled engines, which is a pure mineral. On the other hand, ZERO HUILE DE LUXE gives substantially better results—justifying the greater outlay.

ZERO HUILE DE LUXE, being rich in fatty matter, is cleaner in working, *i.e.*, gives less deposits than pure minerals, thus calling for less frequent need for decarbonising.

ZERO HUILE DE LUXE, is lighter than many pure minerals, but, on the other hand, thanks largely to the fatty matter, has a far better ratio of viscosity; in other words, whilst exceptionally fluid when cold, it maintains its body when hot. And ZERO HUILE DE LUXE neither gums up nor thickens in cold weather. These are particularly valuable features.

Your engine can be readily started from cold without damaging batteries, and runs freely and with great liveliness even when cool. Particularly in the case of high speed engines, this great reduction of fluid friction at medium temperatures is most valuable in saving fuel. During the first few miles of warming up, and at other times when the temperature of the engine is only moderate, ZERO HUILE DE LUXE will be circulating freely to all working surfaces, thus minimising wear and promoting long life. Pure minerals which do not circulate freely till hot are at a great disadvantage in cold weather.

When hot, ZERO HUILE DE LUXE, thanks again largely to the fatty matter it contains, maintains its body well, giving adequate lubrication even under severe conditions of load and speed, and having a high flashpoint does not readily burn away, consequently it is economical in use.

We have been consistent advocates of Compound Lubricants, i.e., blends of fatty oils with pure hydrocarbons, for nearly fifty years, particularly of course for internal combustion engines. We have a variety of grades, and an inquiry on any point receives prompt and personal consideration.

PRICE'S PATENT CANDLE COMPANY LTD.
BATTERSEA, LONDON, S.W.11.

Write us for a revised E/R Illustrated List.

E/R List and Literature always free for the asking.

EASTING



Windscreens afford the comfort and protection that delight the hearts of men and women who ride for pleasure's sake only — or — for those to whom a Motor Car is a daily necessity.

The comprehensive "Easting" range covers every requirement, all screens can be fitted without disturbing the upholstery. Write for literature.



EASTING WINDSCREENS LTD.

131, Steelhouse Lane, BIRMINGHAM
and 29, Foley St., Gt. Portland Street, LONDON, W.1.

Northern Representative: J. D. MORRISON & Co., 10, Whitworth Street West, MANCHESTER.

JUST PUBLISHED

—A NEW EDITION.

ENLARGED, RE-WRITTEN,
AND WITH OVER 100
NEW ILLUSTRATIONS.

A compact encyclopædia of electrical information for motorists, clearly explaining the principles of all ignition systems, starting, lighting, and road-warning equipment, which is practically standard on all cars to-day, and, in addition, describing and illustrating various modern auxiliary appliances.

This new edition of "THE MOTOR ELECTRICAL MANUAL" has been entirely re-written and brought up to date, and contains upwards of 100 new illustrations.

It provides all the electrical information the motorist requires for practical purposes, and no previous knowledge of the subject is necessary to understand it.

TEMPLE PRESS LTD.,

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

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

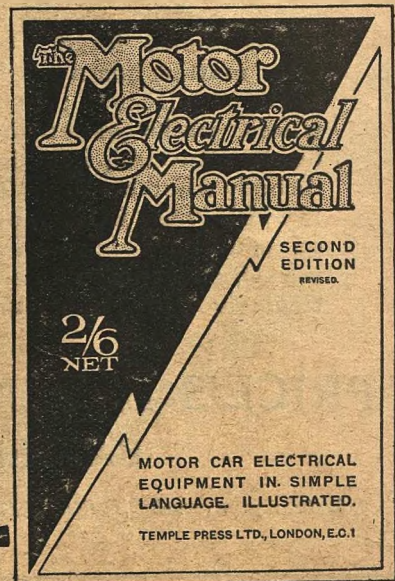
REVISED PRICE

2/6

NET.

Of all principal booksellers and bookstalls, or direct from the publishers, 2/6 post free.

Send for free Booklet giving particulars of many other books on motoring



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

Coming before Easter!

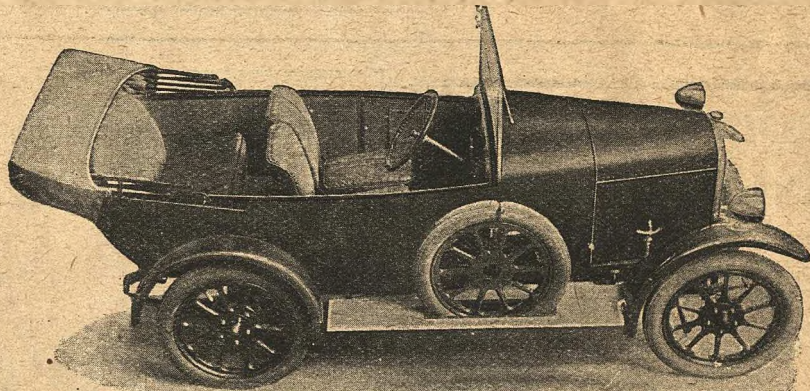
THE NEW FOUR-SEATER

GWYNNE 8

45-50 miles per gallon 55-60 miles per hour

Designed for efficiency, construction ensures it.
Holds the road perfectly and steers with real ease.

Price
£235



Price
£235

Roomy body, easy access to rear seats, one-man hood, double wind-screen, all-weather side curtains, self-starter, speedometer, dynamo lighting, three lamps, five Dunlop detachable wheels and tyres.

Interview Agents about deliveries—the time limit before the holidays is short.

Manufacturers and Sole Distributors:

GWYNNES ENGINEERING CO., LTD.,

Telephone: **CHURCH WHARF, CHISWICK, LONDON, W.4.** Telegrams: "Gwynnes, London."

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



£50
down secures

ONE OF THE LATEST
10 h.p. SINGER
LIGHT CARS

FROM
£200

with lighting and starting equipment

The Balance arranged to suit your convenience.

NO REFERENCES NO BILLS ABSOLUTE PRIVACY GUARANTEED

ANY MAKE OF CAR SUPPLIED ON OUR UNIQUE CREDIT SYSTEM, and amongst others the following can be delivered on a payment of £50: A-C, AUSTIN, CITROEN, HUMBER, JOWETT, ROVER, STANDARD, TALBOT, WOLSELEY.

Call or write for full particulars:

H. B. COOK, LTD., THE DEFERRED PAYMENT SPECIALISTS.

*Phone: Langham 1726. 202, Great Portland Street, London, W.1. *Grams: Runabout, London.

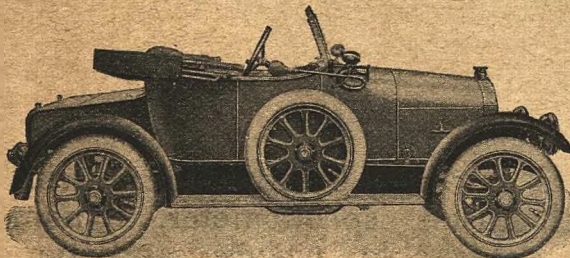
Representing White Cross Insurance Policies.



ASTOUNDING OFFER.
"SINGERS"
£68

Or £16:13:0 down and its yours, fully insured. Balance over 10 or 12 months.

RECONDITIONED.



1916. TAXED. 1918. COMPLETELY REPAINTED

And fitted with:—

- New Hoods.
- Excellent Tyres.
- Dynamo Lighting.
- All Tools and Accessories.
- Detachable Wheels.
- Side Curtains, £3 extra.

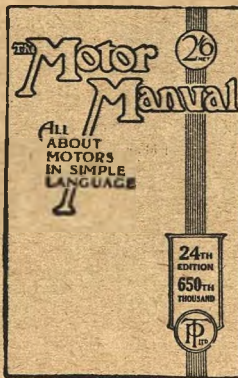
Let us send you Lists, Terms, etc.

SINGER COUPES as above, reconditioned, £85

BEN MOTORS, 165, Lower Richmond Road, MORTLAKE, S.W.14.

*Phone—Richmond 2258.

MANY OTHER TWO-SEATERS, including STANDARD, CALCOTT, CALTHORPE, etc., etc. all below £100



24th EDITION

AN UP-TO-DATE ISSUE.

Price 2/6 Net.

Obtainable from all newsagents and booksellers, or direct from the Publishers, 2/9 post free

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

E. J. LARBY, Ltd., Wholesale Agents, 30, Paternoster Row, London, E.C.4

New Garden

£25 DOWN READ THE SPECIFICATION

and balance in 12 monthly payments of £6:15:0 each. CASH PRICE £100:0:0

If you don't write for the Catalogue you don't realise the value of New Garden Cars. It is fitted as standard with electric lighting, front screen, hood which covers all passengers, and right hand control. Also, 50 miles per gallon of petrol and low oil consumption and mechanical stability, ensures cheap running. So read the specification by writing for the catalogue.



Arnott & Harrison, Ltd. Hythe Road, Willesden, N.W.10.

*Phone: Willesden 2297. *Grams: "Arnotttharril," *Phone, London.

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.

Own a **SINGER**

and be satisfied

A Story of Satisfaction
from THE SPORTSMAN.

"THIS is the most enjoyable season I've had, and it's all due to the SINGER. Birds have been none too plentiful, but what sport we have had has been considerably enhanced by the pleasure of getting there and getting back. I've always taken a party of pals in the SINGER, four of us as a rule, which leaves plenty of room for the guns and luncheon basket, and when we have had a few brace of birds, well, in they go also. When we've had no luck on our own 'shoot,' we've just packed up our traps, and gone on a few miles to the Squire's. We have an open invitation to go whenever we like. With a SINGER a few more miles make no difference. We arrive fresh and game for anything. Must say, we've done some miles, and never a puncture. No trouble! But then you never expect it with a SINGER. That's one advantage of buying a car with a reputation."

Here's a Singer to suit every taste.

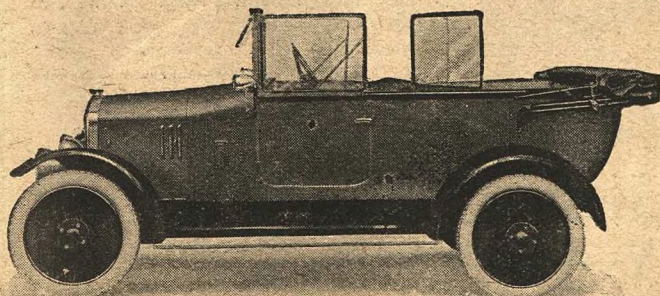
10 h.p. Popular Two-Seater, £200 10 h.p. Popular Four-Seater, £210
 10 h.p. De Luxe Two-Seater, £225 10 h.p. De Luxe Four-Seater, £235
 10 h.p. Saloon, Weymann Body, £275 Rotax Lighting and Starting Equipment.
 All Singer Cars can be purchased on Deferred Payments through any Singer Agent. Illustrated 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.

*The Story of the Singer is always
a Story of Satisfaction.*



H.P.

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

17

London Distributors:
**JORDON WATNEY &
 CO., LTD.,**
 31, Brook Street,
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 MAYFAIR 2965.



Sole Concessionaires:
S. M. S. LTD.,
 17a, Motcomb Street,
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REDUCTION IN PRICES.

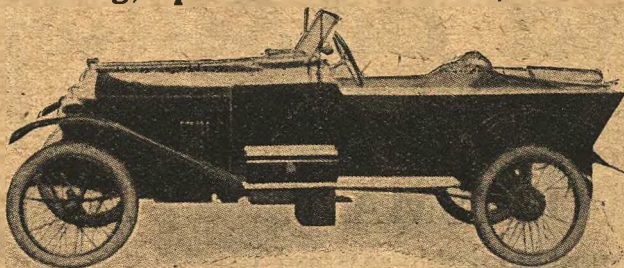
The famous 10 h.p. 4-cyl. SALMSON Sports 3-Seater, with full equip-
 ment of Lighting, Starting, Speedometer, Clock, 5 Wheels and Tyres, etc.

SUCCESES.

Grand Prix Races:
FIRST in 4 Countries.
 1921, 1922, 1923.

Brooklands 200 miles:
FIRST, 1922, 1923.

Reliability Trials:
FIRST in France.
 Gold Medals in England.



SERVICE.

Immediate Delivery
 of all Models.

Deferred Terms for
 long periods.

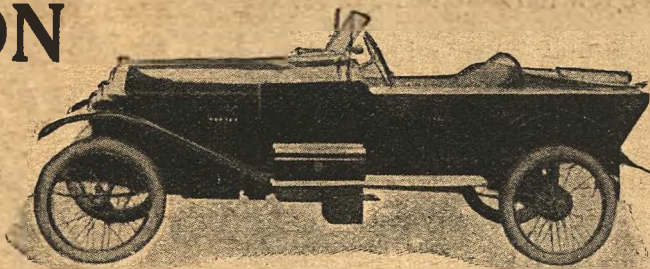
Part Exchange on
 any make of car or
 motorcycle.

Spares from Stock.

for
£178

10 h.p. 2-Seater De Luxe, **£198** 10 h.p. 2-Seater Sports, **£190**

SALMSON
 '10' 3-Seater



Reduced Price
£178

First the Car—then the Agent

The 3-Seater Salmson '10' with *really* roomy and comfortable back seat, is unquestionably the finest car value on the market to-day. Equipment includes 5 Wheels and Tyres, Clock, Speedometer, Self-Starter, Electric Lighting and all-weather Curtains. The ideal all purpose car.



Selecting your Agent is almost as important, from your point of view, as selecting your car. "K.J." help in every possible way to make your motoring a real lasting pleasure and offer a free, comprehensive "after-sale" Service worth having. Write for "Service" Booklet.

**Generous
 Gradual Payments**

Your present Motor-
 cycle, Combination or
 Car taken in Part
 Exchange.

K.J. MOTORS
 145, Widmore Road,
BROMLEY—KENT.

'Phone: Bromley 1727.

V.O.C.

ALSO £

Singer 10 - 235
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RIGHT THERE!



BRIMHAM ROCKS, near PATELEY, YORKS.

No tiresome walk for that last rough mile.

Step out of the car on to the greens-ward.

Nature's finest beauty spots are frequently most difficult of access.

But the Jowett takes you
RIGHT THERE.

Two-seater, Four-seater,
One-sixty-eight. One-ninety-two.

JOWETT CARS, LTD., BRADFORD.

Allen-Bennett's want your Car!

New Cars ALWAYS in Stock :

- A-C, 12 h.p., Any-weather, 2-seater, and double dickey, Marles steering ... £341
- ALVIS, 12-40 h.p., 4-seater ... £495
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- CROUCH, 12 h.p., 2-seater and double dickey ... £295
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- RILEY, 12-40 h.p., 4 seater ... £395
- ROVER 'EIGHT,' 4-seater ... £160
- ROVER 'EIGHT,' 4-seater de Luxe £172
(Rover '8,' delivery 3-10 weeks.)
- SINGER, 10 h.p., 2-seater and double dickey ... £235
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- WOLSELEY 'TEN,' 2-seater and dickey ... £265
- WOLSELEY TEN, Special Sports 2-seater ... £495

IF you have a car that you wish to exchange (for any 1924 model) ALLEN-BENNETT'S WANT IT.

All YOU have to do is to phone, wire or write. ALLEN-BENNETT'S will

Send a Representative. Discuss the new car. Collect your present car. Deliver the new one to your door.

Allen-Bennett's can offer you a particularly liberal allowance if your car is reasonably saleable, any outstanding balance being extended over EIGHTEEN MONTHS if desired.

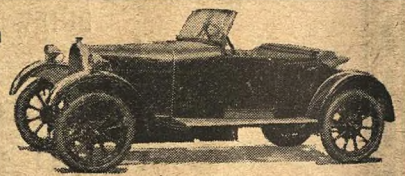


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Open every day MOTOR CO., LTD. . . 8-9-10-11, Royal Parade, WEST CROYDON. till 7 p.m.

BUY YOUR CAR WITH CREDIT

How Lamb's simple system operates to your advantage.



Talbot 8/18 £250

No need to worry about cash prices at Lamb's Ltd. You choose your car and pay down only a portion of the full purchase price. The balance, which has the option of a rebate, you pay off by convenient instalments once a month, and you deal only with Lamb's Ltd. No outside financiers. Can you imagine a simpler, more straightforward way of buying your car? Why hesitate longer? The season will be here before you know it. Why not realise at once the pleasure and usefulness of owning a car under this simple system? Come along and let us talk it over with you

Our Stock includes :—

	Cash	Deposit	Payments
Rover "8" ...	£145	£36 5 0	£9 10 4
A-C "Empire" ...	£299	£74 15 0	£19 12 6
Singer "10" ...	£200	£50 0 0	£13 2 6
Austin "7" ...	£165	£41 5 0	£10 16 7
Ariel "9" ...	£165	£41 5 0	£10 16 7
Talbot 8/18 ...	£250	£62 10 0	£16 8 2
Wolseley ...	£250	£62 10 0	£16 8 2
B.S.A. ...	£215	£53 15 0	£14 2 3
Morgan ...	£110	£27 10 0	£7 4 5

And many others.

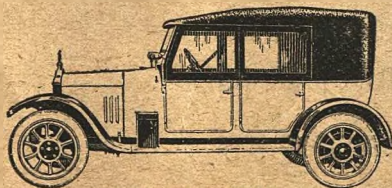
TRADE SUPPLIED SECOND-HAND CARS WANTED. EXCHANGES.

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WALTHAMSTOW ... LONDON, E.17
Opposite Roe Street Station. 12 minutes from Liverpool Street Stn.
No. 2 or 4 Platforms. Phone: Walthamstow 1111 (4 lines).

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Standard from £235

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VICKERS LIMITED

SPECIAL STEELS FOR AUTOMOBILES
Drop Forgings & Stampings.
Motor Car Pressings and Springs.



Registered Trade Mark

River Don Works,
SHEFFIELD.

SPIRAL & STRAIGHT TOOTHED BEVEL GEAR WHEELS.
WELDLESS DRAWN STEEL TUBES . MAGNETS . FILES.
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SURFACE HARDENING BY PATENTED PROCESS. ETC

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VISLOK HAS PROVED to the ENGINEERING WORLD to be the ONLY LOCK NUT that CAN and DOES PERMANENTLY LOCK.

EIGHT YEARS IN PRACTICAL USE

USED ON MOTORS, DYNAMOS, SWITCH GEARS. SAVES INSPECTION LABOUR



MILLIONS SOLD

The Reliable and Only

VISLOK

Safety Triple Lock Nut in the World

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THOUSANDS OF REPEATED ORDERS FROM ELECTRICAL INDUSTRY

MADE IN NAVAL BRASS SPECIALLY FOR ELECTRICAL PLANTS

Sold by all Ironmongers and Garages.
patented in Chief Countries of the World

Made in Sizes from 1/4 in. to 4 inches.

"Safety First" Booklet post free, apply to VISLOK Ltd., Salisbury Sq., London. E.C.4

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

There is nothing so satisfying

in motoring as the knowledge that your car will climb that towering hill with effortless ease. There is sheer delight in knowing that you can suit your gear exactly to the gradient—without the risk of "missing your gear," and as easily as you would apply the brakes. The G.W.K. owner knows that joy because his car has the famous disc drive. When you remember that in addition it is saving his pocket by reducing tyre and petrol bills, you will understand why every G.W.K. owner is a G.W.K. enthusiast. Let us tell you more of these inimitable value cars—a card will bring you full particulars



1924 MODELS and PRICES:

- 10·8 h.p. Two-seater Standard Model 200 gns.
- 10·8 h.p. Two-seater Coupé Model 250 gns.
- 10·8 h.p. Four-seater Standard Model 225 gns.
- 10·8 h.p. Four-seater De Luxe Model 255 gns.

All G.W.K. Cars are now fitted with the G.W.K. Silent Helical Gear. Synchronised Four-Wheel Brakes on "H" Models. £10 : 10 : 0 extra.

G.W.K., LIMITED.

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

Cordwalles Wks., Maidenhead

Telephone - - - Maidenhead 624.

London Offices: 50, Whitcomb Street, W.C.2

Telephone - - - Regent 3116-7.

Positively Waterproof

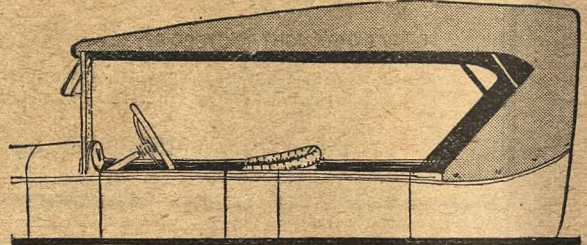
and remarkably durable, "Rexine" Rubbercloth is acclaimed the finest material for Hoods. There are double texture Khaki Twill Cloths for Cape Hoods, Covers, Storm Aprons, etc., whilst for the Saloon and Coupe Hood there is the jet-black leather-grained quality. All "Rexine" Rubbercloths are weatherproof in any climate.

For Motor Car seating specify "Rexine" Leathercloth, it looks like leather, wears better and costs less.



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The "BOWIRE" EXTRA AIR INLET

Increases Engine Efficiency.

Reduce the Fuel Bill by the judicious use of an Extra Air Inlet.

Get the "Bowire", the Original and Best.

Seventeen years' world-wide use.

Price, complete, from 15/6 to 37/6

Fords, 20/- to 30/-



No. 593. There's a type for every car.

Bowden Wire Ltd
LONDON NW10

27, Victoria Road, Willesden Junction, London, N.W.10.

KINSEY'S of CROYDON

for Specialized

Jowett Repair Service

YOUR Jowett deserves expert attention. It will pay you to bring it to us, or to let us collect it. Our charges are standardised and defy competition. We are practical Jowett enthusiasts.

Ask for our list of Jowett Fitments.

John R. Kinsey & Co., Ltd., 350-352, Lower Addiscombe Rd. Croydon. (Corner of Shirley Road, near Woodside.)

Telephone (day or night): Addiscombe 1129.

Open daily till 8 p.m. Sundays 4 p.m.

Where to buy the most economical Car in the World

Below we give every reader of "The Light Car and Cyclecar" the addresses of those Agents who have been appointed to sell

the remarkable RHODE

and offer to every purchaser an enthusiastic service after sale.

Rhode prices range from £189 to £375 and running expenses may be summarised as follows—

Petrol Consumption	35/50 m.p.g.
Oil Consumption	2,000 m.p.g.
And 1 yr. Life	12,000 Miles to a Set.

Now you'd like to know more—then write the

RHODE MOTOR CO.,

Tyseley, Birmingham,

or call on any of the following:

LONDON, W.1: Mebes & Mebes, 144, Gt. Portland St. **BOURNEMOUTH:** Wm. Mould, 263, Holdenhurst Rd. **SOUTHAMPTON:** F. A. Hendy & Co., Ltd. **SOUTHSEA:** Tarrants, Ltd., Castl Rd. **SWINDON:** The Swindon Motor Co., Wood St. **PLYMOUTH:** The Embankment Motor Co., West Hoe St. **CAMBORNE:** A. T. Wasley, 115, Trelowarren St. **LAUNCESTON:** J. Woodridge & Son. **PAIGNTON:** Samson's Central Garages, Ltd., Torquay Rd. **SOMERSET:** Oates & Co., Ltd., Motor Agents, Wellington. **ISLE OF WIGHT:** W. Hurst & Son, Motor Engineers, Newport. **BRISTOL:** P. Young & Co., Ltd, Broadmead. **CARDIFF:** Alex. Thom, 201, City Rd. **WESTON-SUPER-MARE:** Crowe & Green, Bunbeck Road. **GLOUCESTER:** Cox's Motor Depot, 82, Westgate St. **DUNSTABLE:** Alfred Jones & Sons, Albion Works. **GIRENCSTER:** Henry Tovey & Sons, Motor Engineers. **CHELTENHAM:** Montpellier Motor & Engineering Co., Suffolk St. **HEREFORD:** Hereford Motor Co., Eign St. **BEDFORD:** The Oakley Garage & Motor Works, Ltd., St. Cuthbert's St. **CAMBRIDGE:** K. J. Bowman, 3-6, Downing St. **NORTHAMPTON:** The Imperial Autocar Co., Market Square. **NEWBURY:** Green & Whincup, Motor Agents. **DERBY:** Herbert Palin, Ltd., Mansfield Rd. **NOTTINGHAM:** H. W. Gardiner, Thurland St. **LEICESTER:** Browett, Polwell & Co., Ltd., The Garage, Dover St. **SHREWSBURY:** J. Stant & Co., Abbey Foregate. **IPSWICH:** C. E. Hammond & Co., St. Nicholas St. **NORWICH:** Boycott & Co., St. Giles Gates. **BOSTON, LINGS:** Malty & Malkinson, Bond St. **SHEFFIELD:** Holmes & Younie, Ltd., Hunters Bar. **LEEDS:** Headingley Motor Co., Ltd., 8, Oley Rd., Headingley. **DONCASTER:** Hopkinson's Garages, Ltd., Athron St. **YORK:** The York Motor Mart, 45, Gillygate. **HULL:** Grey Bros. & Kemp, Ltd., 21, Charlotte St. **BRIDLINGTON:** Carlton Garage, Bessingby Rd. **CLACKHEATON:** The Spensborough Motor & Cycle Agency, 4, Pyenot Terrace. **MANCHESTER:** Williams' Wheelwright Works, 1, Arches, Trafford St. **STOCKPORT:** Wellington Garage Co., Wellington Road South. **BURY:** Bramwell, Preston & Co., Ltd., Phoenix St. **LIVERPOOL:** Old Hall Motors Co., Ltd., Old Hall St. **BLACKPOOL:** Hilton Sharp & Co., Ltd., 72, Foxhall Square. **MORECAMBE:** Morecambe Motors, Ltd., Harbour Garage, Promenade. **GARMARTHEN:** T. Parke Jones, Myrdin Garage. **COLWYN BAY:** Hibbs Garages, Ltd., Carlton Garage. **CARLISLE:** The County Garage Co., Ltd., 141, Botchergate. **NEWCASTLE-ON-TYNE:** The Wholesale Motor Trading Co., Northumberland Rd. **SUNDERLAND:** The Empire Motor Works, The Green. **GLASGOW:** D. McNeil, Ltd., 144, Buchanan St. **BELFAST:** C. Wilkinson & Son, 123-25, Donegall St.

THE first thing you will notice upon taking the wheel of a 10-20 h.p. Cluley Car is its exceptional driving comfort. The excellence of the long semi-elliptic springing, the deep well - upholstered seats, adjustable pedals and steering column, put a stranger instantly at his ease. He feels that he has known the car for months. In fact, the comfort of the Cluley is comparable in every way with its reliability of performance and economy of running.

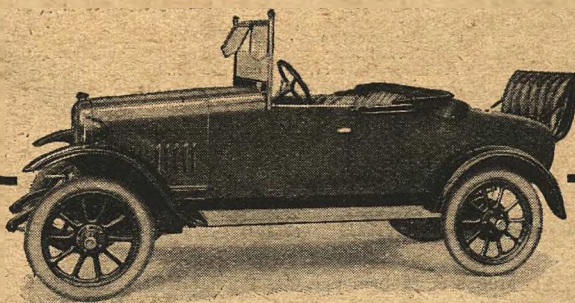


10/20 h.p. Two-Seater with all-weather equipment, three-piece wind-screen, double dicky, clock, speedometer, spring gaiters, five lamps, five Dunlop tyres, electric lighting and starter, etc., £250

10/20 h.p. Four-Seater as above with Four-Seater body, £270
Petrol 35/40 m.p.g.
Speed 5/40 m.p.h.

Write for our catalogue and full details of Cluley Cars, and our nearest agent will take you for a trial run.

CLARKE, CLULEY & Co.,
GLOBE WORKS, COVENTRY
Established 1890.



10/20 h.p. Two-Seater.

H.P.

SPARES AND REPAIRS

FOR



All Spares and Repairs executed by us are guaranteed. The spare parts are those of the manufacturers made to their jigs and tools, and are the only ones that can be guaranteed correct.

We always have a good selection of all models of G.N's., prices ranging from £50 to £180.

SOLE CONCESSIONNAIRES:

BLACK & FINCH, LTD

222, Gt. Portland Street, W.1.

Phone: Museum 2271.

Distributors for London and Suburbs.

ARIEL TEN

£198

AGENTS FOR ALL LEADING MAKES.

Recommended Cars in Stock:

- 1922 Calthorpe, 2-seater, dicky ... £130
- 1923 Talbot Coupe, as new ... £235
- 1922 G.N., Touring model ... £75
- 1922 Bugatti, Brescia model, 90 m.p.h. £485
- 1922 G.N. Vitesse, 70 m.p.h. ... £110

Exchanges. Instalment Payments. Cars Bought for Cash.

Hours of business: 9.15 a.m. to 6 p.m., including Saturdays.

"Enots"

PETROL LEVEL GAUGE

WHY BE STRANDED WITH AN EMPTY TANK?

The Enots Petrol Gauge accurately indicates at a glance the exact quantity of petrol in your tank.

It is designed specially for Morris Cars, but is suitable for most cars with dashboard tanks.

Supplied with adaptor for fitting between present tap and tank, copper pipe and screws for fixing. It can be fitted by anyone in ten minutes.



Price **10/6** each.

Obtainable from any good garage.

BENTON & STONE, LTD.

(Dept. L.)

BIRMINGHAM.

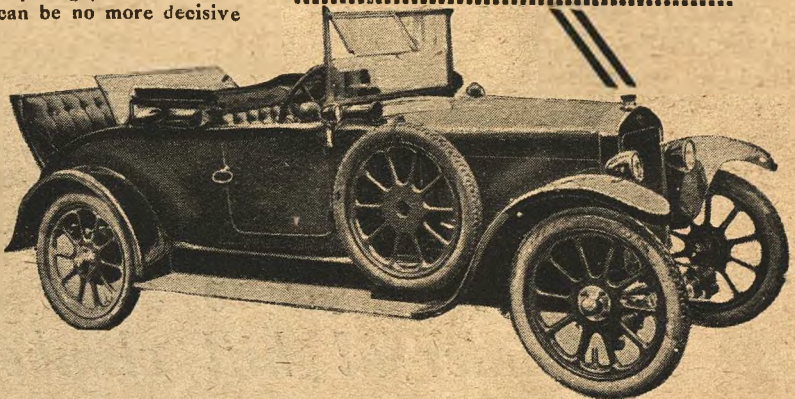
The Wise Man looks at the 11'9 **CROUCH**—and buys one

TO the man who "knows a good thing when he sees it," the CROUCH is irresistible. You cannot buy more for its price of £295—you cannot get in any other car for the money, or anything near it, the "life," the real power, the refinement, or the quality, or the completeness in every way of the CROUCH. Compare the Crouch with anything you like at the same price, or more. There can be no more decisive test—and you'll be bound to admit that the Crouch comes out of it with more than credit. Let us put you in touch with the nearest CROUCH agent.

**CROUCH MOTORS
(1915), Ltd. - -
Tower Gate Works,
COVENTRY. - -**

Brief Specification:
1496 c.c. British Anzani 4-cyl. engine. Crouch patent Ferodo lined cone clutch; silent spiral bevel drive back axle; dual x springing; 12 v. l. (5 lamps) lighting and starting; full dashboard equipment; highest quality coachwork; best English leather upholstery; exclusive comfort devices.

**2/3-Seater
and Dickey
or 4-Seater
All-weather.
£295**



H.
G.
T.

The Motor

The
National Motor Journal.

EVERY
TUESDAY
4^D.

Offices of
The Motor
7-15, Rosebery Avenue,
London, E.C.1.

Amongst other features of "The Motor" for next week (March 18th) it is hoped to include the following:

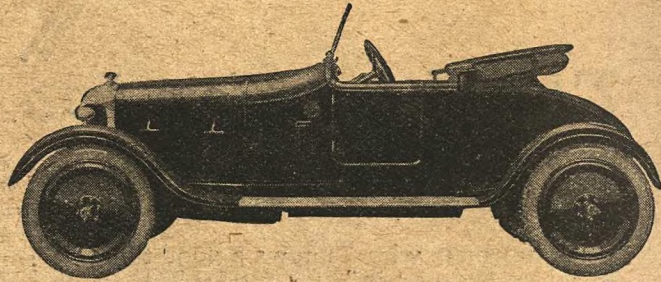
WHERE TAXATION IS CHEAP;
MOTORING IN NEW SOUTH WALES
POWER WEIGHT RATIO; THE SECRET OF SMALL CAR POPULARITY.
A NOVEL SERVO BRAKE. COMPARATIVE TESTS AT ALL SPEEDS.
ACCESSORIES TESTED.

Some Contents of "The Motor," issue dated March 11th.

- DANGERS FOR MOTORISTS UNDER NEW BILL.**
What are "Drunkness" and "Reckless Driving"?
The need for definite Traffic Laws.
- ALTERNATIVE LUBRICATING SYSTEMS.**
Three popular Lay-outs; a description of how they work and their advantages and disadvantages.
- THOSE AVERAGE SPEEDS.**
Figures which throw light on an obscure subject.
Speed and time analysis of a day's run.
- ROAD TESTS OF 1924 CARS.**
The four-wheel braked 24/70 h.p. Sunbeam, the 14 h.p. Standard "Kensington" enclosed limousine, the 35 h.p. four-wheeled braked Daimler, the 2-litre four-wheeled braked Bignan.
- THE POLICE, MAGISTRATES, AND MOTORISTS.**
Leicester Police and Magistrates' ignorance of the Law. An amazing example of vindictiveness.
Motor Law: Some important points that all Motorists should know.
- ACCESSORIES AND EQUIPMENT.**
Five pages of interesting new fittings.
- COMMON ENGINE TROUBLES.**
Ignition system (continued)—mechanical breakdowns—causes of overheating.

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.

Value for money



12 h.p. 4-cyl. Empire AC 2-seater, with electric starting and lighting, with five lamps, clock, speedometer, oil gauge and air strangler. Streamline 2-seater body with double dickey seat. £299 Spare wheel and five Dunlop cord tyres.

ALL-BRITISH—and worth more than any other.



“... delightful to drive and a wonderful hill climber.”

Exeter House, Weymouth.

“... I purchased A-C Empire 4-cyl. from your firm at Thames Ditton last October, and in every way it has proved most satisfactory, being delightful to drive and a wonderful hill climber.”

(Signed) Miss J. L. FLETCHER.

(Owner of A-C Car No. 8838.)

The Amazing A - C is deservedly the most popular car on the road.

Every possible virtue has been stressed by happy owners in letters like the above. Yet you can own an A-C Empire model as illustrated—but—order at once to make certain of speedy delivery and to avoid disappointment, as this popular model is, of course, rapidly booked up for delivery.

8.7.24

Fully illustrated and attractive booklet forwarded upon request.



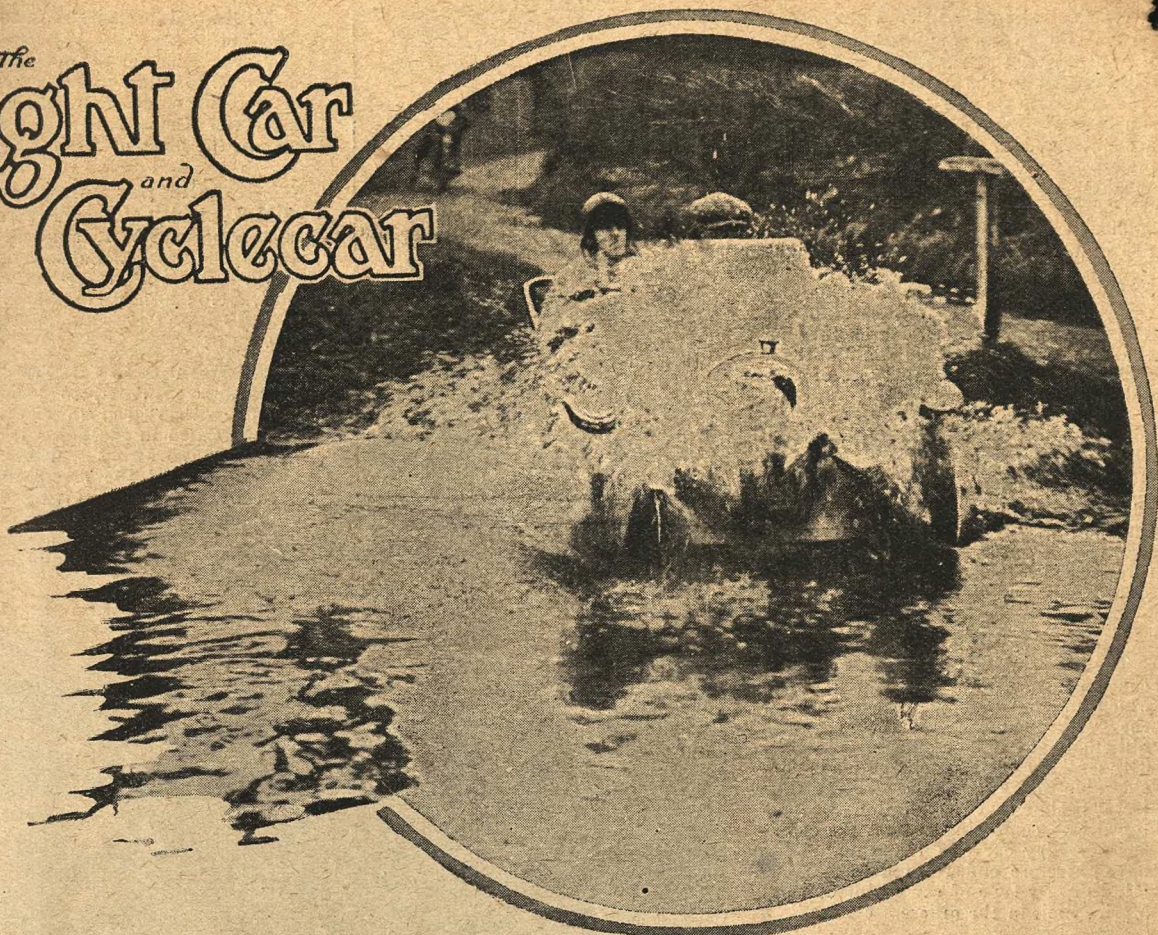
55 & 56, PALL MALL, LONDON, S.W. 1. Telephone: GERRARD 6620 & 6844.

Works: THAMES DITTON, SURREY. Telephone: KINGSTON 3340 (4 lines). Service Station: 181, HERCULES RD., LAMBETH, S.E. 1. Tel.: HOP 310.

Please ask for address of nearest dealer.

WE CAN SUPPLY RELIABLE SECOND-HAND AC CARS.

The Light Car and Cyclecar



WATER-COOLING, — 1924 STYLE! The ubiquitous water-splash still finds favour with many merciless club competition organizers; whilst the methods in which competitors negotiate it are still as varied as ever. Here is a Morgan charging the water at Shere during the Wallington and District Motor Club's Amateur Reliability Trial.

Notes, News and Gossip of the Week.

Brooklands Catering.

The Brooklands Automobile Racing Club has decided this year to make itself responsible for the catering department, but the actual management will be in the hands of the Army and Navy Co-operative Society, Ltd.

Road Racing in England?

Determined efforts are being made by the Auto-Cycle Union to obtain Parliamentary sanction for motorcycle road races in England. The significance of this step is discussed under "Topics of the Day," and the full text of the Bill is given on another page.

But Why So Late?

Summer Time begins this year on the night of April 12th-13th, which is the Saturday preceding the Eastertide week-end. Continental Summer Time begins earlier, and it has been proposed that in future a universal date should be agreed upon, the first Saturday night in April being suggested as suitable for beginning Summer Time and the first Saturday in October for reverting to G.M.T. No. 590 Vol. XXIII.

LIGHTING-UP TIMES

for Saturday, March 15th, 1924.

London .. 6.32	Edinburgh ... 6.43
Newcastle .. 6.36	Liverpool ... 6.43
Birmingham 6.38	Bristol ... 6.42
Dublin ... 7.26	

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

Moon—Full Moon, 21st.

A New Appointment.

The Lord President of the Council of the Department of Scientific and Industrial Research has appointed Mr. F. S. Sinnatt to be assistant director of fuel research as from April 1st next.

Portuguese Petroleum Imports.

In discussing the prospects of improvement in Portugal, the Board of Trade points out that petroleum products now come first among imports in value, exceeding coal, which, until recently, was the largest single item under this heading.

Concrete Roads.

It seems more than probable that the road of the future will be constructed of concrete, and the Institution of Structural Engineers is actively engaged in pointing out the advantages of the system. This institution represents one of the most prominent concrete authorities in the kingdom, and we suggest that a sub-committee should be formed to deal entirely with the question of roads.

"Option" Popular in New York.

Motor drivers seem to have a troublesome time in New York City, where 54,705 motorists were convicted of traffic violations in 1923. The fines they paid totalled 426,537 dollars. In addition to the fines, many drivers were also imprisoned, terms varying from two days to six months being imposed upon 1,002 drivers, while 4,189 served a term of imprisonment in default.

Assessment of Motor Garages.

In reply to an application to the Urban District Council of Finchley, with regard to the assessment on private garages, we are informed by the supt. asst. overseer that assessments are not fixed until a building is completed.

New Kettering Club.

The Wellingborough, Kettering, Rushden and District Motorcycle and Light Car Club has been disbanded, an organization to be known as the Kettering and District Motor Club taking its place. The new club has fixed March 23rd as the date for its first reliability trial, which will be open to all types of passenger motor vehicle.

Renault Prices Reduced.

The prices of Renault cars have been reduced, the following being the figures which now apply to the 8.3 h.p. model:—Chassis, £230; three-seater clover-leaf, £258; two-seater and dickey, £258; three-seater saloon, £305; English two-seater coupé and dickey, £355

Essex Club's Innovation.

The following significant paragraph is contained in a letter from the secretary which accompanies the programme of the forthcoming Essex Motor Club's hill-climb at Kop on Saturday, March 29th:—"My committee have made considerable alterations this year, as they feel it is time that the question of super-tuned cars competing against the ordinary everyday car was taken up. They have therefore endeavoured to make it fair to every type of car by introducing a price limit in the different classes."

The Weymann Rover.

In commenting on the new Weymann saloon model Rover Eight in last week's issue, we remarked that the 1,130 c.c. power unit was larger than the more familiar Rover engine, intending to convey the impression that it was larger than the older Rover Eights, so many thousands of which are in the hands of our readers. The Rover Co. asks us to point out that the engine fitted to the Weymann saloon model is identical to that fitted in all current Rover Eight models.



MOTOR 'TERMS TRAVESTIED.
No. 3.—Query: What is the Term?

(The solution to last week's picture will be found in "Around the Trade.")

Victory Model Palladium.

We are informed by Palladium Auto-cars, Ltd., Felsham Road, Putney, London, S.W. 15, that, as from March 1st, the Victory model four-seater will include both electric starter and side windows in the price of £395.

Cheaper Salmsons.

S.M.S., Ltd., Motcomb Street, Belgrave Square, S.W. 1, announce reductions in the prices of Salmson models as follow:—10 h.p. three-seater sports model, £178; 10 h.p. two-seater de luxe, £198; 10 h.p. two-seater sports model, £190.

What is the Term?

Readers are invited to submit their opinions with regard to the motoring term travestied in the adjoining sketch. The original drawing will be awarded to the sender of the first postcard received by the Editor giving the term illustrated by the artist. If no correct solution is received the drawing will be awarded to the sender of the nearest or most original "term."



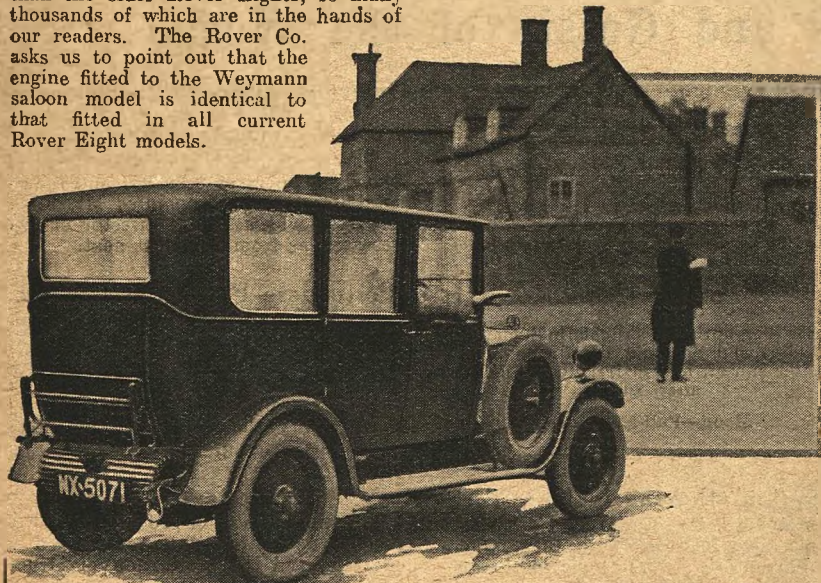
Southern motorists will greatly appreciate improvements which are being carried out on the Uxbridge road. Here is a new section, under construction, alongside Hanwell Asylum.

Club Title Altered.

At the annual general meeting of the Redditch and District Motor Cycle Club it was agreed unanimously that the title should be altered to the Redditch Motor Cycle and Car Club. Light cars of a limited capacity have taken part in the club's competitions for some time, and it was thought that the scope of the club could be advantageously broadened in this direction. Mr. Alfred E. Terry was re-elected president.

Proposed American Motor Fleet.

As evidence of the supremacy of internal-combustion-engined vessels, it is interesting to learn, from the March number of *The Motor Ship*, that a Committee of Congress has recommended that the American Government should allocate 25,000,000 dollars for the conversion of 50 steamers to motor ships. It is estimated, as a result of previous experience, that after conversion the fuel bill will be only one-third of that of the ships as oil-fired steamers, in addition to which there will be a considerable increase in cargo-carrying capacity. This issue of *The Motor Ship* contains much authoritative information regarding the practical economy of oil-engined vessels, and many highly interesting articles.



1924 CAR
DE LUXE.

One of the latest models of the B.S.A., equipped with a luxurious Charlesworth body and low-pressure tyres. The rear window is fitted with a sliding panel.

A Luxurious Saloon.

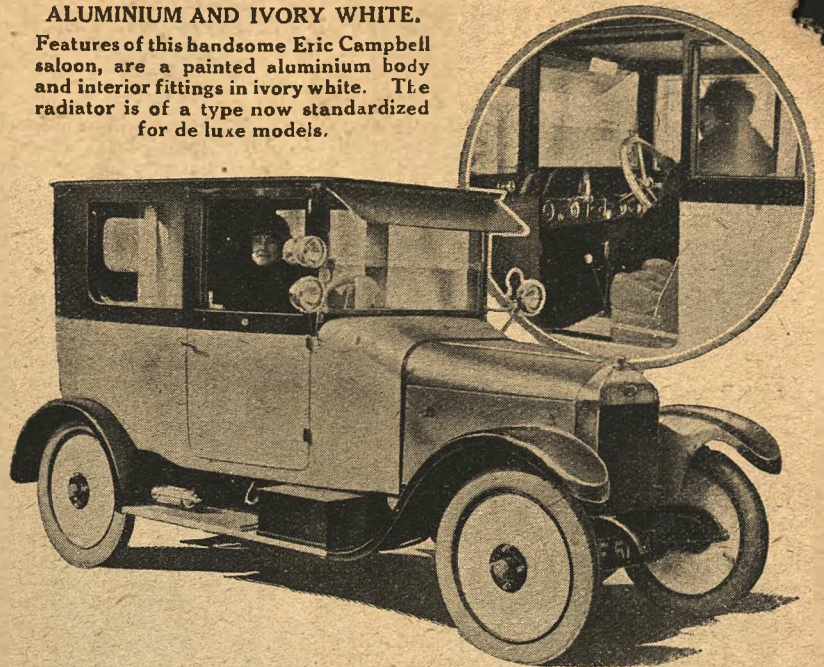
An accompanying illustration depicts an extremely handsome Eric-Campbell saloon which has been built by the Vulcan Iron and Metal Works (1918), Ltd., Durdan Works, Southall, to the order of a private customer. The car is fitted with a new design of radiator and bonnet, the latter claimed to be absolutely rattleproof, which will be standardized on the de luxe models in future. A notable feature is the ivory-white interior fittings. These include steering wheel, cigar lighter handle, door pulls, door handles and change-speed lever. An unusually comprehensive array of instruments is provided on the dash, whilst a mirror is arranged above the screen inside the body so that a clear backward vision is obtained from the rear window. Built of ash, aluminium and walnut, the body complete weighs under 2½ cwt.

Car Without Pedals.

Disabled drivers have recognized for a long time past that the friction-driven car is converted to their needs easier than any other, and, in this connection, an extremely interesting conversion has been carried out by G.W.K., Ltd., Cordwalles Works, Maidenhead, for the use of a driver without legs. The car, naturally, has no pedals, operation of both clutch and "foot brake" being carried out through the medium of the steering column itself. This is pivoted at its lower end and is connected about half-way up through the medium of an adjustable rod with a lever operating the ordinary pedal cross-shaft, upon which are keyed the arms which move both clutch and brake rods. To de-clutch, the driver pulls the wheel down slightly, and to apply the brake the wheel is pulled still farther. The throttle is controlled by a lever situated immediately under the wheel, which can be operated easily by two fingers. Both gear and brake lever remain unaltered. We enjoyed a trial run, and the sensation of driving a vehicle without pedals is extremely novel, the temptation to use the feet proving at first well-nigh irresistible. After a little practice, however, the car becomes delightful to handle, and is certainly as easily controlled as one with the more conventional pedals. It should prove a boon to its disabled owner.

ALUMINIUM AND IVORY WHITE.

Features of this handsome Eric Campbell saloon, are a painted aluminium body and interior fittings in ivory white. The radiator is of a type now standardized for de luxe models.



A Top-gear Run.

The Royal Automobile Club has issued a certificate of performance in respect to an A.-C. car driven by the Hon. V. A. Bruce. The object of the trial, which was carried out successfully, was

Tuning an A.B.C.

Following the general meeting of the A.B.C. Motor Cycle and Car Club, which was held on Wednesday of last week at the Club's headquarters, the New Star and Garter Hotel, Richmond, Mr. S. J. Bassett delivered a lecture entitled "Tuning for Speed and Reliability."

EMPIRE NUMBER of Light Car and Cyclecar

An Empire Number of "The Light Car and Cyclecar," the date of which will be announced later, will be published to synchronize with the opening of the British Empire Exhibition at Wembley.

Puy Singers.

So great is the present demand for Singers that the factory in Coventry is working day and night and at week-ends. The service scheme to which we recently referred is now in full swing, the special service cars which are distributed over the country being greatly appreciated by Singer owners.

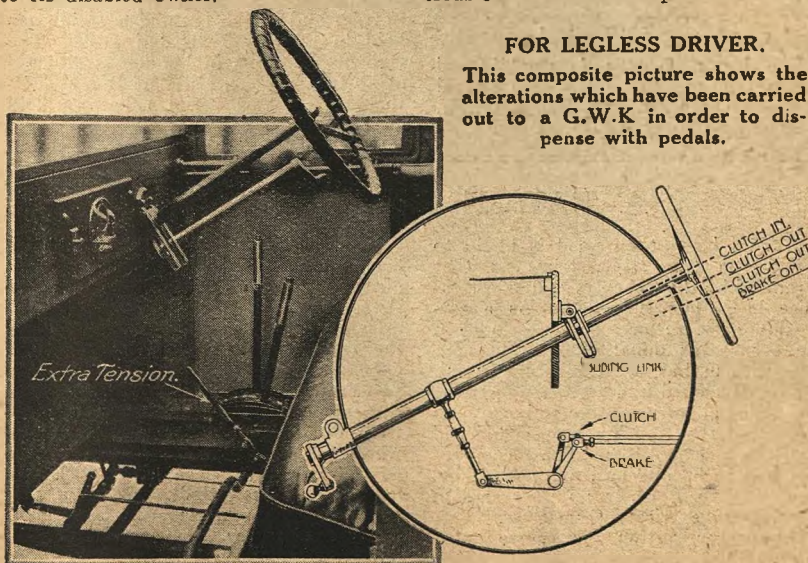
to run the car from London to Petorborough and back—168 miles—on top gear. An average speed of 19.8 m.p.h. was maintained, and no mechanical trouble whatever was experienced.

R.A.C. Light Car Trials.

Considerable interest has been aroused by the Royal Automobile Club's Light Car Trials, full details of which we gave in our issue dated February 8th, and those who are keen on reading the regulations word for word may now obtain a copy of the official booklet by applying to the head offices of the Club, Pall Mall, London, S.W.1.

FOR LEGLESS DRIVER.

This composite picture shows the alterations which have been carried out to a G.W.K. in order to dispense with pedals.



Individuality in U.S.A.

A prominent American car manufacturer says that in the automobile business there is a large element of style. He believes that there will be no market for individual cars, that is, cars not the product of a vast mass-producing combine, only when—

Every American family is satisfied to live in a house which looks like every other house in the same town;

American people stop sending their children to the high schools;

American women are satisfied to wear standard gowns;

Everybody eats ham sandwiches in the kitchen instead of keeping a cook.

We agree with him; but does America know what individual cars are?

CLUB NOTES AND FIXTURES.

Evening Social Run.

The Surbiton Motor Club announce a two-hour social run, which will take place on March 22nd, starting at 8 p.m. from the Bear Hotel, Esher, and finishing at the Vaudeville River Club at about 10 p.m.

Redditch Club's Trial.

The opening event of the Redditch Motor Cycle and Car Club will be a One-day Reliability Trial fixed for March 22nd. This will be open to members of the Midland Centre A.-C.U. for the B.S.A., Wicliffe and Redditch Traders'

**GWYNNE
EIGHT
AS
FOUR-SEATER.**



With the exception of the slightly larger body, no material alterations have been made in the Gwynne chassis. The photograph shows the ingenious tip-up seat by means of which access is gained to the rear.

Darlington Club's A.G.M.

The annual meeting of the Darlington and District Motor Club was held at the King's Head Hotel on Tuesday, February 26th. The report presented by Mr. J. T. Whitfield showed that there were 29 car members and 114 cycle members, against 17 and 93 respectively in the previous year. Darlington light car owners, please note!

Wimbledon Club's Trial.

The results of the reliability trial held by the Wimbledon and District Motor Cycle and Light Car Club, in conjunction with the A.B.C. Club, show that Howard Dawson (G.N.) obtained a gold medal for the best performance, whilst C. Chantry (A.B.C.) secured a bronze medal.

Club Whist-drive.

The North-West London Motor Club has arranged for its members a whist-drive to take place on March 18th at Slater's Restaurant, 192, Oxford Street, London. Play will start at 7.30 p.m. sharp, and a light supper has been arranged. Tickets (5s. each) are to be obtained from J. L. Johnson, 13, Marlborough Mansions, Cannon Hill, N.W.6.

Efficiency Trial Entries.

The entries for the Junior Car Club's Efficiency Trial, which takes place tomorrow, are distinctly disappointing, only 17 makes having materialized. The following is a complete list of drivers and cars:—

E. B. Ware (Morgan), E. C. Gordon England (Austin), A. W. Brittain (B.S.A.), C. A. H. Mason (Seabrook), J. F. Deverill (8 h.p. Gwynne), B. A. Hill (Rhode), D. Chinery (Gwynne), T. Heaton (Derby), G. N. Norris (Morgan), S. Watson (Surrey), D. M. K. Marendaz (Marseal), S. A. Wenmoth (Derby), J. L. Chilton (Galloway), W. Brownsort (A.-C.), C. Halifax (Calthorpe), V. S. Wallsgrove (Riley), C. Abbott Brown (Alvis Sports).

Leicester Club's Ball.

Over 700 dancers took part in a ball organized by the Leicester Motor Club on Monday, March 3rd, on behalf of local charities. The prize-winning costumes included "Safety First," the wearer displaying well-known road signs, including the familiar red triangle.

Enfield M.C.C.

The hon. secretary of the Enfield Motor Cycling Club, Mr. S. W. Maybrook, 476, Hertford Road, Enfield Highway, asks us to point out that owners of light cars with the usual limit of 1,500 c.c. are open to admittance. The first run of the club took place on March 2nd.

Victory Trial.

The Birmingham Motor Cycle Club's annual Victory Open Reliability Trial will take place to-morrow, Saturday, the start being from a spot near Birmingham. This year a class for cars not exceeding 1,500 c.c., and conforming in all respects with the F.I.C.M. definition, has been included, a special cup and gold medal having been presented by P. J. Evans, Ltd., for the competitor who makes the best performance on a four-wheeled car. The winner will hold the cup for one year only.

London-Land's End.

Intending competitors are reminded that all entries must be sent in by April 3rd. Applications for new membership must be forwarded not later than March 24th.

B20

Cups, team prize and the usual medals. Light car entries will be welcomed as usual.

Economy Car Trial.

The annual Economy Car Trial, organized by the Midland Car Club, will take place on Saturday, March 22nd. The trial is open to all makes of cars, including three-wheelers, irrespective of size or price, but only cars costing £350 or under (present catalogue price) are eligible for the premier awards.

Aston Hill-climb.

The Herts. County Automobile and Aero Club announces that the annual hill-climb at Aston Hill, Tring, Herts., will be held on May 17th.

The Tooting and District Motor Club.

This club, which was known as the Southern Cross Motor Club, held its opening run on Sunday, March 9th. This was well attended and the weather ideal. Tea was provided at the country headquarters, Six Bells Inn, Newdigate, Surrey, and in the evening a social was held in the Six Bells Inn Hall. The club headquarters in London is situated at Foster's Garage, Mitcham Road, Tooting, from which social runs are held every Sunday.

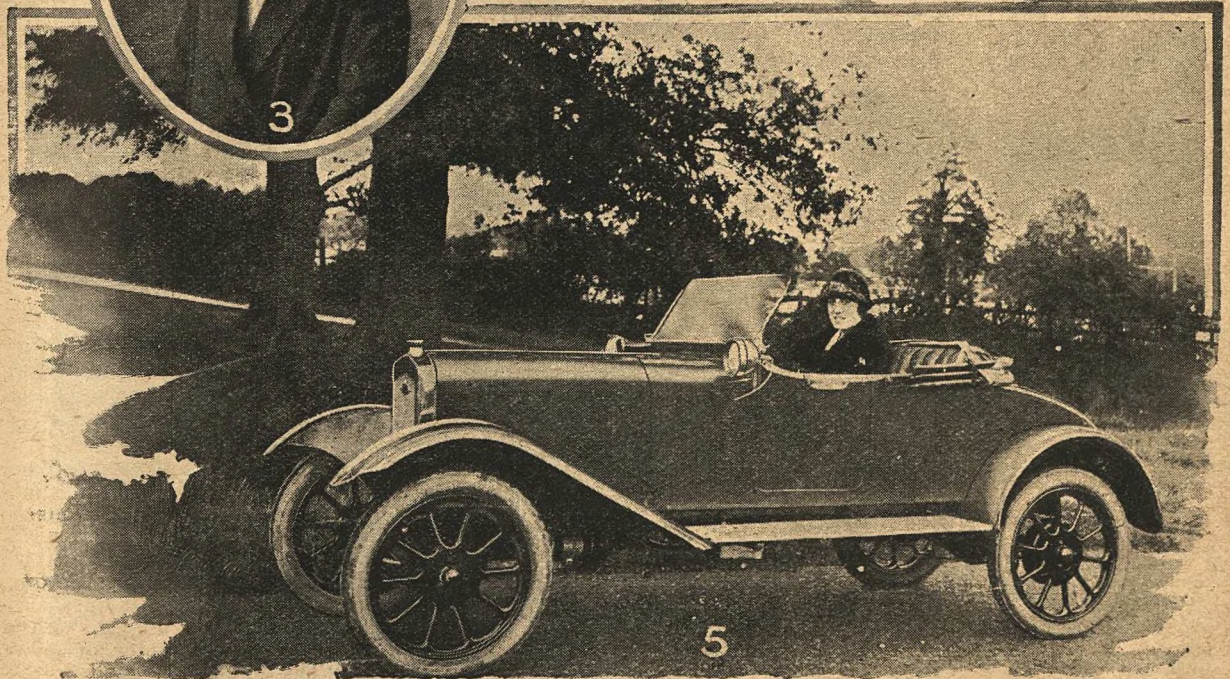
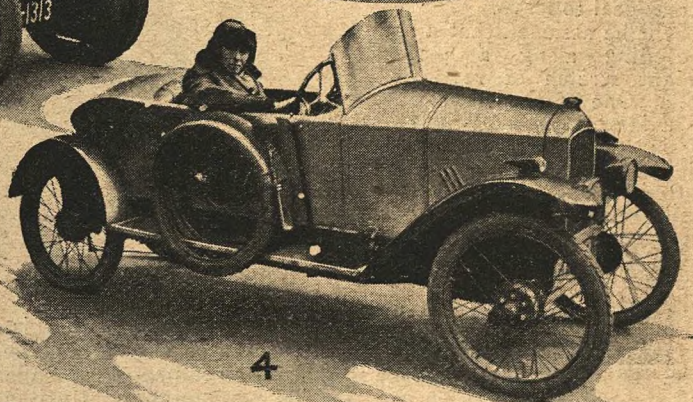
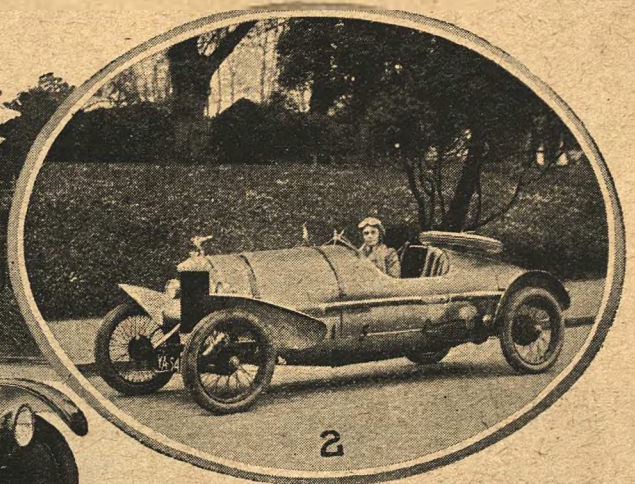
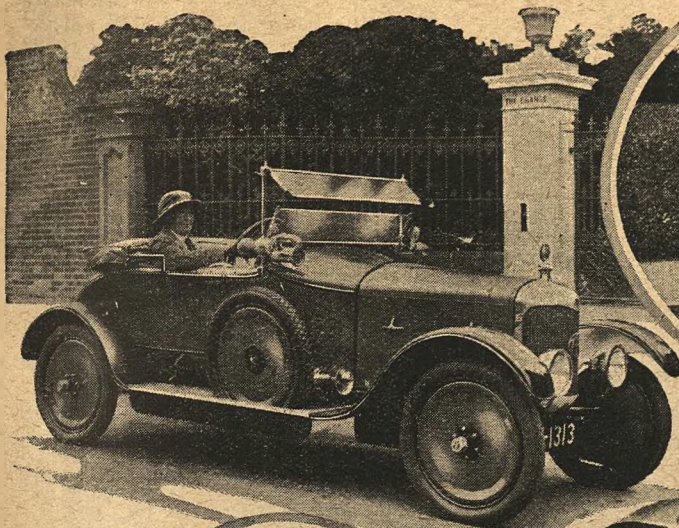
A FARCE OF A TRIAL.

MORE harm than good is likely to accrue from such trials as that organized by the Coventry and Warwickshire M.C. last Saturday. As a car-breaking steeplechase or obstacle race, the event was doubtless an excellent competition; but, as a reliability trial, it soon developed into a screaming farce. The Colonial sections were so boggy and rutty that they quickly became blocked by stalled competitors. Some competitors had to be dug out, and others, becoming ditched, broke up their cars in attempts to extricate themselves.

In another section the course apparently led over open fields, where the

best indication as to where the track lay was provided by the gates into and out of the field. A tiny percentage of the starters finished, one man actually arriving at 9.30 p.m., many hours after the competitors and the officials had gone home. A Stoneleigh Humber, two Lea-Francis and a Riley were amongst the competing cars. The Lea-Francis were ditched, the Stoneleigh bent a wheel and stub axle and the Riley broke a stub-axle bolt. The Humber Eight, driven by Sam Wright, put up a particularly good performance, and managed to stagger home through the morasses.

PROMINENT FEMININE DRIVERS.



WHICH IS THE
IDEAL
LADIES' CAR ?

It is often suggested that the cars most suitable for women to drive are those which lack the vim of the types illustrated above; it seems, however, that the reverse is the case, and that experienced women drivers find in the sports and semi-sports types a more enjoyable outlet for their motoring zeal than among the ranks of the more luxurious "ideal cars for lady owners." (1) Miss Lilian Roper (A.-C.), a pioneer woman motorist; (2) Miss Winifred Pink (Horstman), an adept at fast hill-climbing; (3) Miss Margaret Kincaird Lennox; (4) Miss Turner (Benjamin); (5) Miss Dorothy Summers (Marseal).

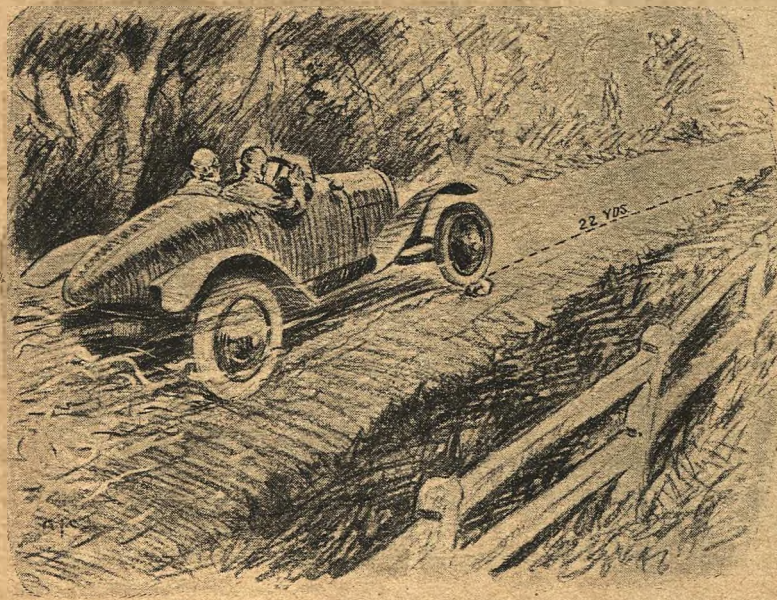
The IMPORTANCE of a SECOND

Graphic and Significant Comparisons of Factors which often are Ignored.

THE old saw says: "Time and tide wait for no man." With the latter the motorist is not concerned; of the former he has a great deal to learn.

Let it be assumed that a car is proceeding along a perfectly straight stretch of road at 45 m.p.h. One of the front wheels hits a large stone and the steering is deflected to a degree which, if uncorrected within approximately, 22 yards, would result in the car hitting the grassy bank. It seems hard to realize that the driver would have just one second in which to avert certain disaster. His brain would have to act very quickly, the warning, first of all, having to be transmitted from the eyes to the brain, the brain having to take in and fully comprehend the danger and then send out its peremptory instructions to those parts of the body from which instantaneous action is necessary.

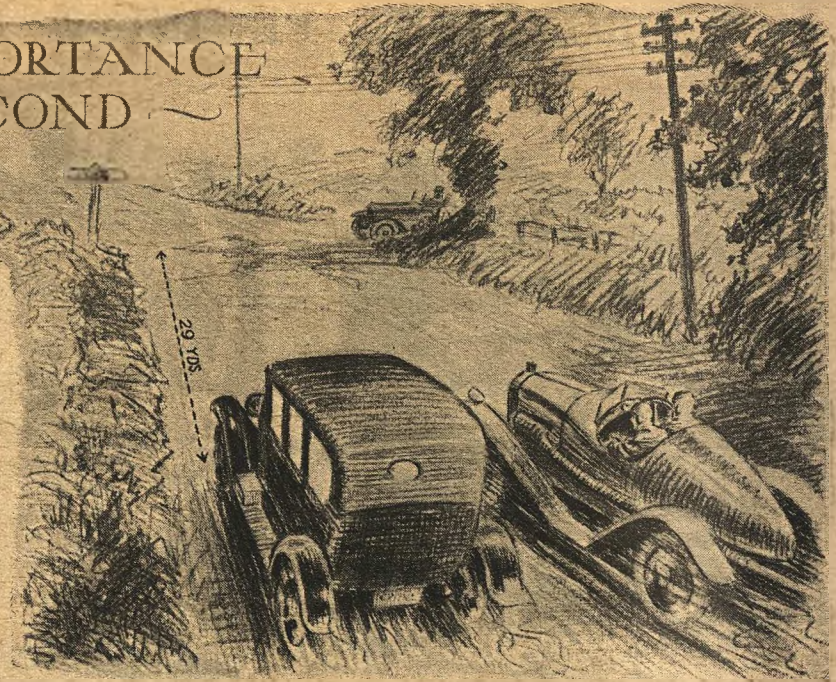
The faculties of the new driver might be too slow;



SWIFT ACTION ESSENTIAL.

Hitting a large stone, the front wheels of a car are deflected to a degree which, unless corrected, means striking the bank in 22 yards. What effect has the speed of the car on the conditions which the driver has to face?

ALL A QUESTION OF SPEED.



The touring car on the left is travelling at 15 m.p.h.; the racing car is passing it at a speed of 60 m.p.h. The bonnet of a third car suddenly appears in the by lane when saloon and racer are level and 29 yards from the turning. What will happen?

this is called inexperience; the faculties of the experienced hand would be swift and decisive; this is called "road sense" or "cultivated instinct." Until a driver has acquired the latter, he should never drive at speeds exceeding 30 m.p.h.

Taking the same road conditions as those quoted above, but assuming that the car was travelling at 15 m.p.h., then, apart from the lesser shock and, inter alia, probable deflection of the road wheels, the driver would have three times as long in which to make up his mind, the vehicle covering only $7\frac{1}{2}$ yards in one second.

The Cross-road Danger.

These figures are worth bearing in mind, and driving instructors would do well to recite them when teaching those "who want to run before they can walk."

There are other comparative illustrations well worthy of discussion. The danger of cross-road collisions is ever present, and many inexperienced drivers argue that there is little to be gained by slowing down, because one can be smashed up just as easily at 60 m.p.h. as at 15 m.p.h. They entirely overlook the factor of time, which, in this instance as well, is the equivalent of speed. It rules the situation from beginning to end.

Supposing two cars are approaching a cross-roads, car A (a racer) doing 60 m.p.h., car B (a saloon) 15 m.p.h. As A draws level with B, in the act of overtaking, both being approximately 29 yards from the

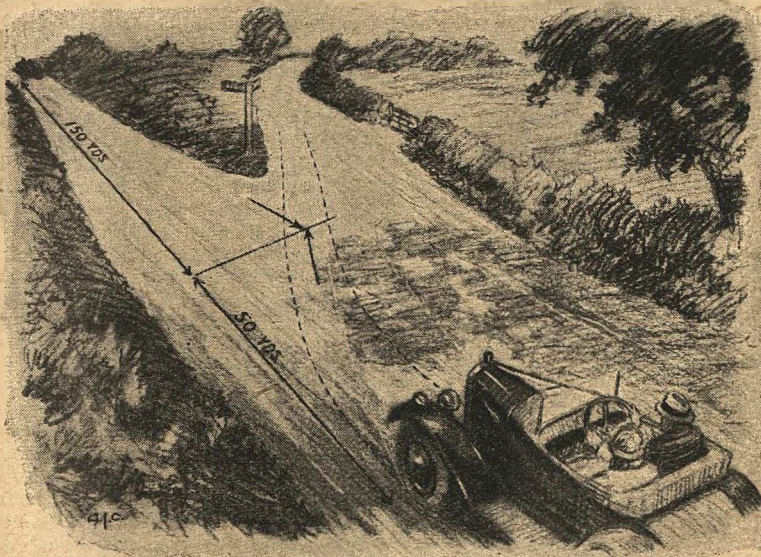
THE IMPORTANCE OF A SECOND (contd.).

crossing, the drivers simultaneously notice the bonnet of a third car which threatens to cross their path from the side turning. If the driver of car A was the most experienced in the world, and applied his brakes on the instant, he would take, approximately, 60 yards in which to stop (if he were lucky enough to miss car C), whilst if he let but a single second pass in making up his mind he would cover the 29 intervening yards before moving hand or foot.

Comparative Estimations.

But the driver of car B can pull up in 12 yards. He could comfortably waste two whole seconds and still pull up on the safe side of the crossing. If he failed to act at all, four seconds would elapse before he completed the 29 yards, and in that time car C, which was on the point of emerging from the by-road, could speed up, and probably "scrape" across.

An illustration on this page serves to emphasize the importance of being able to judge the speed of approaching vehicles. In this case car A is traveling at 20 m.p.h. and is nearing a fork road, into which the driver wishes to turn. Approaching him is car B, which is three times as far away from the fork as car A. With blissful unconcern A ignores B, slows down slightly, and begins to lock over, preparatory to making the turn. To his consternation, B hurtles past his off-side wing, the driver glaring at him and showering imprecations on his head.

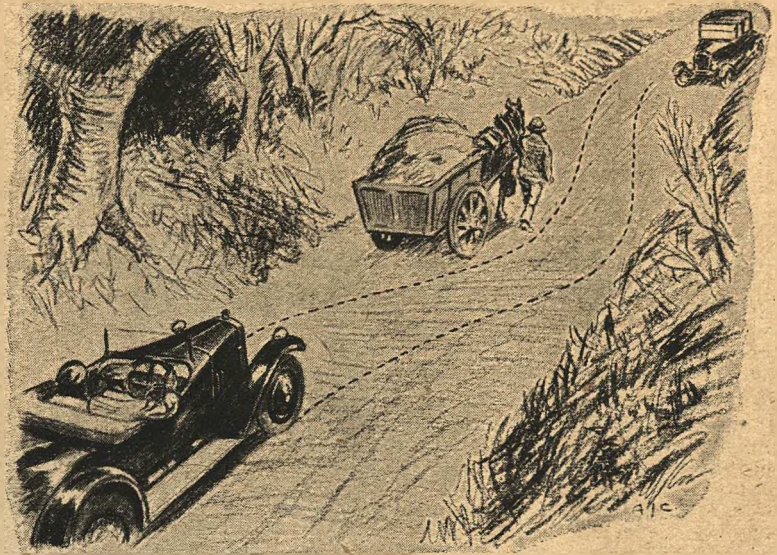


AN ERROR OF JUDGMENT.

Another instance, referred to in the text, which shows the importance of being able to estimate the speed of other traffic.

B was doing 60 m.p.h.; we blush to admit it, and hasten to add that he is one of the small percentage of road hogs which haunts every careful driver. But A should have formed a more accurate estimate of B's speed and should have permitted him to pass.

The necessity for estimating speed is not always confined to two cars only, that is the driver's own vehicle and another, for frequently accurate judgment may be essential in respect of three, or even four, vehicles. It takes an experienced driver to form accurate estimates.



TAKING A CHANCE.

Before attempting to pass the cart, the driver of the left-hand car must be able to approximate the speeds of all three vehicles concerned.

The ability or inability to do this is particularly noticeable in traffic. Even the tyro cannot be expected to crawl behind a horse-drawn van or an empty taxi, but a psychological moment when it is safe to cut out and pass is often overlooked again and again.

When the operation is carried out, the wrong moment may be chosen, and a narrow shave results. This is usually brought about by inability, first to judge the time that will be required to cut out, pass the slow-moving vehicle, and cut in again; and, secondly, correctly to estimate the speed of approaching traffic.

Read, Mark and Learn.

Too much emphasis cannot be laid on the importance of practising the art of speed judging. On it depends not only the safety of the individual driver, but the security of every other road user.

Useful experiments can be carried out to gauge one's ability in this direction, but the services of a second car and driver would have to be requisitioned. Both, however, enjoy the same opportunities of testing their skill. A straight stretch of road is chosen, and the two cars, separated by about a quarter of a mile of roadway in the first instance,

approach one another at fixed speeds, each driver choosing his own speed and rigidly adhering to it until the cars have passed each other. The drivers then compare notes, each endeavouring accurately to estimate the speed of the other.

SECRETS OF SILKY IDLING.

To an Enthusiastic Owner an Engine that will "Tick-over" Smoothly and Silently is a Source of great Pleasure. This Article Explains How to Tune for Slow Running.

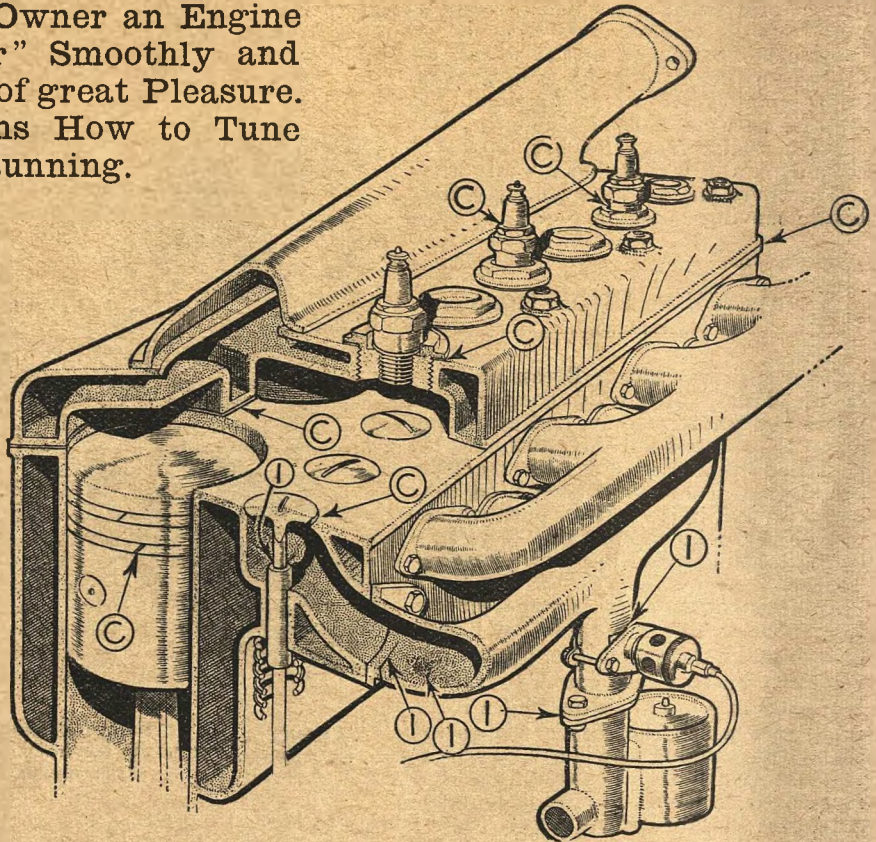
THE wise buyer of a second-hand car will decline even momentarily to consider a proposition unless its engine will run really slowly and really silently. Good slow running indicates mechanical soundness, and might be described as one of the surest indications of the mechanical state of an engine.

The conditions necessary for good idling are, principally, an absolutely gas-tight combustion chamber, a carburation and induction design affording a suitable mixture, and ignition providing a hot spark properly timed.

An engine runs slowly when the throttle is closed because the combustion chamber is not completely filled. To obtain the best slow running, it is necessary, when the piston is at the bottom of the induction stroke, to have the space above it filled, so to speak, half with vacuum and half with a strong mixture.

Assuming that such conditions could exist, the first half of the piston travel would merely fill in the space previously occupied by the vacuum, and the mixture above would, therefore, be compressed to only half the degree which would apply if the cylinder had been completely filled with gas.

On the compression of the half-cylinderful of mixture to which we have referred, it is absolutely essen-



POINTS TO SUSPECT.

Induction and compression leakages are fertile sources of poor idling, and they should be suspected at all the points shown by the arrows. "I" in the circle stands for induction, and "C" for compression.

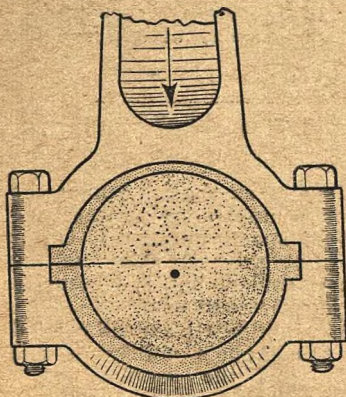
between the inlet-valve stems and their guides, between the piston and cylinder walls, and at the valve seatings, cylinder head, valve cap, and other joints.

Various means of detecting induction-pipe leakages are employed, but, as a general rule, time spent in endeavouring to ascertain where leakages exist would be better spent in dismantling the piping and carefully remaking all joints. Leaks at the throttle spindle or a badly fitted throttle are fertile sources of erratic slow running. Leakages at the inlet-valve guides can be successfully overcome only by having guides that are a good fit and by employing some form of lubricator to ensure that the valve stems do not work dry.

Costly Machining

Here it will be well to suggest that endeavouring to obtain good slow running from an engine that is much worn is generally time wasted, unless there is no objection to spending a fairly considerable amount of money on overhauling. It may be necessary, for example, to have the cylinders rebored and new piston rings fitted. Valve guides, perhaps of a non-detachable type, may need reboring and liners or oversize valves fitting, and other costly machine-shop work may have to be put in hand. But with engines of sound design and with not more than ten thousand miles to their credit, there is no reason why slow running should not be obtained at very small expense.

We have dealt already with the question of eliminating leakage from part of the induction system, and it will, perhaps, be well to discuss leakages at valve caps, cylinder head joints, and between the valve faces when dealing with the



UNEQUAL COMPRESSION.

If big-end bearings are scraped unequally the compression of the cylinders will vary and cause erratic slow running.

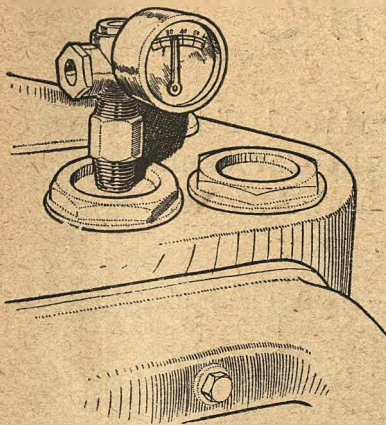
tial that not any should leak away. It is also essential that the proportion of petrol and air should be approximately correct, and it is necessary for the compression ratio and the amount and quality of mixture sucked in by all the cylinders of the engine to be as nearly similar in the case of each individual cylinder as possible.

If perfect slow running is being sought, the first essential is to exclude all leaks in the induction system, not forgetting the possibility of air leaks

SECRETS OF SILKY IDLING (contd.).

question of obtaining equal compression in all the cylinders.

It is possible to obtain from some accessory houses pressure gauges designed to be screwed into the sparking plug or compression tap holes, and these



TESTING COMPRESSION.

Screwed into a plughole, a gauge like this is very helpful to amateur engine tuners.

are arranged so that the needle on the dial remains stationary at the highest recorded pressure until it is released by a trip.

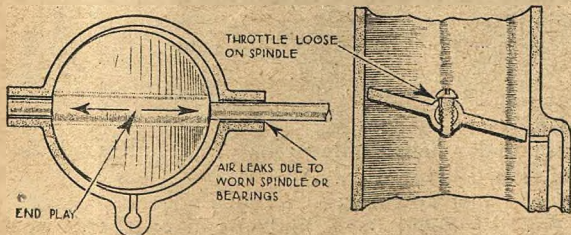
With one of these gauges screwed into a cylinder, it is usually fairly easy to ascertain compression pressure both when the engine is running and when it is being turned by hand, while valuable data can be gained by observing fluctuations in compression pressure at different engine speeds and at varying throttle openings. By taking a number of readings, it is fairly easy if one cylinder, say, shows a higher compression than the others to ascertain the cause.

Locating the Trouble.

This may be due to leakages, to an insufficient opening of the inlet valve, to a slight error in the piston or cylinder block casting, or to more metal having been scraped from the upper half of the big-end bearing of the connecting rod in that particular cylinder than from the upper half of the bearings of the other connecting rods. This matter can be put right by inserting a brass foil packing between the upper half of the big-end bearing brass and the connecting rod, and scraping metal from the cap.

The rectifying of such constructional inaccuracies naturally entails completely stripping the engine if the trouble is to be cured at its source, but there are other methods for equalizing the compression of the cylinders which are very much more easily effected. One plan, where valve caps are used, is to make the reach of these greater or lesser by riveting sheet-metal on to their bases or by fitting two or more copper-asbestos washers beneath them. Adding metal to the piston crowns—a method sometimes advocated for increasing compression—may lead to distortion, and cannot be recommended.

Having obtained approximately equal compression in all cylinders and having made sure so far as is



A loose butterfly throttle may, by "fluttering," cause unequal slow running, the reason for which it is difficult to find.

practically possible that no induction leakages occur, the next step is to ensure that maximum efficiency is being obtained from the ignition system.

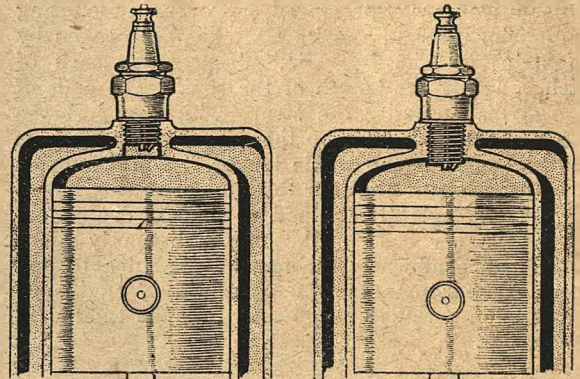
With a magneto it will be necessary to trim and adjust the platinum points, to clean the distributor and slip ring with metal polish, to dress the carbon brushes with fine sand-paper and to make sure that the insulation of the high-tension leads is in good condition. Much the same procedure applies where coil ignition is used, and it is a good plan to obtain an instruction book explaining how best to keep the equipment in good repair.

Setting the Gaps.

With magneto ignition the best gap at the sparking plug points is 1-32 in., a larger opening being desirable with coil ignition and 1-16 in. being generally recommended. This is due to the strength of the spark afforded by a coil being just as satisfactory at low speeds as at high, while in the case of magneto ignition the spark at low speeds is very much weaker than at a high rate of r.p.m.

The use of sparking plugs of a reliable make is very necessary, as leaking insulators are almost invariably found in cheap plugs. Even the best plugs get leaky after long service, but they may be made to give several months' more service if spark-gap terminals are used.

If it is found that no amount of tinkering will provide a good hot spark from a magneto at low speeds, the instrument may need remagnetizing, or there may be a defect in the condenser; if either derangement is suspected, the instrument should be sent to a competent repairer for overhaul.

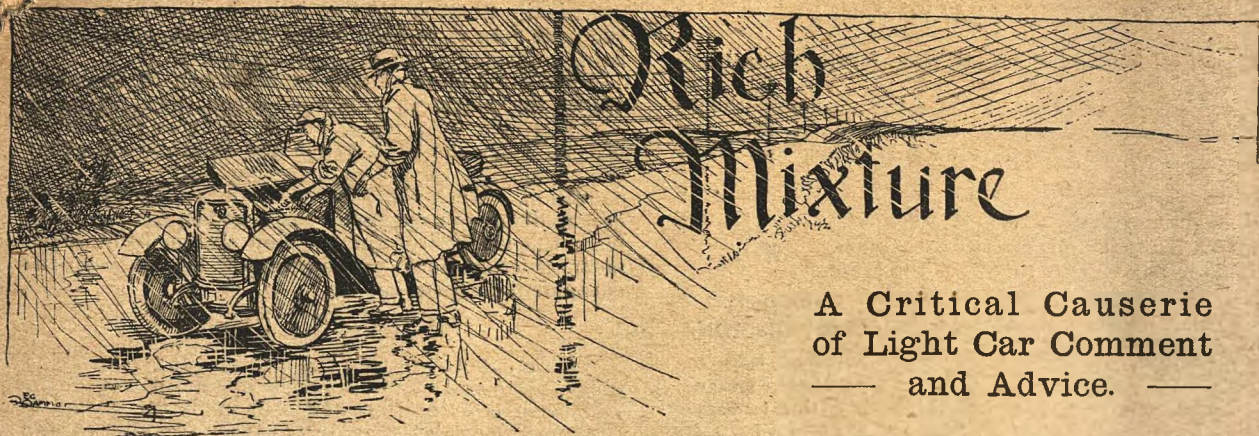


If some cylinders have short-reach plugs (left) and others long reach (right) the slow running will be materially effected.

Assuming that the ignition equipment is now in perfect order, there is no reason why good slow running should not be obtained, provided that the carburetter is affording a suitable mixture. Different makes of carburetter employ different means of providing for good slow running, and, generally speaking, one cannot do better than apply to the makers for an instruction book, and this will generally be found to explain the necessary procedure concisely and in simple language.

Apart from the satisfaction which one obtains from an engine that idles sweetly, no other material advantage is gained. In fact, it is not at all certain that an engine which is set to idle at a very low speed is not more extravagant than one which idles at, say, 500 r.p.m.

Enthusiasts who may care to follow the advice given in this article would be advised, having secured good slow running, to drive generally with the hand throttle slightly open, advantage being taken of the ability of the engine to run really slowly only on those occasions when one wishes to impress some rival enthusiast with one's own capacity as an engine tuner.



A Critical Causerie of Light Car Comment and Advice.

More About Drumming.

SINCE writing last week's "Rich Mixture," I have discovered a simple method for preventing the drumming of my petrol tank, of which I had very good cause to complain. It may be remembered that I remarked that the tank in question was a very large one mounted under the scuttle and supported by two steel straps, one at each end. I found that, by pressing my foot against the centre of it a very severe drumming, which started at about 28 m.p.h., was checked, and this suggested that a further strap round the centre of the tank might overcome the trouble.

Difficulties were experienced, however, in mounting the additional strap, and its place has been taken by two strips of .1-in. by $\frac{1}{8}$ -in. spring steel, each of which is nearly the length of the tank. The ends of these strips fit under the straps which support the tank, and they are lined on their inner side with felt, one thickness for the whole length, two thicknesses for half the length and four thicknesses in the centre. They have completely stopped all signs of drumming, and a noisy car has now become a distinctly silent one. I can confidently recommend the idea to any other light-car owners who complain of engine or transmission periods or who seek to make their cars more silent.

Those Swan-neck Fillers.

THE earliest remarks I ever penned with regard to petrol-tank filler caps consisted of venomous attacks on manufacturers who insisted upon providing an orifice just about large enough to drop a shilling through. Since then filler caps have grown very much larger and, generally speaking, they are to be found in much more accessible positions.

But I cannot agree with the up-to-date practice of fitting the filler cap either under the bonnet or protruding through the fascia board. In either position it is seldom possible easily to ascertain the level of the fuel in the tank, and neither seems nearly so sensible as the arrangement, so popular two or three years ago, of providing a filler in the centre of the scuttle.

I agree that with this plan paintwork is easily spoiled if one uses benzole, but the inconvenience of covering the scuttle with a rag while the tank is being filled is more than offset by the simplicity with which one can ascertain the level.

Another complaint I have with regard to modern petrol tanks is the perfectly ridiculous taps with which they are usually fitted. Motorcycle manufac-

turers discovered years ago that taper plug taps were anything but petrol-tight, while, if frequently used, they soon developed serious leaks. Is there any real reason why light-car tanks should not be provided with needle valve shut-off cocks operated by a milled-headed nut above the tank? This nut could easily be arranged to protrude through the scuttle.

To Abolish Spare Cans.

ON the subject of petrol taps I am astonished that more manufacturers do not provide three-way taps affording an "off," "on" and "reserve" position. The additional cost of the three-way tap and the short length of pipe projecting upwards into the tank cannot be more than a shilling or so, while the arrangement not only relieves one from the need of carrying an unsightly spare can, but I have found it completely to obviate troubles normally caused by water or other foreign matter making its way into the carburetter.

Due to the supply pipe, when the tap is in the "on" position drawing its supply from a level an inch or so above the bottom of the tank, it often happens that turning such a tap to the "reserve" position allows sediment which has formed in the bottom of the tank to feed through to the float chamber, but if a gauze filter is arranged to cover both the reserve and normal supply orifices of the tap trouble from this source is seldom if ever experienced.

With cars provided with a petrol tap giving a reserve supply it often happens that the filter gauze covering the outlets inside the tank becomes clogged with dirt around its base, robbing one of the last pint or so of petrol when it is most needed. Such gauzes really need cleaning every six months or so.

A Quaint Reply.

THE average pedestrian's ideas of time and distance are often extremely quaint. For instance, I recently stopped to inquire how far it was to a certain place.

"Not very far," came the usual reply.

"Well, how far?" said I.

"It won't be a mile."

"No."

"It's under half a mile perhaps," volunteered the pedestrian, illuminatingly.

"I see, just up the road," said I.

"Yes, it's about five minutes' run on that," was the somewhat astonishing answer.

"That" was a Humber Eight saloon, which could have covered the distance quite easily in 45 seconds.

RICH MIXTURE (contd.).

Signalling Platforms—A Suggestion.

DRIVING between Nottingham and Derby, I noted an A.A. Scout directing traffic at a fork road. He was standing, dry-footed, on a little wooden platform in the middle of a road several inches deep in melting snow, and, when questioned, informed me that his superior officer had presented him with the stand, from which he could obtain an excellent view for controlling the traffic.

Similar stands might be employed by the police, and if supplied free by some enterprising concern would provide an excellent advertisement.

A Lesson to Insolent Lorry Drivers.

MR. GEORGE HEATH, the well-known Birmingham motorist, did us all a good turn last week, by prosecuting a lorry driver who intentionally blocked his way at night as a protest against the bright lights used on Mr. Heath's car. The Tamworth bench fined the driver of the lorry, an action which I hope will deter other commercial car drivers from showing their resentment of the non-dimming of headlamps in a manner which is becoming all too common.

Mr. Heath, by the way, has not given up his idea of building a motor track in the Midlands, and I should not be surprised to hear of important developments in the future.

Motoring Portrait Gallery.

MY friend, Mr. J. D. Fell, of Scarborough, one of the most enthusiastic motorists in the North, has conceived an extremely attractive method of decorating the walls of one of his rooms. Here is displayed a wonderful collection of motoring photographs mounted in passe partout cut to a standard size. There must be literally hundreds of these

interesting enlargements, which depict all kinds of incidents, personalities, places and cars, mostly, of course, in and about Yorkshire.

I know numbers of other enthusiasts who have been collecting motoring photographs for years and who now have collections of which they are extremely proud. I often regret that I never started doing so myself, but, surrounded, as I always seem to be at the office, with heaps of photographs of current affairs, it is, perhaps, fortunate that I am able to escape from them at home.

The Ascent of Bluehills Mine Hill.

I DO not think that the ascent of the new M.C.C. test hill at Bluehills Mine, in Cornwall, should cause light car drivers much trouble, provided they have a low enough gear ratio and a big enough lock. The left-hand hair-pin is certainly extremely acute and the gradient on the rocky inside of the bend steeper than 1 in 3, but by keeping wide the surface and gradient encountered are much less formidable and should not necessitate Parsons chains or any special precautions. The approach on the opposite side of the ravine is in places so narrow that a stranded motorcyclist would prevent a car from passing through the lane.

Born to His Job.

THE following story is not original. It was seen by a friend of mine in an American magazine, the title of which he cannot remember. I must be excused, therefore, for making no further acknowledgment.

Judge to Prisoner: "What is your name?"

Prisoner: "Sparks."

Judge: "Occupation?"

Prisoner: "Electrician."

Judge: "What is he charged with?"

Clerk: "Battery."

Judge: "One month in a dry cell!"

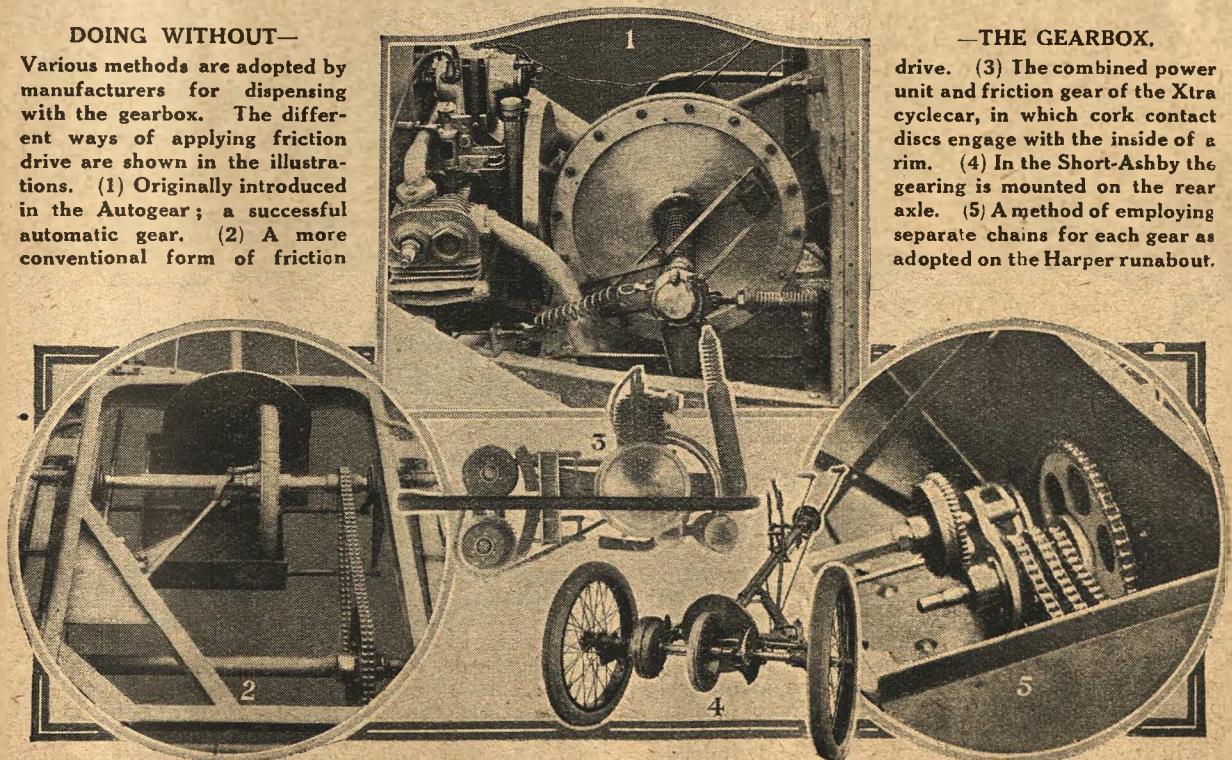
S.S.

DOING WITHOUT—

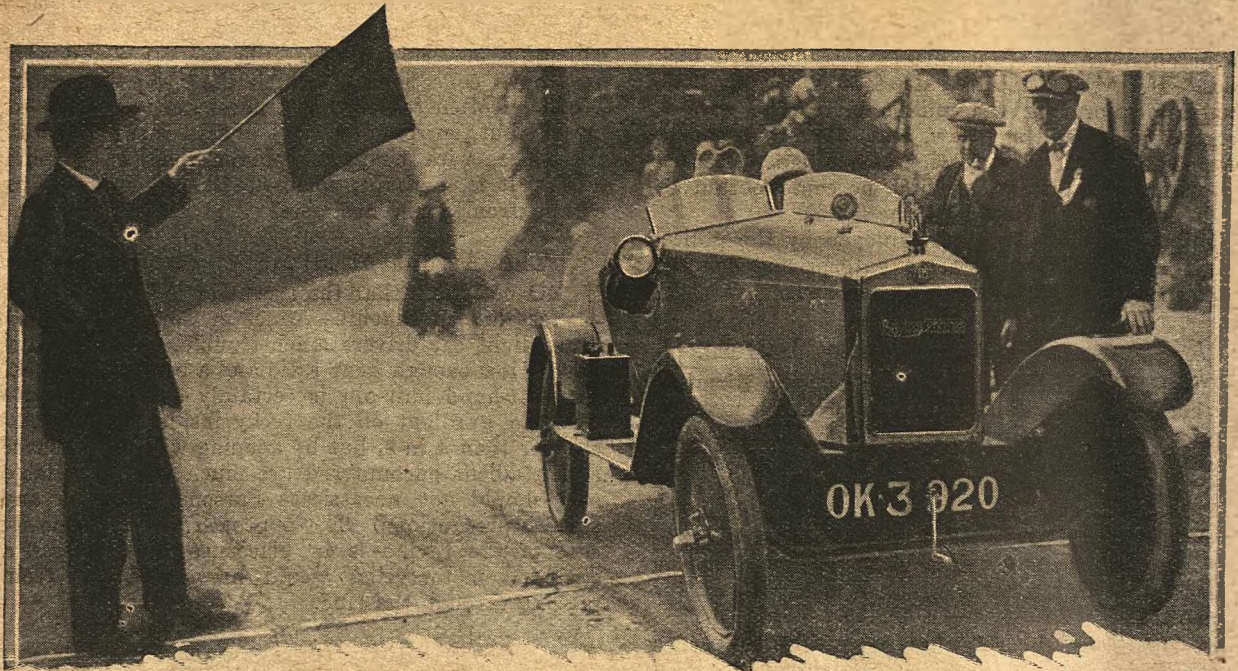
Various methods are adopted by manufacturers for dispensing with the gearbox. The different ways of applying friction drive are shown in the illustrations. (1) Originally introduced in the Autogear; a successful automatic gear. (2) A more conventional form of friction

—THE GEARBOX.

drive. (3) The combined power unit and friction gear of the Xtra cyclecar, in which cork contact discs engage with the inside of a rim. (4) In the Short-Ashby the gearing is mounted on the rear axle. (5) A method of employing separate chains for each gear as adopted on the Harper runabout.



ALUMINIUM—THE SOLUTION.

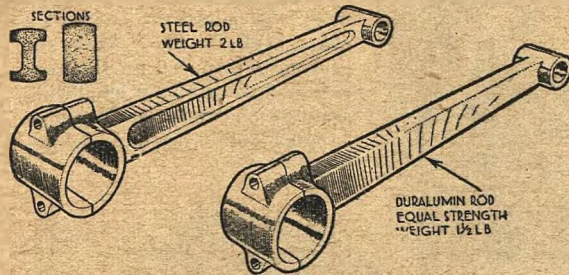


**LIGHT, STRONG
AND SPEEDY.**

Manufacturers of sporting cars have realized the advantages of aluminium for a considerable time; in fact, sporting bodies are seldom covered with any other metal panelling. When seconds count, as in competitions, lightness, strength, and speed must all be studied. The writer of the article below expresses the opinion that the possibilities of the wider use of aluminium have not yet been explored; he emphasizes its almost unlimited scope.

The Varied Uses of Aluminium Alloys in the Construction of Modern Automobiles.

MANY who have not investigated its possibilities look upon aluminium as a rather contemptible material. They believe it to be weak and brittle and not a sound engineering material. In short, they think that its light weight is its only advantage and that it is fit only for large castings, such as the



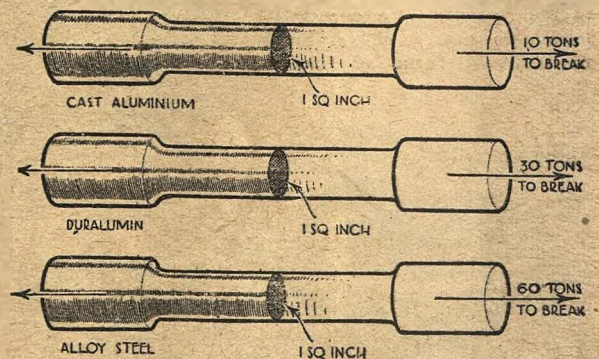
A striking comparison in weights. Duralumin connecting rods suggest still higher engine speeds.

crankcase and gearbox, where adequate thickness can be provided to withstand the strain.

It must be admitted at the outset that this view is largely justified so far as the commonly used cast-aluminium alloys are concerned. It is a pity, however, that these alloys have prejudiced the layman against aluminium in general, because the more modern types have a strength and ductility which are equal to, or even better than, those of mild steel. This accounts for the fact that modern aluminium alloys are now being used successfully for a part so highly stressed as the connecting rod. Many motorists will be quite startled by this fact, and, indeed,

popular prejudice is supposed to be so strong that several manufacturers who have adopted aluminium connecting rods are deeming it advisable to "keep it dark!"

The aluminium connecting rod is a very good example of the double benefit secured by using a light alloy. To begin with, the weight of the part is reduced, which minimizes engine vibration and makes a higher speed possible. The further advantage is that all connecting rods are heavily stressed



When tensile stresses have to be resisted, steel has the advantage, but few realize the enormous pull which aluminium will withstand.

at high speeds, owing to their tendency to whip or vibrate. This tendency is proportional to the weight of the rod, so that, by reducing the weight the stress is minimized, which allows a smaller section to be used and leads to a still greater weight

ALUMINIUM—THE SOLUTION (contd.).

reduction, permitting even higher engine speeds. Before going farther, it may be as well to give some definite figures for the strength and density of modern aluminium alloys such as duralumin, which have, of course, been widely used in aircraft. If we consider a test piece, the section of which is 1 sq. in., then the ordinary cast material commonly used for crankcases will break at a tensile load of about 10 tons. Furthermore, it will prove to be extremely brittle, breaking off with little or no extension or stretching.

A Comparison with Steel.

A similar test piece made of one of the modern alloys will withstand a load of 30 tons before breaking, and will extend by 25 per cent. or more before fracture, thereby showing its ductile qualities. In comparison, it may be mentioned that the best mild steel will fracture at about 28 tons per sq. in., while alloy steels of the type commonly used for connecting rods may withstand 60 tons per sq. in.

Consequently, it may be said that a material such as duralumin is as strong as the steels commonly used for frames and axles, while it boasts at least half the strength of the best materials used for important engine parts such as connecting rods.

As regards density, a cubic inch of steel weighs about 4½ oz., while a cubic inch of aluminium alloy weighs slightly more than 1½ oz. Consequently, the density of the aluminium is only 33 per cent. to 40 per cent. of that of steel. This means that where aluminium is used to replace mild steel the weight is reduced to one-third of its former value. In a part such as the connecting rod, owing to the greater strength of alloy steel, the weight reduction will be in the neighbourhood of 30 per cent. only, but this is by no means negligible.

Aluminium alloys are, of course, already successfully used for crankcases, gearboxes, and pistons; cylinders have also been constructed of this material, and, as already mentioned, aluminium connecting rods have passed the experimental stage. Weight reduction is particularly important in the case of light cars, so that it is of interest to see whether there are other possible applications.

The frame is a good subject for study, because, even if constructed of steel throughout, it is difficult to secure adequate stiffness without undue weight; while steel side members are quite satisfactory, the cross-members might very well be made of aluminium alloy. This has been done already in several large chassis of Continental manufacture.

Furthermore, the modern alloys can be forged almost as easily as carbon steels, so that there is no reason why they should not be used for parts such as axles. In this way a considerable reduction of unsprung weight could be obtained, with a resultant saving of wear and tear of the roads and the chassis. This point requires emphasis, because it does not seem to be generally realized that a chassis which hammers the roads and destroys the surface is reacted upon by the same forces, and therefore tends to destroy itself also.

Owing to its excellence as a conductor of heat, aluminium has been successfully employed for brake drums, but hitherto it has been necessary to use a steel liner, because the wearing properties of the light metal are not good enough for such severe service. However, it is possible that in the near future long-wearing alloys will be produced, which will still further widen the scope of aluminium for motorcar construction.

The use of aluminium for bodywork deserves special mention. Sheet-aluminium can now be produced which is strong, durable, and will take a highly polished finish. Even the best of seasoned woods is subject to alterations in shape under the varying climatic conditions met with in this country, so that, apart from the benefit of weight reduction, there is a very definite advantage in using a light metal in place of timber.

Furthermore, when timber is used for body construction, the elaborate paintwork beloved of coach-

builders seems to be unavoidable. This kind of finish is very pleasing when new, but it is very difficult for the owner to maintain its pristine gloss and lustre.

ALUMINIUM
½ cwt.

STEEL
½ cwt.



A modern Samson graphically illustrates the difference between steel and aluminium, bulk for bulk. For a given weight a great deal more aluminium can be used in any particular job.

In the writer's view, nothing is more annoying than the necessity for hosing and sponging a body at the conclusion of a long day's run, and yet, if this process is neglected, the finish of a painted body is bound to suffer.

It must not be thought that aluminium bodywork must necessarily be left in its natural silvery colouring. It can be painted and enamelled to give any finish desired if the owner should consider this preferable.

An aluminium body can be stove-enamelled at a very high temperature so that the resulting surface is extremely hard and durable, and is, therefore, less liable to become scratched or otherwise damaged.

The construction and painting of metal bodies on mass-production lines has recently been brought to a high pitch of perfection in America.

In some cases metal bodywork has been found to cause objectionable drumming noises, owing to the panels vibrating in sympathy with noises produced by the engine or transmission.

More Metal—Less Noise.

If the panels are made of steel, the thickness must be reduced to a minimum to prevent excessive weight, but aluminium can be made considerably thicker without sacrificing the advantages of weight reduction. Obviously, a thick panel is not nearly so liable to produce objectionable noises as one of thinner section.

It may be of interest to mention the composition of modern aluminium alloys. The constituents used vary somewhat according to the purpose for which the alloy is intended; thus the addition of metals such as magnesium is found to be beneficial in the case of pistons subjected to high temperatures, but is not required for alloys in which strength is the primary requirement.

Pure aluminium is a very weak metal, and the materials usually added to increase the strength are copper and zinc, in relatively small proportions.

venue Worth Visiting.

A RUN TO—
NEWSTEAD ABBEY.
 A Nottinghamshire
 Landmark, Once the
 Home of Lord Byron.

THIS year the centenary of the death of Lord Byron, who created such a stir in early 19th century literary circles, will be celebrated. There will doubtless be, in consequence, a constant stream of Byron admirers to Newstead Abbey, the once ancient priory and later the beloved home of Byron, situated in the county of Nottinghamshire.

There are two ways by which motorists can approach this most interesting mansion, i.e., by the Derby-Mansfield road and the Nottingham-Mansfield road. The former is not to be recommended, the motorist having to drive past Newstead colliery, through the village, and then cross two railways over level-crossings. It is necessary, one believes, for the car driver to manipulate the opening and closing of the gates himself, after "ringing-up" the signalman in the neighbouring box. It is, too, a rather roundabout road. Altogether the Nottingham-Mansfield route is much better.

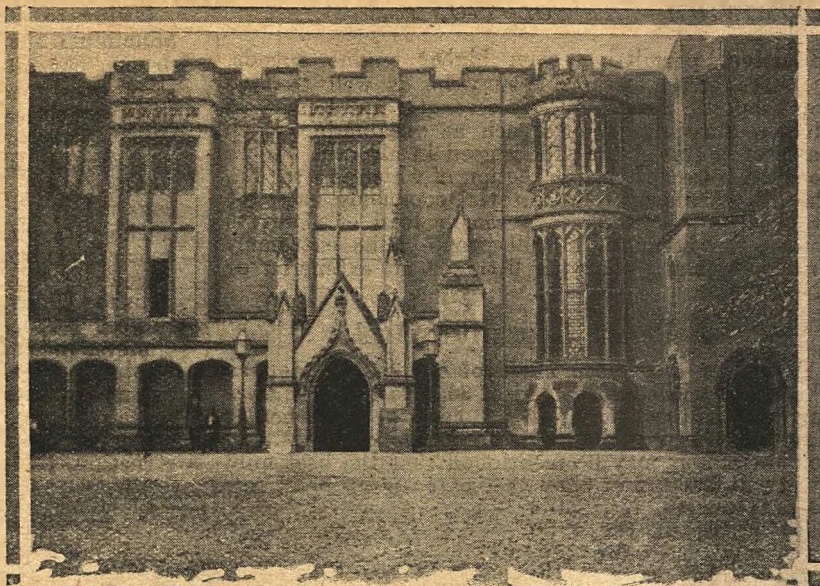


"Great oaks from little acorns grow." The now magnificent oak tree planted by Byron in 1798.

Approaching along this road the motorist will find the entrance gates of the park opposite the Hutt, once an inn and a well-known landmark in the old coaching days, about four miles south of Mansfield. Immediately in front of the gates is a magnificent oak tree standing in a space a little back from the road. This enables the motorist readily to find the place. A drive of a mile or so through a beautiful wild park leads to the abbey.

Newstead Abbey, apart from its association with Byron, is a place well worth a visit. The pleasure grounds are among the most beautiful in the county of Nottinghamshire, whilst the building itself is of great interest, both historically and by its connection with the poet. Briefly, the Abbey was in reality a

B30



BEAUTIFUL AND HISTORICAL. — The entrance to the more ancient section of Newstead Abbey, Lord Byron's home.

priory of Black Canons, founded in 1170 by Henry II. At the dissolution of the monasteries in the time of Henry VIII, its endowments were granted to a Sir John Byron, and from that time down to 1817 it was connected, without a break, with the Byron family. The abbey sustained a siege in the Civil War, when the Byrons fought on the Royalist side.

The mansion and the ruins of the old abbey church are of special interest at the moment, owing to the fact that Lord Byron lived there, and the rooms that he occupied, said to have been the lodging of the prior in olden days, are most carefully preserved. Everything in Byron's bedroom is said to be just as left by the poet. Here the visitor may see the canopied bed, with its heavy hangings and dome-shaped top, the table at which he wrote, and the dressing-room that he used. In another part of the abbey—the south corridor—are to be seen various relics of the poet, including his swords, fencing foils and single-sticks, etc., and there is an excellent portrait of him.

The Hours of Opening.

Byron was very deeply attached to the beautiful old abbey and its delightful surroundings—so much so that when approached by his lawyer to sell, he replied, with some passion: "The abbey and I stand or fall together, and were my head as grey and defenceless at the arch of the priory I would abide by this resolution." Admirers of Byron's poetical works will be quite familiar with the elegy he wrote on Newstead commencing:—

"Newstead! fast-falling, once-resplendent dome!
 Religion's shrine! repentant Henry's pride!
 Of warriors, monks, and dames the cloister'd
 tomb."

In the thirty-six verses of this elegy Byron gives in poetical detail a graphic history of the abbey from its earliest days down to his own tenure.

Last year the abbey and grounds were open to the public on Wednesdays, Thursdays and Saturdays, from 2 p.m. till 5 p.m., and probably the same arrangements will be in force again this centenary year.

A.S.

"A Hin' Worth Knowing" will be found on page 474

The Light Car and Cyclecar

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LIGHT CAR & CYCLECAR

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

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

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Topics of the Day

The General Efficiency Trial.

THE General Efficiency Trial for light cars and cyclecars, which takes place to-morrow, should be interesting and informative, revealing, as it should, which are the most economical types of small car. All our readers will note with satisfaction that the trial is exclusively for light cars and Novel, but cyclecars, and that the definitions for these Sound. types, which are accepted by the organizers, are those which have ruled ever since the light-car industry came into being. By suggesting that this trial is of special interest because only light cars and cyclecars compete, it must not be thought that these vehicles show up unfavourably when in competition with other types; in point of fact, the reverse is the case. But we are certainly of the opinion that multiplicity of types in any trial serves to prevent public attention being focused on any one type, and that, therefore, the value of the trial, from the point of view of the spectator, the entrant and the industry, is proportionately reduced.

It has been suggested that, in place of the trial being organized to test a number of different features of the competing cars, it would be better if the annual J.C.C. General Efficiency Trial was run off in North Devon or in some other district where freak hills and exceptionally severe conditions abound. We do not agree with this view. During the course of the year there is a considerable number of opportunities presented for small cars to demonstrate their capabilities in trials of this nature, and it would be with very great regret that we heard of the organizing club deciding to make any material changes in the route or the conditions of the General Efficiency Trial in future years. Typical trials courses do not provide data from which the performances of different makes can be compared, and the events are always open to criticism in that a defective watch or speedometer or a miscalculation on the part of the driver may lead to a perfectly reliable car figuring ignominiously among the list of "no awards."

Road Racing in England.

ELSEWHERE in this issue will be found the draft of the Bill introduced by the Auto-Cycle Union in the House of Commons and read for the first time on Thursday, March 6th, the object of which is to obtain powers for the running of the T.T. Races in this country. Unfortunately, three-A.C.U. Sets wheeled cyclecars have been barred from this Ball Rolling. year's Tourist Trophy, which robs the development of a great deal of its interest so far as readers of *The Light Car and Cyclecar* are concerned; but actually the Bill has a wider application, for if powers are obtained to hold motorcycle races, then permission to hold car races cannot logically be withheld.

We congratulate the Auto-Cycle Union and the energetic sponsor of the measure, Lieut.-Col. Moore-Brabazon, on taking the first steps in a matter which is really of vital importance to our automobile industry. At the present time this island stands practically alone as a country where road racing is not allowed, and, unquestionably, this condition imposes a handicap on manufacturers.

One has only to be present at a big Continental road race to realize that not only does the car industry take an extraordinarily active part in it, but the whole country as well; in fact, in some quarters motor race days are often regarded as national holidays. The question of allowing road racing in this country has been continuously advocated by *The Light Car and Cyclecar*.



NOTHING is more difficult to teach a beginner than the art of reversing accurately. The best plan probably consists of choosing a slight down-grade and, with the beginner at the wheel, allowing the car to coast slowly down backwards, the instructor standing meantime on the off-side running board, where he can conveniently rectify steering errors while having the hand brake (if right hand) within convenient reach. Having learnt to pursue a not-too-erratic course, the beginner will have attained an efficiency equal to that of most owner-drivers.

Astonishingly few motorists can reverse with precision. Not very long ago, the writer was present when two well-known drivers, whose names are to be seen in the list of entries for nearly all the big competitions, had a reversing race one against the other. The course chosen was a quiet, but broad road, and the length of the race was to be half a mile.

When Experts Fail.

At the first attempt, both cars ran off the road within 200 yds. of the start, and it was not until the third attempt that one of them reached the finish. In such circumstances, assuming that the need for speeding in reverse should ever exist, probably the most satisfactory tactics would be to set the hand throttle to a speed of about 15 miles an hour and confine one's attention solely to steering: for steering, when going astern, needs all the concentration that one can possibly give it. The reason for this is that motorcar steering gears are specially designed to be effective when proceeding in a forward direction, and in seeking mechanism which is efficient when the car is going ahead designers must sacrifice, to a greater or lesser degree, the controllability of the steering when the car is proceeding astern.

The principal factor which militates against

accurate steering when reversing is the castor action of the front wheels, created by the setting of the steering pivot pins, so that the front wheels trail, so to speak, behind their point of anchorage.

The term "castor action" is used because this form of construction imparts to the front wheels a similar tendency to that given to the castors fixed to chair-legs and tables. If a chair is pushed backwards, the castors will trail behind the legs, and if the movement is then reversed, and the chair is pushed forwards, the castors will swing round the points at which they pivot.

The same applies when reversing a car, the front wheels, once they are moved even fractionally out of the straight, endeavour to make a half-revolution in a horizontal plane, and when reversing at some speed this tendency requires considerable strength to overcome.

There are some drivers who, either because they have neither the time nor the inclination to practise reversing or because they find the art of steering a car not easy to acquire, have little chance of ever becoming adepts at going astern. These would be well advised to remember that, when they wish to back out of any difficult position, such as a garage or gateway, the front of the car needs watching as well as the back.

The plan to follow consists of first deciding upon the path which it is wished to take, and then to proceed astern a short distance at a time, watching the front of the car while on the move and noting if the proper course is being followed at each stop.

Even the most expert drivers will not risk backing out of an awkward position without at least casting a few wary glances at the front of the car for, when it is being reversed, the front wheels do not follow the track of the back wheels, and it is extremely difficult to gauge with any accuracy the exact course which they will take.

Watch the Front.

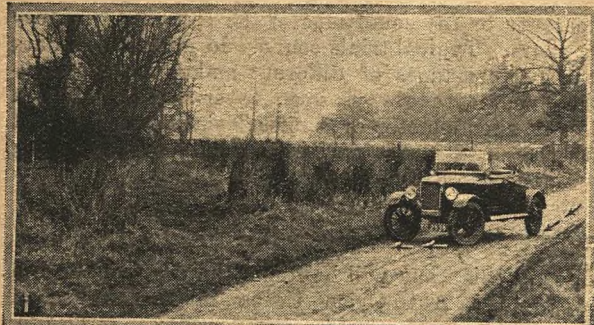
When backing and turning at the same time, always remember that it is the front mudguard farthest from the centre of the imaginary circle being described on which one's attention must principally be fixed. It would be impossible to estimate how many thousands of front wings are damaged during the year by drivers who do not bother to follow this rule.

Some of the illustrations on these pages, and particularly that on the cover of this issue, make clear the writer's meaning in this connection. The rear part of a car that is being reversed out of a gateway has plenty of space on each side of it, but the forward part, if a turn is being made, will have to be brought very close to one of the gate-posts.

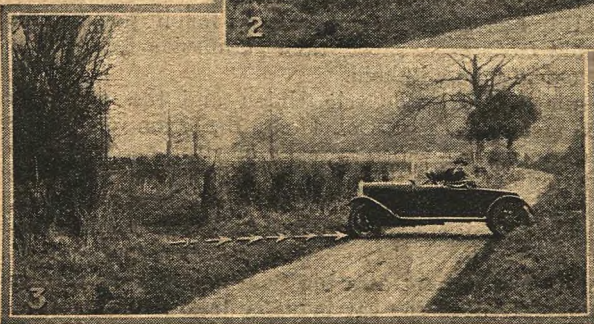
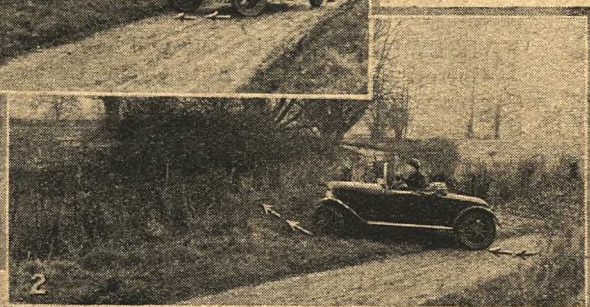
Another difficulty which often arises is that of reversing along a narrow lane with banks on each side. Under these conditions, if the back of the car gets too near either side it is impossible to get back into the



Yes, it is an Art
Repay Every



THE WRONG WAY.



(1) Desiring to turn in a narrow lane the driver (2) locks over, bonnet first, into a convenient gateway, reverses and finds himself (3) across the road in a very awkward position. (See opposite illustration).



centre of the lane without first going ahead, squaring up the car, and then starting to reverse again. The same applies when trying to reverse away from a difficult position close to the kerb.

As with the question of reversing and turning at the same time, the reason why the operation is made awkward is that the front of the car moves almost bodily sideways, which explains why a four-wheeled car with rear-wheel steering would not be a practicable proposition. If such a car were driven close to the pavement it would have to be reversed out into the road before it could be driven ahead.

But there are occasions when the ability to move one end of the car almost bodily sideways is rather convenient, and it often happens that when there is a small space into which a car must be fitted in a garage it is possible to get it in by reversing, whereas it would be quite impossible to do so when being driven or pushed ahead.

Advantage can be taken of this same factor when it is necessary to turn round where there is a gateway into a field along a narrow, country lane. If one drives the front of the car into the gateway and then reverses on the other lock it will be found that several locks are necessary before the car is pointing in the reverse

direction. If, on the other hand, it is driven past the gateway and backed in, it will be possible to drive away immediately on locking over the steering unless the steering lock of the car in question is exceptionally meagre.

Remember, however, before backing into a gateway, to investigate whether the ground is sufficiently firm to support the weight of the car. If it is not, and the gateway is on the left, try to stop with the off-side front wing almost touching the right-hand gate-post, the rear wheels remaining on the hard road. By keeping well to the right, the front of the car will be given space to swing to the left when the car is reversed and the steering locked over.

Play for Safety.

It is not only when turning in country lanes and out of gateways that the question of the front part of the car moving, so to speak, away from the direction in which the car is being reversed should be borne in mind. When travelling along a main road, and desiring to retrace his steps, the experienced driver will adopt very different tactics from the tyro. If, say, a by-lane on the left is used to aid the turn, the correct plan is to turn into the by-lane and draw up close alongside the right-hand hedge. On reversing into the main road no inconvenience will then be caused to other traffic, and the turn will have been made in two simple movements.

Numbers of minor accidents occur due to drivers leaving their cars outside shops finding, when they return to them, that another car has been stopped immediately in front and that it is, therefore, neces-

sary to reverse a short distance before they can proceed ahead.

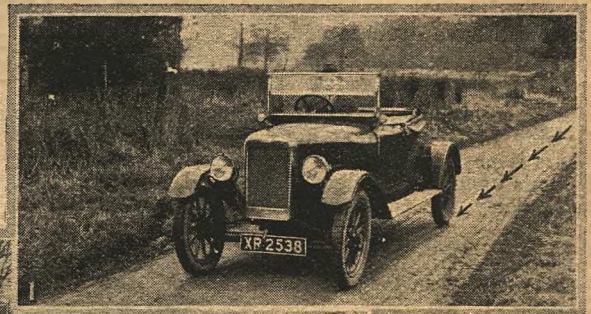
In such circumstances, one is sometimes inclined to start reversing before making sure that another vehicle has not stopped behind, while, when driving an enclosed car, if one looks through the window provided in the back it must be borne in mind that the presence of a cycle or handcart immediately behind the car might not be detected. It is, therefore, advisable always to lower a window—or, where rigid side curtains are used, to open a door—and make sure that there is a clear path astern before reversing after a stop in a town, even though the stop may have been of only two or three minutes' duration.

If it is necessary, when driving an enclosed car, to reverse for some distance, many drivers find that the simplest and safest plan is first to glance through the rear window along the road down which they propose to reverse, and then to proceed steadily astern, looking out of an off-side window and concentrating upon keeping the off-side rear wheel a foot or so from the bank, the grass border, or the kerb, as the case may be.

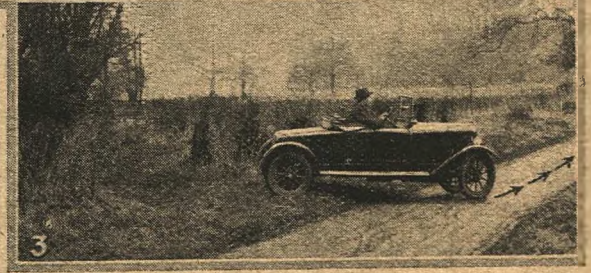
Don't Reverse Too Far.

By doing this, they find that the tendency to steer an erratic course is reduced, while it is possible all the time to command a much better view of the road than when relying upon the usually limited range of vision provided by the rear window. It is not often, of course, that the need arises for reversing many yards, and it is well to remember that the police may take action if a car is reversed for a distance that is transparently excessive or unnecessary.

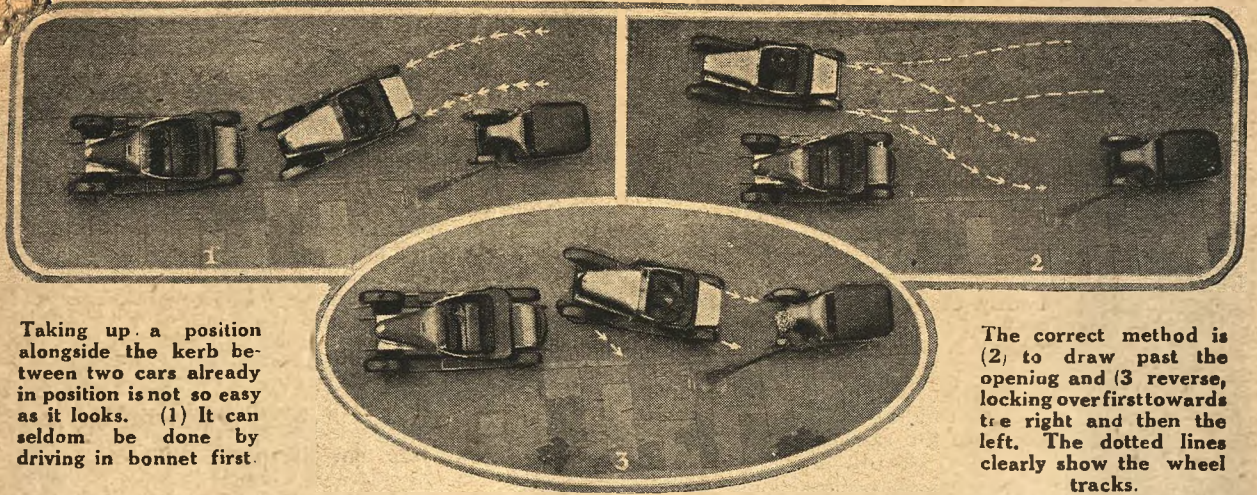
Before the days of efficient engines and gearboxes, and when cars were generally grossly underpowered, it was not unusual for drivers to have to reverse up a steep hill, the ratio provided by the reverse gear being considerably lower than that of the first gear. Today, these ratios are still widely separated but



THE RIGHT WAY.



The correct method is (1) to run past the gateway (2) to reverse into the opening and (3) to drive out bonnet first. If the amateur needs convincing, let him try both methods.



Taking up a position alongside the kerb between two cars already in position is not so easy as it looks. (1) It can seldom be done by driving in bonnet first.

The correct method is (2) to draw past the opening and (3) reverse, locking over first towards the right and then the left. The dotted lines clearly show the wheel tracks.

although it is not often that reverse has to be called upon to conquer a hill with a modern light car, it is well to bear in mind that, should such an occasion arise, a slow, certain climb can be made in reverse, while there may be a risk of running backwards if it is attempted in first.

The danger of running backwards is not always fully appreciated by car owners, who, seldom having cause to call upon their brakes for a severe retarding effect when reversing, may not be aware that the particular brakes fitted to their cars may be only half as effective when travelling in reverse as when going ahead.

However skilful a driver may be at reversing, it is most inadvisable, if a car begins to run away backwards when climbing a hill, to endeavour to steer it safely to the bottom. A much better plan is to direct it instantly into the side of the road, and, naturally, the more quickly the operation is effected the less speed will have been gained.

Be Ready for Emergencies.

In some circumstances, it is advisable to turn into the side of the road at a very acute angle, and in others it pays to adopt different tactics. Everything depends upon the borders of the road, and it is well, particularly for those who are not very skilful at

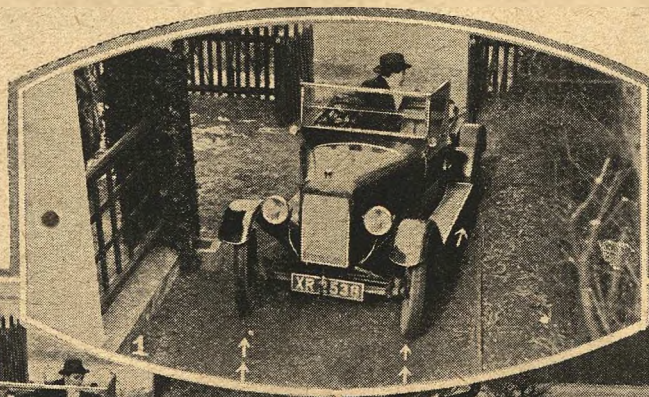
changing gear, to keep in their minds a well-formed plan of action so that they may be prepared for any such emergency when it arises. This rule applies generally when driving, and there is no better way of passing dull moments at the wheel than picturing possible emergencies and deciding the best means for escaping from them in safety.

The Lesser Evil.

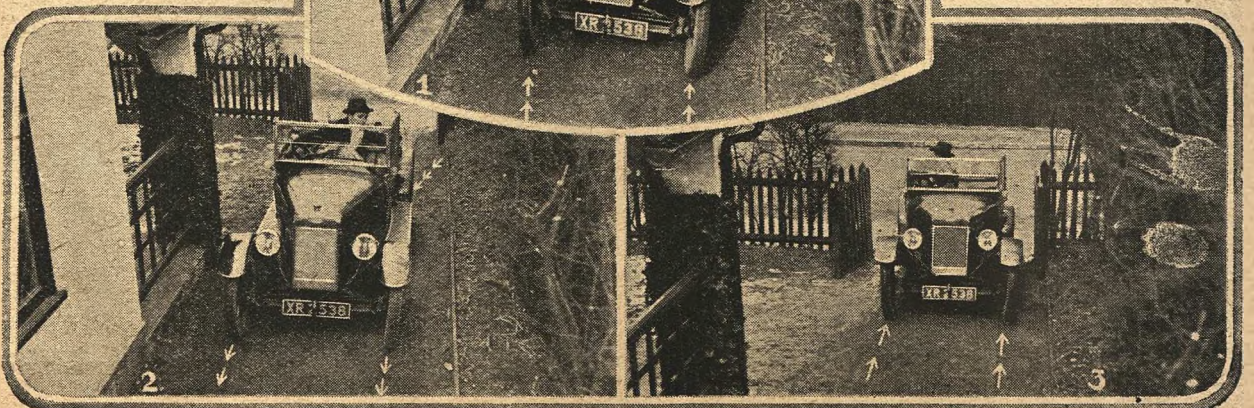
The writer has deliberately dealt with this matter at some length on account of the possibility that readers may, perhaps as a result of his words earlier in the article, acquire so much skill at reversing that they may be tempted, if a car they are driving tends to start running backwards on a hill, to try to keep a straight course rather than to surrender themselves immediately to the inevitable and suffer a gentle bump half-way down instead of a big one at the bottom.

The difficulty of steering a car at speed when travelling astern cannot be over-estimated, and the fact that so many drivers find themselves unable to do so reflects no discredit on their prowess at the wheel. It is all a matter of design; some cars can be reversed fast, others cannot. A car that is easy to steer at speed when going ahead is often very hard to steer when reversing.

(1) An error in judgment. If the driver continues to reverse he will mount the flower border; in any case he will find it impossible to straighten up and make a clean exit.



(2) He should draw forward until he occupies a central position in the roadway, then (3) glancing astern and keeping his front wheels dead straight, he will be able to reverse out with ease.





EVER noticed those old gentlemen who go about with long beards and square hats?

They're out of date, aren't they? The tide of advancement has slipped past them.



Has it ever struck you that your car may, metaphorically, wear a long beard and a square hat? And that it, too, has been left behind in the March of Progress?

Why not make yourself up to date, give yourself better and much cheaper motoring, and, incidentally, save money by acquiring a first-class modern car?

You will be agreeably surprised at the terms upon which you can do this if you care to consult me on the matter. Particularly now that the Talbot prices have been reduced.



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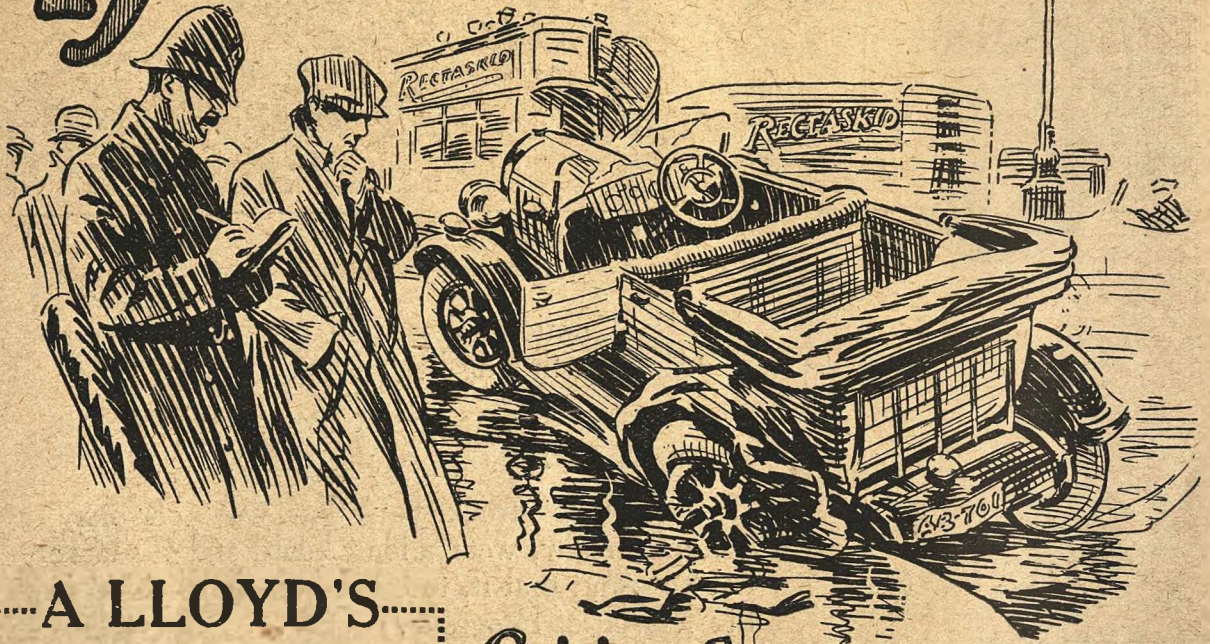
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- I AM RESILIENCE: I impart liveliness to your springs and comfort to you.
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**Far better than any
Shock Absorber or
Balloon Tyres on
the market.**

"THE MOTOR," October 30th, 1923.

"The Onlookers Mystified... what was so mysterious was the fact that, on a filthy greasy surface, approached by a sharp bend, banked the wrong way, a vehicle driven at considerable speed could in no circumstances be made to skid more than an inch... the onlookers, who were very sceptical and extremely critical, were all wed to impose all sorts of conditions of load and steering manipulation, and out on a public road, with a bad camber, they were allowed to drive the vehicle themselves, but never a skid was obtained by anybody..."

"THE AUTOCAR," November 9th, 1923.

"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."

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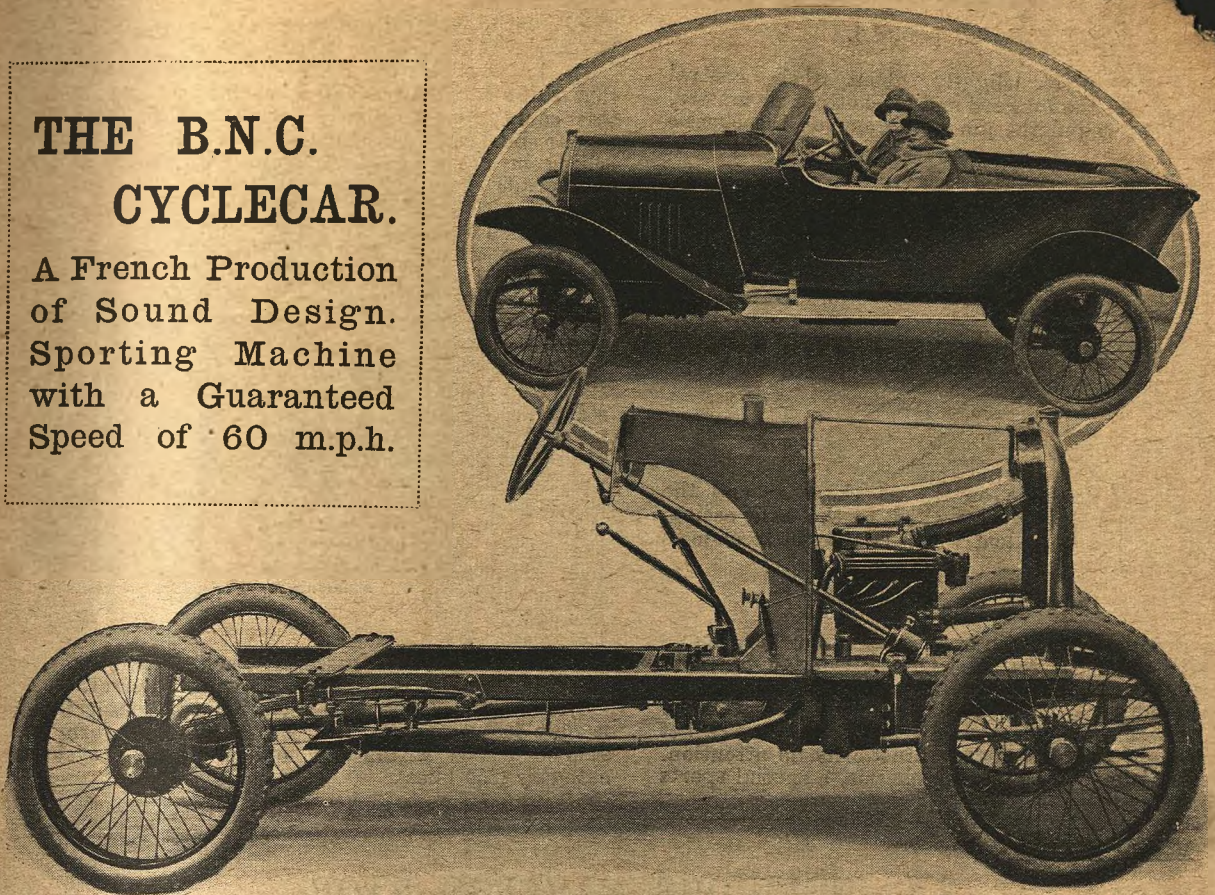


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for your SAFETY*

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THE B.N.C. CYCLECAR.

A French Production
of Sound Design.
Sporting Machine
with a Guaranteed
Speed of 60 m.p.h.



AN ATTRACTIVE VEHICLE. — The photograph in the oval shows the 60 m.p.h. three-seater model, a graceful and very attractive little vehicle. Below is shown the short wheelbase chassis with Ruby engine.

THE B.N.C. is a worthy representative of the fast type of French cyclecar. Although it made its first appearance in competition work only last year, it has already won distinction in many important events.

The chassis embodies several interesting features, and shows evidence of most careful design. The power unit in the touring models consists of a four-cylinder S.C.A.P. engine, 55 mm. by 94 mm., with unit construction of engine and three-speed gearbox. The pressed-steel frame is exceedingly substantial. The front axle is formed of square-section steel tubing, which preserves the lightness of the tubular type and provides a simple anchorage for the springs.

The steering pivots are provided with a special form of bush having an oil-retaining cap at the bottom. The pivots thus work in an oil-bath and require far less attention than is usually the case.

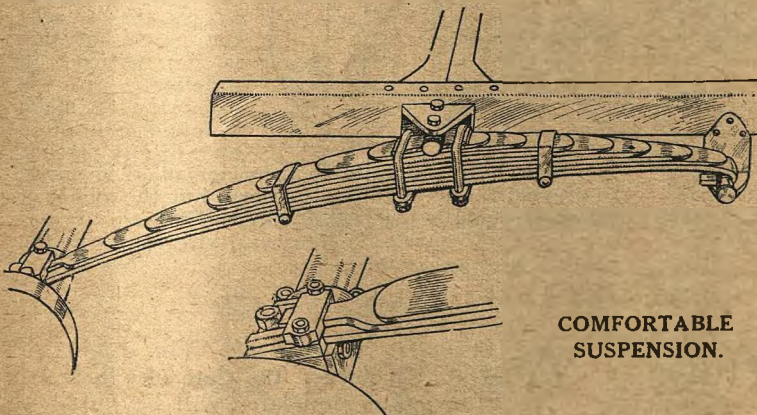
The clutch is of the single-plate type, Ferodo-faced, and very smooth in action. Three brakes are provided. The transmission brake is foot-operated and the internally-expanding rear brakes are actuated by hand. All three brakes are very accessible and easily adjusted.

A notable feature of the chassis is the fact that the universal joint at the back of the gearbox does not have to take the weight of the propeller shaft. The forward end of the torque tube is supported in a collar, which has two vertical arms. These arms are carried on a short shaft which is attached to a cross-member of the frame. The collar is kept in the centre of this shaft by means of stout helical springs on each side.

A certain amount of lateral movement on the part of the torque tube is thus permitted, whilst longitudinal movement is provided for by the fact that the arms of the collar can turn on the shaft.

The suspension of the B.N.C. chassis is good, especially with regard to the rear axle. Satisfactory suspension is an absolute necessity on French cyclecars, in view of the rough treatment which these vehicles invariably receive.

The front axle is carried on long half-elliptics. The rear suspension calls for special notice. Very long full cantilever springs are employed, having eight leaves. The peculiarity of these springs is that they have no shackles. The springs are

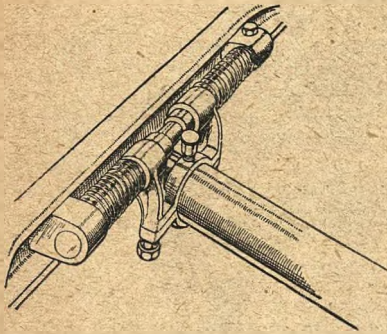


COMFORTABLE
SUSPENSION.

Suspension at the rear is by long cantilevers. The fixing at the front is rigid, and, at the back, the place of the usual shackle is taken by a "hooked" master leaf which slides over a pin.

B.N.C. CYCLECAR (contd.).

allowed to pivot slightly about their central brackets. At the forward end the bottom, or master, leaf is bent round the pin anchorage on the chassis



*
The forward end of the torque tube is mounted on a cross shaft, the saddle link being spring-loaded on each side.
*

and allowed to slide on it. At the rear end the bottom leaf is rigidly attached to the axle casing, and it is the second leaf which is allowed to slide in the bracket.

The 60 m.p.h. Model.

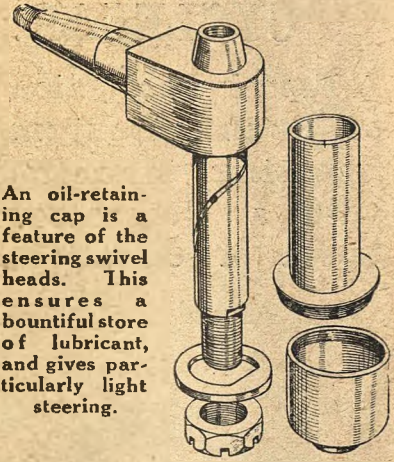
In practice, this form of suspension has been found to give splendid results. One advantage of these shackless springs is that the number of points to be lubricated on each spring is reduced to two only. The movement of the second leaf in the rear bracket is so slight that it requires practically no attention.

In addition to the touring chassis, a special sports

model, with a guaranteed speed of 60 m.p.h., is made. In this a 57 mm. by 95 mm. Ruby engine is fitted.

The bodywork of the B.N.C. is a great advance on that to be found on many French cyclecars, and in this connection the sporting three-seater is of particular interest. This model is rather expensive, selling in Paris at 16,900 francs, but it is a very high-grade production.

The long wheelbase chassis alone, fitted with electric starter sells at 11,900 francs. The small chassis, without starter, sells at 9,600 francs, or about £95 at the present rate of exchange. All B.N.C. models are fitted with five detachable wheels and 710 tyres. The



An oil-retaining cap is a feature of the steering swivel heads. This ensures a bountiful store of lubricant, and gives particularly light steering.

B.N.C. is made by Messrs. Bollack, Netter et Cie, 86, Rue des Frères-Herbert, Levallois-Perret.

The weight of the B.N.C., with two-seater body, is only just over 345 kilos, so that in this form the vehicle comes within the official French cyclecar category (350 kilos).

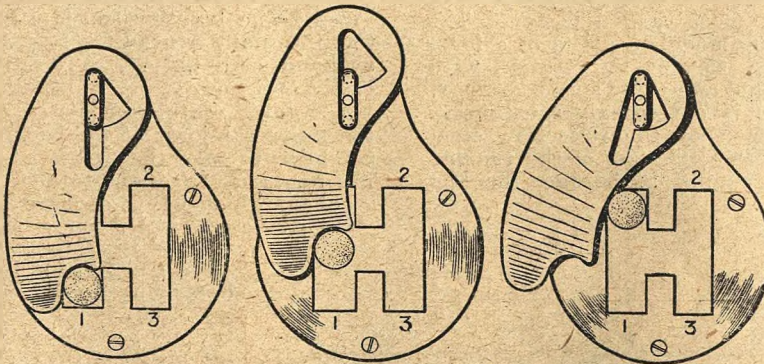
A Hint Worth Knowing.

AN INGENIOUS REVERSE STOP.

Another Useful Gadget for Rover Owners.

QUITE a number of ideas have been put forward from time to time in connection with reverse stops for the Rover Eight gear change. The accompanying illustrations show a simple, ingenious and practicable idea, which has proved very successful. Whilst being positively foolproof it is also automatic in action to the extent that the stop is controlled by the movement of the gear lever.

There is very little in the actual construction of the plate or pawl, providing it conforms as nearly as possible to the shape shown in the drawings. There is a slot of peculiar shape cut in the upper portion of the pawl, and this works in a guide-bar in the following manner. The first illustration shows the lever in the first-gear position with the pawl, by virtue of its own weight, resting on the lever. When the gear lever is moved to the neutral position the pawl is thrust upwards in its guide, the latter preventing



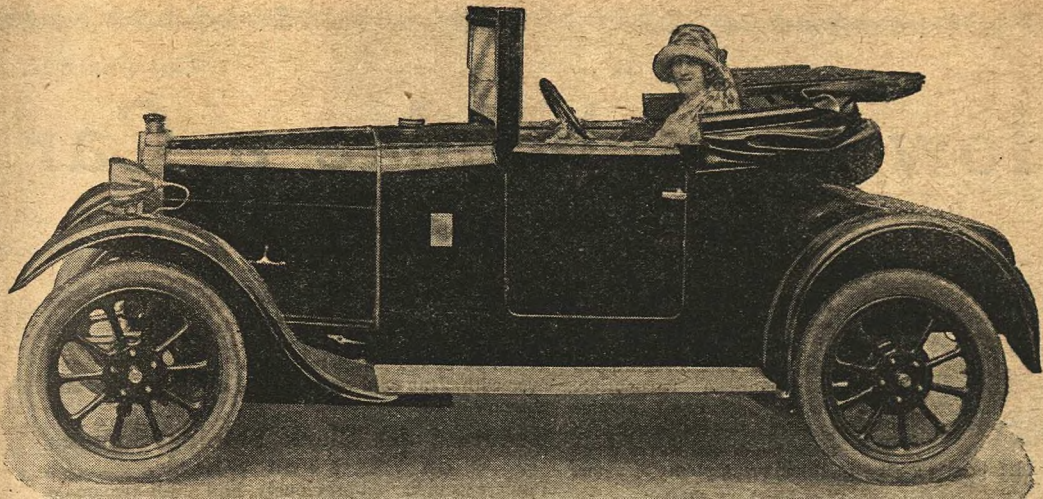
any side movement. It will be seen from the second illustration that the way to the reverse pinions is effectively barred until the gear lever is moved to the right across the neutral position. Immediately the pawl loses the support of the gear lever it falls to its lowest position, where the guide bar clears the elongated slot. If the gear lever be now

pushed to the left the pawl offers no resistance and reverse can be engaged. The only extra movement, if such it may be termed, is in passing the gear lever across neutral so as to release the pawl, but this is not noticed in practice. It is necessary to make a foundation plate on which to mount the guide bar, and suitable provision must be made to prevent the pawl falling forward, but the whole of the work could be carried out by the average owner-driver, as, of course, no structural alterations to the gearbox are necessary.
E.T.

**EMPIRE
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The **Light Car**
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AN Empire Number of "The Light Car and Cyclecar," the date of which will be announced later, will be published to synchronize with the opening of the British Empire Exhibition at Wembley.



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"I am writing to tell you how pleased I am with my little 8 h.p. Talbot . . . It climbs hills splendidly and gives no trouble whatever . . . The engine runs beautifully and is very quiet . . . I find it a very easy car to manage and keep in order . . . and for a lady this easy management is invaluable."

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Cut this out.

How to Robbialac a Car

Do you know how easy it is to give your car that beautiful glossy, spotless Robbialac appearance which is so much admired? These simple instructions tell you how to get that perfect Robbialac finish. You can obtain supplies of Robbialac from all Motor Accessory Dealers.



All dirt should be washed off with water, and every trace of grease removed by rubbing over with a rag dipped in American Turpentine. Make some finest pumice powder into a stiff paste with clean water and use a piece

of felt (about 3 x 4 x 1 in. thick) using plenty of water.

One Coat of Robbialac Colour.

Wash off the pumice powder with clean cold water, and when the surface is perfectly dry, apply a coat of Robbialac Enamel in the selected colour as evenly as possible, well working with horizontal and then perpendicular strokes. When it is nicely levelled, lay off with upright strokes.

One Coat of Robbialac Transparent Finish.

When the surface is sufficiently hard and dry, the coat of Robbialac colour should be very lightly "flatted," or rubbed down, as described previously, all traces of pumice powder being carefully removed by washing with clean cold water. When the surface is again sufficiently hard and dry, a coat of Robbialac

Transparent Finish should be applied in the same way as the Robbialac Colour, but continuing until the brush sails freely and evenly over the surface. When hard, and before taking car on the road, wash over with clean cold water, using a soft sponge and chamois leather.

Beautiful Jet Black Shining Surface on Wings and Wheels.

Prepare as indicated previously, and apply two coats of Robbialac Whitby Black Enamel. Lightly rub down with pumice powder and water; dry perfectly, and apply one coat of Robbialac Transparent Finish as instructed above. Treat chassis in the same way.

It only costs 20/- for a 2-seater.



Bayliss Thomas

LIGHT CAR

Have you thought seriously of a car? Perhaps you have—and turned down the proposition regretfully as being "beyond your means." But is it? Very probably you have feared the continuous expense of upkeep—the repair charges as well as the running costs.

But take a new line of thought, and your views will change. Remember that the Bayliss Thomas is good for a hundred thousand miles without ever a visit to the repairer; that 35 to 40 m.p.g. will very possibly represent a saving to you rather than an expense. Remember that the initial cost of the Bayliss Thomas is the lowest of any car of like quality made. Your agent will be able to arrange for you to use your car whilst you pay for it—but make sure it is a Bayliss Thomas.

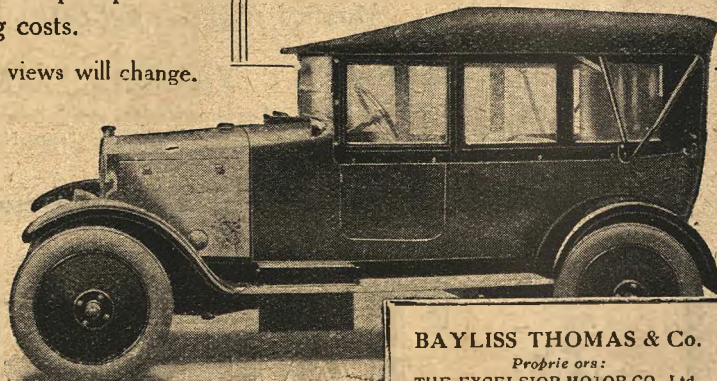
Makers of the "EX-ELOPHONE" —if interested in wireless, write for illustrated folder.

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4-cyl. water-cooled overhead valve engine. Three forward speeds and reverse. Lucas electric starting and lighting with five lamps, speedometer, spring gaiters, and petrol gauge. Double windscreen and all-weather side curtains, opening with the doors.

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Without Starter £225



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THE MELLANO CUP TRIAL.

Freak Hills and Villainous Surfaces in Surbiton Club's One-day Trial.

INVESTIGATING the course of the Surbiton Motor Club's Mellano Cup Trial two hours before it was run off on Saturday last, we formed the conclusion that very few competitors would succeed in finishing. It seemed impossible that such a severe course could exist so near to London.

Had the weather been better during the last few weeks, the principal hills would have been very difficult; as it was, continual rain and snow had made them almost unscalable except by extraordinarily good cars handled in a masterly fashion and equipped with non-skid chains.

The start was from Ripley at 10.30 in the morning, the procession being headed by a number of motorcycles and sidecars. Fifteen light cars took part, and seven large cars were also competing.

For the first few miles no difficulties were experienced, but on reaching Gomshall the competitors were directed down a narrow lane to the left, communicating with Sandy Lane Hill, which is in the nature of a bridle-path, and boasts a wicked surface and a very severe gradient.

Astonishing acrobatic feats were performed by the motorcyclists, and many of the cars got into difficulties, baulking competitors behind them and generally creating a considerable amount of confusion.

Norman Black (G.N.) and R. G. Jackson (G.W.K.) were both baulked, but restarted and made fine climbs unaided. Other excellent ascents were made by M. G. Clapperton (Eric-Campbell), B. A. Hill (Rhode) and by two Lagondas—one a saloon—handled respectively by W. H. Oates and P. White.

Some excitement was caused by



Stuck in the mud on Netley Common. This morass at the top of Sandy Lane Hill was the cause of many lost awards.



BAULKED BY A BIG CAR.

A G.N., on the leaf-strewn surface of Slippery Sam Hill, is seen baulked by a large car, which is suffering from wheelspin. The G.N., with its "diffless" axle and no chains, made a successful restart and a clean ascent.



At the summit of Leith Hill, where many failed. The car shown is a Rhode, which found the gradient very troublesome.

H. M. Grove (10.30 h.p. Alvis). The starter ring on the flywheel of his car became displaced when the engine was turning over at a very high speed, and pieces of metal were thrown in all directions.

At the top of Sandy Lane Hill was a quagmire of mud leading across Netley Common, and here a considerable number of competitors were bogged and had to be assisted.

The descent of White Downs Hill proved easy, but four miles farther on the field was again in difficulties on another bridle-path, facetiously termed Slippery Sam Hill.

This, like Sandy Lane Hill, was extraordinarily narrow, very steep, and its clay surface was covered with wet leaves. The G.N. was again baulked, but restarted and made a clean ascent, as also did the B.S.A.

Conspicuously good climbs were made by S. Watson's Surrey, the G.W.K., the two Lagondas and the Rhode.

Leith Hill then provided an excellent braking test, but it was not until the afternoon that this gradient was to play a really important part, when the same course had to be completed in the reverse direction.

The foot of the hill was approached along a narrow, clayey track, a sharp bend to the left was then taken into what appeared to be a disused ditch, out of which a gradient of about 1 in 3 led round a severe curve on to the hill proper, the gradient of which must have been in the neighbourhood of 1 in 4.

Spectators on the hill, of whom there was a considerable number, did not expect that any clean ascents would be recorded, but their pessimism was misdirected, for the G.N., B.S.A. and both Lagondas managed to get up without assistance.

There were many failures at the bottom of the hill, but the upper slopes also took a heavy toll. Among those who failed at the foot were J. S. Wood (Wolseley), R. G. Jackson (G.W.K.), F. A. Longman (8 h.p. Talbot) and M. G. Clapperton (Eric-Campbell). The Marseal took the ditch at the bottom at speed, only to fail higher up, as did also the Salmson and the Rhode. An 8 h.p. Swift, a Lea-Francis and the Alvis had already retired.

At the time of going to press, we understand that the Mellano Cup and club gold medal for the best non-stop performance of any competitor were won by A. W. Brittain (B.S.A.), who was driving his famous Snowdon Ranger car.

A silver cup will be awarded to W. H. Oates (Lagonda) and silver medals to B. A. Hill (Rhode) and S. Watson (Surrey). D. Marendaz (Marseal), J. S. Wood (Wolseley), R. G. Jackson (G.W.K.), W. G. Spikins (Salmson) and M. G. Clapperton (Eric-Campbell) qualified for bronze medals.

WILL ROAD RACING MATERIALIZE?

Significant Attempt by the Auto-Cycle Union to Hold T.T. Races in England.

ONE of the most important announcements of the week is that issued by the Auto-Cycle Union, in which are outlined the objects of the Union in promoting a Bill in Parliament to obtain powers for the running of motorcycle races in this country.

The Bill was presented to the House of Commons by Lt.-Col. Moore Brabazon, a former vice-president of this active association, and was given a sympathetic first reading on Thursday, March 6th. There are only three clauses, and we think that the measure is of sufficient importance to reproduce word for word.

Be it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1. (1) The Minister of Transport (hereinafter called "the Minister") may, on

the application of any person or body whether corporate or unincorporate, by order declare that any public roads may be used for races with motor-bicycles (with or without sidecars) and motor-tricycles during the whole or part of any days, other than Sunday, Good Friday, or Christmas Day, specified in the order, not exceeding four days in any one year, and that the same roads may be used for the purposes of practice during the hours between one hour before sunrise and eight o'clock in the morning (Greenwich mean time) of any days other than the days hereinbefore named (not exceeding 14 days) immediately preceding the day or days on which they may be used for the races aforesaid.

(2) No order shall be made without the consent of the council of the county in which the roads intended to be used are situate.

(3) The order shall contain such pro-

visions as may appear to the Minister to be necessary for the suspension and regulation of other traffic, for the restriction of speed in populous places, for the safety of the public, and for other purposes incident to the proper conduct of the races.

(4) Such public notice as may be required by the order shall be given of the provisions of the order.

(5) No provisions of any Act, by-law, or regulation restricting the speed of locomotives or imposing any penalty for reckless or negligent driving, shall apply to the driver of any motor-bicycle or motor-tricycle when engaged in such races or practice, save so far as the same may be incorporated with the order.

2. Any expenses incurred in carrying any order under this Act into effect shall be defrayed by the applicants, and the Minister before making the order may require the applicants to make such deposit as may in his opinion be necessary to defray such expenses.

3. (1) This Act may be cited as the Motor Cycle Act, 1924.

(2) This Act shall not extend to Ireland.

We comment editorially on the whole question of road racing under "Topics of the Day"

SINCE the present Government took Office Members of Parliament have constantly questioned Mr. Gosling, the Minister of Transport, with regard to the condition of the roads, but it was not until a few days ago that an opportunity for a full-dress debate on the subject occurred. The discussion arose on the vote for the Ministry of Transport, and some extremely plain speaking took place.

Lt.-Col. Guinness introduced the subject, and urged that more assistance should be given from the Road Fund to the rural districts, as against the urban areas, where the money was spent in relief of unemployment.

The feelings of motorists were voiced by Lt.-Col. Moore-Brabazon, the former Minister of Transport. He remarked that motorists were bled year by year to the tune of some £14,000,000, but, so far, they had had no complaint from them in general, even when the Ministry had indulged in quite big schemes of road improvement. The present system by which the poor motorist was taxed was essentially inequitable, and was based on a formula which had little

MOTORING MATTERS IN PARLIAMENT.

Lively Debate on the Road Question.—
Inequitable Taxation.

relation to horse-power, and no relation to the really fundamental thing—the damage which the vehicles did to the roads.

Inquiring what policy the Government intended to adopt as to the size of the Road Fund, he said he could see claims on the fund coming from all parts of the country. Finally, they would have the poor motorist paying for all the roads throughout the country, which he in no way deserved to have to do.

It had always been the pride of districts to keep up their own roads, and it was inconceivable to think that, because motor vehicles ran all over the country to-day, they alone should have to pay for the upkeep of all the roads.

Wider and stronger roads, in view of increasing char-a-bancs traffic, were advocated by Mr. Sullivan. Sir Douglas

Newton contended that the Ministry of Transport had not got quite the energy or efficiency which was desired. Although the committee on motor traffic had been sitting for two years and two months, they had not yet had a gleam of light, nor any indication as to its views. These committees, he said, ought either to report or be disbanded and replaced by others.

That the question of reforming and rebuilding of rural roads would be with us for a very long time was the view of Mr. Acland, the Member for Tiverton (Devon). The cost of some rural roads in his district, over which buses ran, had been increased 60 to 80 times since before the war. Nothing but rebuilding and remaking these roads with new foundations of an entirely different type would meet the case.

TWO USEFUL TEXT BOOKS.

New Editions of "The Motor Electrical Manual" and "The Book of the Ford Electrical Equipment."

THE new edition of "The Motor Electrical Manual" provides the electrical information the motorist requires for all practical purposes. It describes the principle of all ignition systems, starting, lighting and road-warning equipment of the types used on cars to-day.

The wide scope of the new edition, which has been re-written and substantially enlarged, is indicated in the 18 chapters, of which the following are

some of the headings:—Use of the Various Electrical Components, Simplified Electrical Theory, Magnetism and Electro-Magnetism, Magneto Ignition, Principles and Types of Magnetos, Timing, Care of Magnetos, Coil and Battery Ignition, Distributors, etc.

The book is a compact encyclopædia of electrical information for the motorist, and it is written in a clear, non-technical style. There are upwards of 100 new illustrations. Attractively bound in

cloth, the new edition of "The Motor Electrical Manual" is on sale at leading booksellers at 2s. 6d., or post free 2s. 9d. from Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C.1.

Another new edition concerns "The Book of the Ford Electrical Equipment." Since this publication was first introduced it has been obvious from the favourable reception accorded it that it has met a want long felt by Ford car owners.

The new edition has been fully revised and a considerable amount of new text and a number of new illustrations included. It is published by Temple Press Ltd., 7-15, Rosebery Avenue, London, E.C.1, and is also on sale by all leading booksellers; the price is 2s. 6d. net, post free 2s. 9d.



Joy-riding with the Hon. Bertie. No. 10.

NERVE—

“You nervous drivers have my sympathy! I had an experience this week that has left me a positive wreck. A friend of mine asked me to ‘try out’ his new car, very proud of its paint work he was, and I don’t wonder. Nothing much else to be proud of. I’ve never had such a positively rotten time for years. I nearly ran into the back of a bus in the first ten minutes because the brakes needed a week’s notice before they would act—and the engine!!!—well, nuff said the better. Even when it did warm up, I couldn’t keep my foot on the accelerator for the bumps, in fact my vision of the road at anything over 30 m.p.h. was like a cinema film of 20 years ago. No wonder motorists get a bad name if that’s the sort of car they have to control. I declare I was ‘driving to the danger of the public’ every inch of the way. I couldn’t help it. It put years on my life! The next time I took out my ALVIS I sank back with a sigh of relief at the contrast. What a contrast! I’ve never appreciated before how immensely superior the ALVIS is, not only in power, speed, flexibility and control, but in comfort, in fact everything! You owners who think you would be nervous driving a fast car never made a bigger mistake in your lives. Just try an ALVIS and realise the confidence of power at your command. Yours to do what you will with it, by finger-tip control.”



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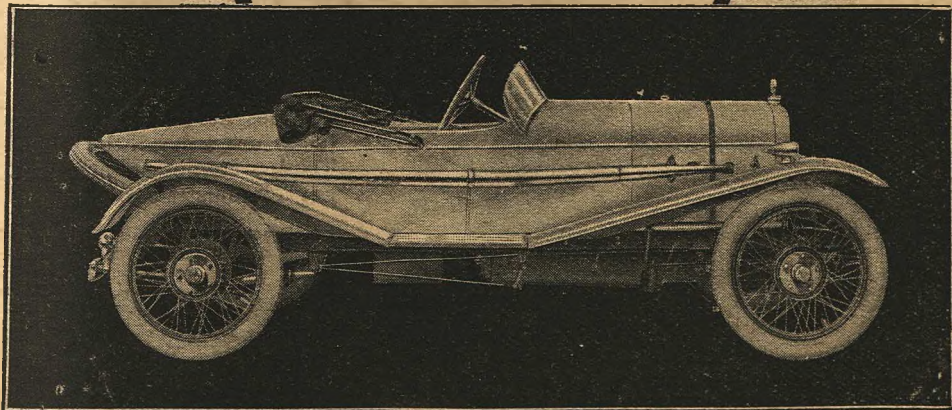
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Owing to special demand we are now fitting our 3 and 4-seater De Luxe Bodies to the S/B 12/50 h.p. Chassis at the following prices:—

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SPORTS MODELS.

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12/50 h.p. 4-Seater Super-Sports O.H.V. £575



12/50 h.p. Two-Seater Super-Sports, O.H.V., £550.



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JUST four turns of the mounting nut and the base of the Solex containing the float chamber, main jet and pilot jet is in your hand ready for cleaning or adjustment.

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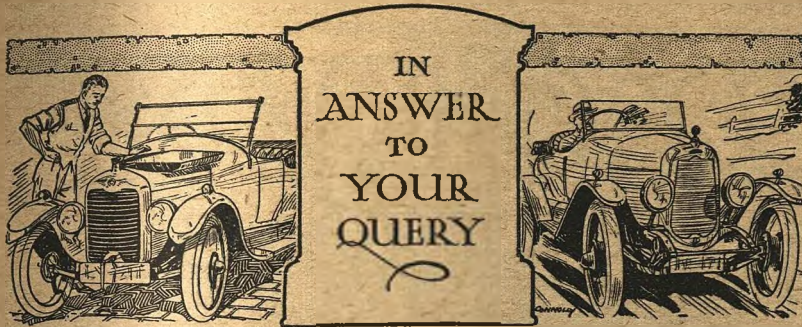
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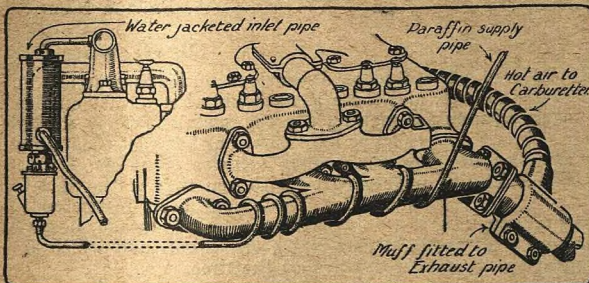
The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested to write upon one side of the paper only.

Lubricating Back Axle.

E.K. (Aberdeen).—It is unadvisable to fill your back axle with lubricant in a haphazard fashion. The indicator plug should always be removed, so that any excess of oil will overflow during filling. Failure to do this may result in lubricant finding its way along the axle on to the brakes and seriously impairing their efficiency.

Using Paraffin.

Y.O. (York).—Paraffin can be used in a petrol engine with a reasonable amount of success. Steps must be taken, however, to ensure the complete vaporization of the fuel by using a hot-air intake and a very hot induction pipe. It will be necessary to start up and run for a time on petrol, until the engine is thoroughly warm. This can be arranged by the addition of a two-way fuel tap



Methods of ensuring complete vaporization of paraffin. The fuel is heated on its way to the carburettor, hot-air is used, and the induction pipe is fitted with a hot-water jacket.

or an extra float chamber, and also possibly an alteration to the carburettor. The lubricating oil in the crankcase will have to be changed more frequently, and the use of a slightly heavier oil will be advisable.

Benzole Mixture.

S.T. (Streatham).—The addition of benzole to your petrol will be an advantage if your engine is always inclined to "pink." As the cylinders become more and more carbonized up, the proportion of benzole to petrol can be increased until a 50-50 mixture is used. When this fails to cure the "pink," it is time to decarbonize.

Sunk Float.

R.W. (Canterbury).—The cork float in your carburettor has lost its buoy-

ancy owing to the varnish with which it was coated having been dissolved, probably due to the use of benzole. It should be dried and then given several coats of celluloid varnish, which process may be repeated every few months. Care should be taken when using this liquid as it is highly inflammable.

For Comfort's Sake.

R.N. (Weymouth).—Cramp in the calf of the leg and the instep whilst driving is undoubtedly due to an uncomfortable driving position, especially with regard to the accelerator pedal. Try altering the position of the heel by means of a mat or one of the foot stops or rests advertised from time to time.

Erratic Idling.

M.P. (Chesham).—It is essential that a return spring be fitted to the throttle lever and not to some other portion of the carburettor control system. Failing this, play in the joints or bearings will allow the throttle lever to move irrespective of the accelerator pedal. If the carburettor throttle and throttle bearings are worn, the resulting end and side play will also affect idling by passing a varying quantity of mixture.

Stiff Springs.

T.H. (Beccles).—The majority of cars when new are fitted with springs that may seem too stiff, but this is a customary practice, as the springs settle down after being loaded for a short time. The adoption of gaiters incorporating some form of lubrication will add to the flexibility and life of the springs.

Thermo-siphon Cooling.

D.B. (Lincoln).—Provided that the water passages are of ample size, and that the top of the radiator is well above the cylinder head, thermo-siphon cooling is perfectly satisfactory, and is used by a large number of manufacturers, especially those engaged on light cars.

Easy Starting.

A.T. (Wembley).—Two devices such as you require to facilitate starting are the Euk easy starter, to be obtained from S. Smith and Sons (M.A.), Great Portland Street, W., and the Atmos vapour injector handled by Shaw and Kilburn, Ltd., of 112, Wardour Street, W. The installation of either of these should make starting from cold a much easier matter.

Clearing Tramlines.

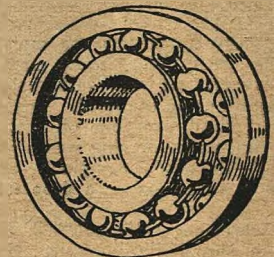
D.G. (Glasgow).—When your car wheels refuse to leave the tramlines, although you have turned the steering wheel, apply the foot brake suddenly for a moment. This will invariably take the wheels out of the tram track, but you must be prepared for a sudden swerve on the part of the car.

Damaged Hood.

P.T. (Balham).—The holes that have formed in the sides of your hood are most probably due to the material being nipped between the two bottom hood sticks. Care should be taken on every occasion that the hood is lowered to push all loose material towards the inside of the car.

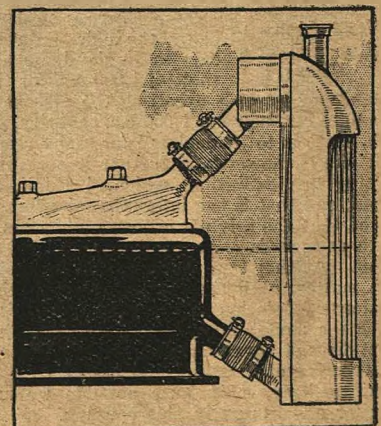
Ball Bearings.

T.T. (Westcliff).—Self-aligning bearings are so designed that the inner ball race can swivel through a small angle in any direction. This enables the bearing to adapt itself to any want of align-

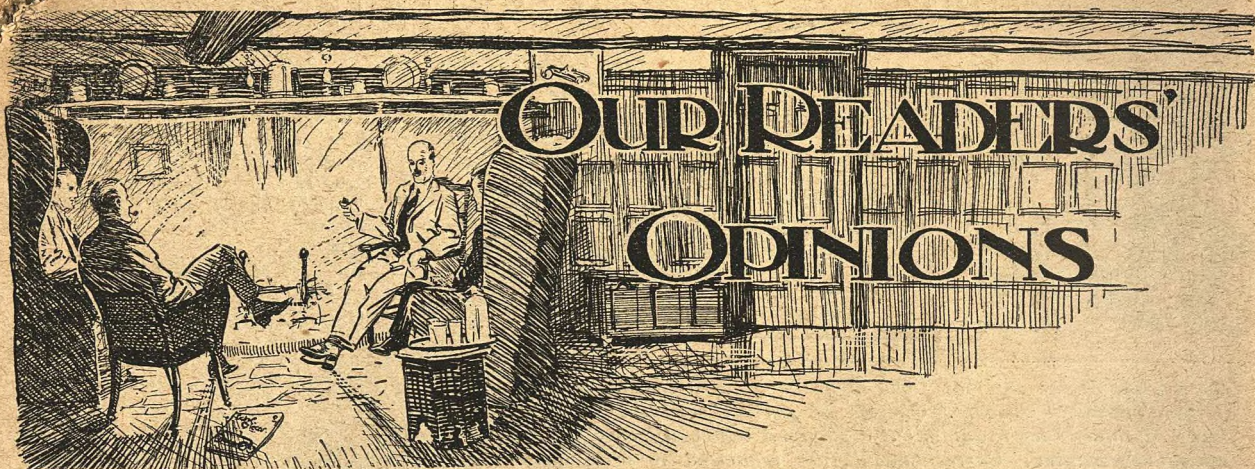


Self-aligning ball bearings are used wherever there is any whip in a shaft.

ment or whip on the part of the shaft to which it is fitted, without fear of undesirable strains being imposed on the bearing.



A good example of a thermo-siphon cooling system. The top of the radiator must be well above the cylinder-head.



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.

FAR-REACHING EFFECTS OF R.A.C. DECISION. Of International Importance.

The "Woolly" Engine.

I do not think Sir Herbert Austin is altogether fair in disparaging the woolly engine of pre-war days. I take it he refers to the "square" as opposed to the modern "long-stroke" engine. The square engine has many fine features. I possessed two of exactly the same make, one pre-war, the other more modern. The pre-war engine was a slogger, not very fast, but a demon to pull at all speeds, uphill or on the level. Twiddling with the gear lever, to which I think everyone objects, was not resorted to frequently, and traffic driving was a pleasure. But what of the "revver"—the modern engine? Either the car must take hills like a scared cat or a drop into a lower gear must be made.

Horse-power—or rather R.A.C. horse-power rating—killed the square, slow-pulling engine. Had private motorists been a little less selfish and demanded a change to weight taxation from petrol taxation, the square engine would still be in vogue.

Edinburgh.

J.C.

A Vexed Problem.

I have read the discussion provoked by the R.A.C. decision to include machines up to 1,600 c.c. in the R.A.C. small-car trials, and I am very sorry to note the line the R.A.C. have taken. There is no doubt that, the R.A.C. being the official governing body for all cars in England, its action in setting the limit of 1,600 c.c. for these trials will have a tendency towards upsetting the present official definition of the light car, namely, 1,500 c.c. capacity, and anything having this effect is to be deplored for many reasons.

There is, however, a further important reason against upsetting this definition, which, I think, should be borne in mind, and that is the international effect. It may be remembered that the original cyclecar limit was set in this country, both as regards engine capacity of 1,100 c.c. and the weight limit. At that time we appeared to know our own minds in the matter, with the gratifying result that the entire international federation of clubs adopted this definition together with the name: in fact, so solidly was it adopted in France that distinct advantages were obtained for this class of vehicle in the way of taxation, and had our associations in England been as keen, it is quite possible we might have obtained similar advantages in this country.

After the war, the R.A.C. approved the definition of the light car, evolved by the Junior Car Club, namely, limiting the capacity to 1,500 c.c. At that time most of the Continental light cars or voiturettes had a limit of 1,400 c.c., but partly in courtesy to ourselves, and partly, I presume, to get a

straightforward international basis, they adopted our definition of 1,500 c.c.

If we start messing about (this is the only apt term of which I can think to describe it) with the definition at this stage, we shall tend to upset confidence in our rules, and can say good-bye to any hopes we may have had of special advantages for light car owners in the way of special taxation, cross-Channel freights, etc.

I sincerely trust that, if it is not too late, the R.A.C. will reconsider their decision in this matter, or, if this cannot be done, that they will for future events stick to the 1,500 c.c. limit as now recognized not only in this country but internationally.

A. FRAZER NASH.

On Growing Up.

I was very pleased to read your recent leading article on the above subject, and there is no doubt that a vast number of manufacturers are making a great mistake. They started to make light cars, but have let them grow

up into one-ton vehicles or more. I thoroughly agree with you that if the R.A.C. Small Car Trials had been restricted to 1,500 c.c. engines, it would have been an advantage, because what we want are light cars which are lighter and which are propelled with smaller engines all the time.

It is by making a light car cheaper to buy and cheaper to run that more converts to motoring will be obtained, and if quality is kept up it can best be obtained by getting results with smaller engines.

S. F. EDGE.

Thames Ditton.

The Private Owner's View.

As a private owner I heartily appreciate the stand you are making against any alteration in the recognized limiting engine capacity for light cars, viz., 1,500 c.c. Such an alteration, if allowed to become established,

Will It Affect Trade? must have an adverse effect on the motor trade in general, for undoubtedly the market of the future will be that of the cheap, low-powered car for the man of limited means.

Apart from initial outlay, running costs are a serious factor, and to people who can barely afford to take up motoring—and I number myself amongst them—an extra few pounds per annum spent on fuel, oil and tyres may definitely place motoring beyond their reach.

K.E.

Golders Green.

* * Our correspondents outline the situation in a forcible and lucid fashion, and their views will be read sympathetically by all small-car enthusiasts. We fear, however, that the Royal Automobile Club will not give way and that the 1,600 c.c. limit will stand.—ED.

BRITISH CARS FOR BRITISH CASH.

ERIC CAMPBELL

10-22 H.P.

The Owner-Driver's Car.

The Yacht of the Road.

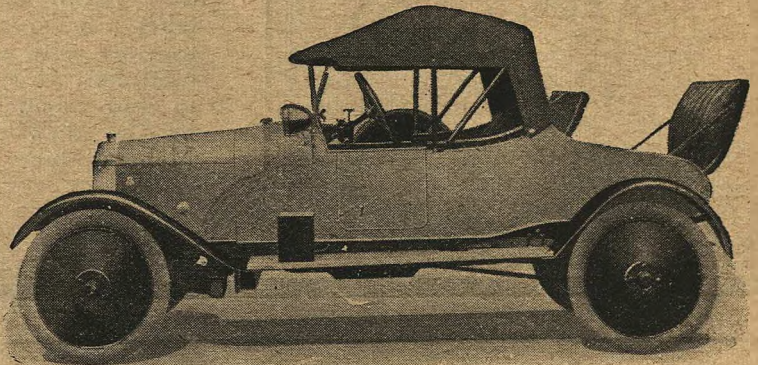
Dear Sirs—

LONDON.

I cannot refrain from writing you with reference to the Eric Campbell Car supplied to me in 1922. During 18 months hard wear, total mileage 16,619 I have not had to spend one penny on repairs (except the usual cost of decarbonising etc.). The cantilever springing for which you claim such comfort decidedly deserves your enthusiasm, and the hill climbing abilities of the Eric Campbell are wonderful. I cannot speak too highly of the satisfaction she has given me. Wishing you every success.

Yours,
J.F.W

P.S.—You may make whatever use you like of this letter.

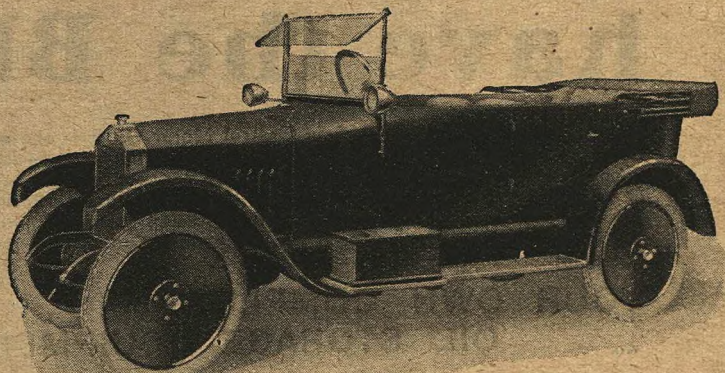


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We are proud of the fact that we have yet to find a client who is dissatisfied with his purchase from us. The "secret" is really no secret; it is the fact that we offer only the cars which we *know* will serve you well, and give you real value for every pound of their purchase price. We shall be glad to accept your present light car in place of the deposit on a new car—spreading the balance of the price over 12 or 18 months, and asking interest on *that balance only*. A full range of Clyno, Rhode and other popular models always on view, together with a splendid selection of used cars, from £75—which are open to full examination before purchase, by the R.A.C., A.A., etc. Come to Mebes & Mebes for motoring satisfaction.

Save money—yet have the BEST

Whichever way you buy Wakefield Castrol Motor Oil it is the most efficient and economical lubricant procurable. But buying it in larger quantities—3, 5, or 10 Gallon drums—effects a very considerable saving of money during the season. Wakefield Castrol supplied this way is the same high-grade quality as that used by Racing Motorists and the Motoring Public. The power it adds to your engine reduces petro consumption—another saving.

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Buy your season's supply in drum or barrel now. CASTROL does not deteriorate by storing. Get also the Wakefield Patent Self-Locking Tap—with removable key—which fits any Castrol drum or barrel and lasts indefinitely. You will then have a complete equipment—always handy—which will save you money, prevent waste or pilfering, and keep your lubricant clean to the last drop. Ask your dealer to show you the equipment.

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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.

OUR READERS' OPINIONS (contd.)

ANOTHER GOOD SAMARITAN WANTED.

Readers' Views on Our Mystery Story.

A Novice's Explanation.

May I express my appreciation of the "Good Samaritan's" feature in last week's issue of *The Light Car and Cyclecar*? I have been an owner only since August last, and had no previous experience. Accordingly I am not afraid to own that the only explanation I could find was that given by eleven other correspondents—a loose accelerator pedal.

A Loose Accelerator Pedal.

I did not send this in as it seemed to me that any driver, and certainly any Samaritan, would instantly detect such a fault by the feel of the pedal. I note your intention of giving other less involved problems, and am looking forward with great interest to these, for it is obvious that, apart from amusement, a great deal of really useful knowledge must be gained by "novices" in reasoning things out.

I notice a letter from Mr. G. J. Eastburn with regard to the Rover Eight. The two problems he puts are worrying a good many users of the same car, myself amongst others. My oil consumption is about 250 m.p.g. and "decocking" is necessary about every 1,000 miles. P. REVILL, Northampton.

60 m.p.g. from an Austin.

Mr. L. Hand's clever analysis of the Good Samaritan Mystery Story is most entertaining, and shows us how well versed he must be in motorcar matters. Will he not also act the part of a Good Samaritan, and tell us how he manages to get 60 miles per gallon out of an Austin Seven? I am sure there are many owners of these wonderful little cars who would be glad to know how it is done.

How Is It Done?

I am a proud owner of an Austin Seven which has done up to date about 2,000 miles, but I have never been able to get more than 36 m.p.g. This consumption is surely excessive for so light a car, which in every other respect functions admirably.

Please continue these "Mystery Stories," and for the benefit of Austin Seven owners, try to prevail upon Mr. Hand to let us into his secret. GEO. W. GORE-HARVEY, Goodmayes, Essex.

* * We have intimated that similar stories will appear in our pages from time to time.—ED.

FINDING A SUBSTITUTE FOR THE G.N.

Captain A. Frazer Nash's Interesting Views.

Four-wheeled Cyclecars.

I have followed with a good deal of interest the discussion in your columns, started originally, I believe, by "G.N.-a-Car," and must confess that I have been highly gratified by the remarks of your various correspondents, especially Mr. Foucar's suggestion that I should revive the G.N. type of cyclecar. I will be quite frank about the situation as regards this. Mr. Godfrey and I invented and designed the G.N. cyclecar in 1910, and for some time we manufactured it ourselves with a fair measure of success. After the war the company was expanded, and the car was produced on a much more ambitious scale; in fact, events proved that it was probably too ambitious.

For 1923 the whole design of the G.N. was changed and Mr. Godfrey and I left the firm. Since that time I have been manufacturing the present Frazer-Nash four-cylinder car (appealing to a more expensive market) on a small scale, although I have always had a hankering after the old two-cylinder warrior.

I am in agreement with your correspondents that a car built on the lines of the 1922 G.N. is incomparable in its class, and I would be quite willing to re-start the manufacture of this type of car, and have no doubt that I could secure the co-operation of my original partner, provided supporters would rally round, and this, of course, is where the pinch comes.

I already have a works quite suitable for turning out the car, but extra capital would be necessary. I am looking into this question, but it would render my task much easier if the numerous G.N. owners would indicate their willingness to assist, not only by providing a small part of the capital, but in addition by placing orders for the cars.

That the old G.N. cyclecar was a good one is well known and confirmed by the correspondence which has recently appeared, and the revival of such a cyclecar really rests with those friends, some of whom have kindly written their experiences to you.

A. FRAZER NASH.

Hope Revived.

In a recent issue "G.N.-a-car" opens up a very interesting topic. As I am an "amateur competition fiend" myself and drive a G.N., I fully sympathize with him, as I was in a similar predicament six months ago.

A Suggested Remedy.

I think, if he communicates with Frazer-Nash, Ltd., of Kingston, his difficulties will vanish, as mine did, for this firm was, and is, I believe, still turning out a limited number of sports G.N.s.

I have no connection with the concern except as a satisfied customer. SATISFIED.

Claims of the Derby.

I do not agree with the opinion expressed by "Four Cylinder" in regard to the cyclecar. In the first place, it is utterly impossible to judge either the speed or the reliability of a car by making a careful study of the exhibits at the Motor Show. As a matter of fact, I have a small four-cylinder car (not cyclecar), on which I have done over 10,000 miles in the past nine months. The maximum speed of this car is about 55 m.p.h. On long journeys I drive at from 45 m.p.h. to 50 m.p.h. whenever road conditions permit, and I have yet to experience any trouble with the car. The engine has been decarbonized twice and one new gasket fitted. My car is a Derby Nine. TOURIST.

Maximum Speed of 55 m.p.h.

Why Not the Gwynne?

Being desirous of assisting your correspondent "Four-cylinder" in his search for a suitable change from the 90-degree air-cooled twin, I need make no apology for entering into the discussion. The car I suggest is the Gwynne Eight, one of which I have been running for just 12 months—with absolute satisfaction. Six thousand miles over notorious roads in Scotland, and in Devon too, have made no appreciable difference in the running of this "bus." Starting is still ridiculously easy, acceleration is really good, and the power "on top" astonishing. It is very quiet on all gears, the steering is light and certain and the springing—with gaiters fitted—could hardly be bettered. The cylinder head has been removed once only, and with the exception of tightening the brakes no adjustment has been necessary. The petrol used from Glasgow to London was 8 gallons. The car is very fast. At 35 m.p.h. there is almost a surge of power on further opening the throttle; 50 m.p.h. has been my limit. Respect alike for the machine and myself forbade my endeavouring to exceed that at any time.

Glasgow Reader's Tribute.

The price is well below the figure mentioned in your correspondent's letter, and he can be assured of both an excellent performance and reliability. Usual disclaimer. Glasgow. GWYNNITE.

An Owner's Lament.

With reference to the recent correspondence in your columns on the subject of a car to replace the old G.N., why not the 7 h.p. Jowett? I have had three G.N.s, and therefore should know these cars inside out, and I must say that I find my Jowett capable of a performance equal to my G.N.'s, and making far less noise over it. I do not experience pinking, the engine will hang on top gear longer, and the tyres wear far better than with the solid axle. My utmost speed with a G.N. was 47 m.p.h. MF3701. B 19

OUR READERS' OPINIONS (contd.).

ARE ACCESSORIES TOO EXPENSIVE?

Aluminium Pistons in a Rover Eight. A Cheap Feeler Gauge.

Why Not Standard Fittings?

I agree with "D.S." in that the price of shock absorbers is too high. The same remark might be applied to pressure gauges for tyres. Moreover, when are manufacturers going to make oil and petrol gauges standard fittings? C.C.

The Price of Shock Absorbers.

Your correspondent "D.S." asks why manufacturers cannot sell these direct to the public at £2 per pair. Ours cost more than that to make. We must make provision for the retailer, because the motorist needs his "Middleman" as services, and it is to the interest of the motorist that the retailer gets a living out of the things he handles. The great majority prefer to place their business with their local garage man, and if the latter does not get a fair discount, he must charge the motorist for his services. Then provision also has to be made for the wholesaler, for he is rendering services to both manufacturer and retailer and cannot live on air. If the manufacturer dispensed with the wholesaler, he would himself have to perform those services now rendered by the wholesaler, and there would be no room for any reduction in price to the motorist. Your correspondent may depend upon it that competition is quite sufficient to bring things down to the lowest economic figures. After all, a pair of shock absorbers at £4 is not a very large outlay, particularly in view of the infinitely greater comfort they afford and of the saving of a valuable car from premature disintegration, to say nothing of the increased life of tyres. A pair lasts several years, so that the annual cost of what may be called an "easy chair insurance policy" is but a trifle ("Easy chair" is an allusion to the comfort; "insurance" a safeguard against destruction.) MOTOR NECESSITIES, LTD.

Specialloids in a Rover Eight.

In reply to your correspondent, A. L. Fairlie, I have Specialloid pistons in my Rover Eight, and am exceedingly pleased with them. The improvement in acceleration is most marked, and I now have to treat the

Some Marked Advantages. accelerator pedal with much more respect than previously, particularly on second gear. On one occasion, in London, I nearly got into difficulties through giving full throttle (on second gear) in order to squeeze through some heavy traffic. In spite of the fact that I was carrying a passenger, back-wheel spin took place and developed into a dry skid.

The hill-climbing is also greatly improved—not, I think, from any actual increase in power so much as the fact that the thermal conductivity of the alloy keeps the combustion chamber cooler. I think it is generally admitted that, while this engine can be absolved from any tendency to overheat to the extent of drying up, still it will climb a hill on top within, say, a mile or so of starting from cold, the same hill inevitably bringing it down to second when thoroughly warmed up. This is my experience, anyway. The result of the Specialloid pistons is that the engine is uniform in its performance. At the same time, I have not found that it has appreciably more power than it had previously in the cool stage.

None the less, in a 54-mile run which I have done frequently, I have made a minimum of one and a maximum of three changes off top with the Specialloids, against a minimum of five and a maximum of seven or eight with the original pistons.

Petrol consumption is slightly, but not very markedly, improved, for, owing to increased liveliness, I average a higher speed than I did before—e.g., Marble Arch to Birmingham (Buil Ring), 107½ miles, in 4 hrs. 5 mins.' running time.

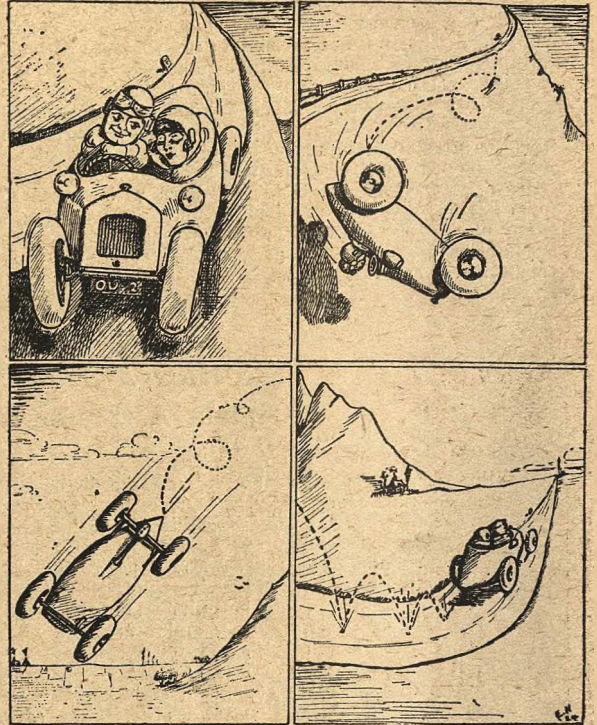
Oil consumption (Duckham's Adcol), 5,000 miles on a 5-gall. drum, starting with an empty sump and including two additional washouts and refills.

If your correspondent has not a sight-feed lubricator on the off-side cylinder, I would recommend him to fit one if changing over to aluminium pistons, as the oil feed to the pistons undoubtedly helps to cool them. In the case of the latest model Rovers, of course, these sight feeds are abolished, and there is little or no control available over the lubrication.

I am inclined to think the Specialloid piston has a pull over most aluminium pistons, as owing to the low coefficient of

expansion the clearances can be much smaller when cold, consequently there is less chance of oil getting past the piston and there is definitely no piston slap in any circumstances. I have not personally tried any other make of piston, so cannot speak from experience.

I have no interest in Specialloids other than being a very satisfied user of them.
HAROLD F. A. KINDER.



AN ADVANTAGE OF BALLOON TYRES.

Competition drivers with many years' experience might attempt the feat shown above, but amateurs are advised to avoid saving time in such a fashion!

A Feeler Gauge for Sixpence.

Your illustrated reply to "B.N." in a recent issue, re "Tappet Clearances," has been of much interest to me. I note the following in the instruction book supplied with my car:—"The clearance allowed is 3,000th of

But Not from an inch, or the thickness of a piece of the Car Maker. tissue paper. The close adjustment of the valve clearance plays an important part

in the power output of the engine and considerably affects the slow running."

I wrote to the makers recently, asking if they could supply a 3,000th feeler gauge, without my purchasing a complete set, and received a reply stating:—"We regret that we have no gauges for the setting of the valves except one or two we have for our own use." To-day I found no difficulty in purchasing a single gauge from a local ironmonger at the small cost of 6d.
H. C. LEAT.

INFORMATION WANTED.

Experiences regarding the Castle Three are required by the Rev. JAMES GIBB, 119, Bowsey Road, Warrington.

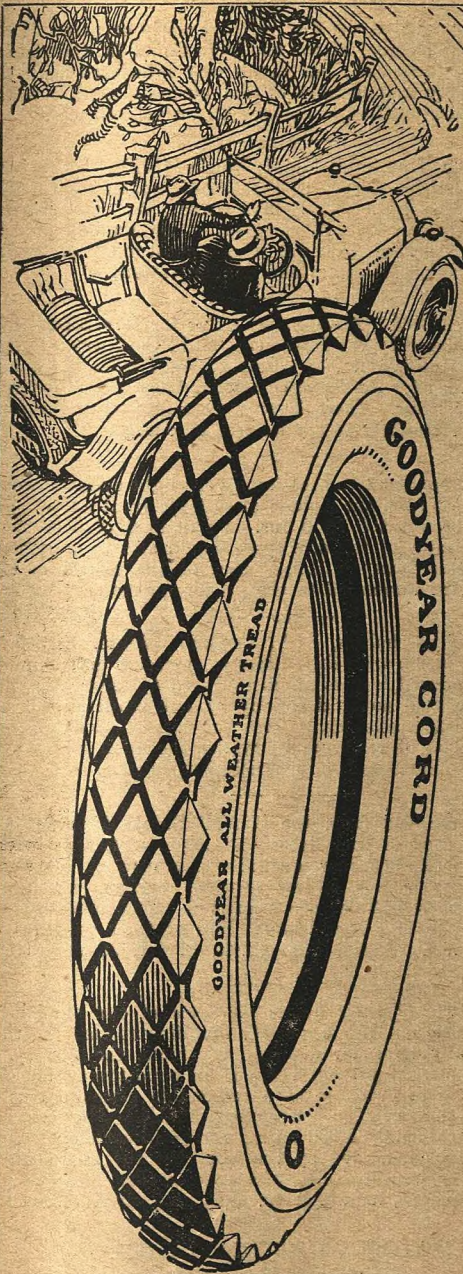
Clutch Adjustment on Rover.

I should be extremely pleased to receive any of your readers' hints and advice on the running and maintenance of the 1921 model 8 h.p. Rover, especially with regard to the clutch adjustment. Difficulty is experienced in engaging first gear when cold, owing to clutch sticking, although no oil is present on the clutch plates. I should also welcome the offer of an instruction book on the 1921 model, either for purchase, loan, or as a gift.
C. E. ASHFORTH.

Planehurst, 39, Streatfield Road,
Acton, W.3.



The Tread That's Earned Your Trust



Cold perspiration on your brow, your passenger all taut with fright beside you—
 "Close shave, that," you murmur, as you at last release the brakes.

.....

A nightmare? But one day it may actually happen. Perhaps on one of these early Spring days when the road's treacherous with grease.


Then's the time you will bless your forethought in fitting Goodyear All-Weather Tread Cords.

Only those deep-cut, diamond-shaped rubber blocks will hold you then—their sharp, right-angle edges checking all side slip under brakes that hiss with haste!

That's the service the All-Weather Tread has been rendering motorists for 20 years. That's why it is unchanged to-day.

Take the precaution now, at the beginning of a new season. Fit Goodyear All-Weather Tread Cords—for mileage, for freedom from trouble, above all, for safety.

Goodyear Means Good Wear

GOODYEAR

CORD TYRES

The Goodyear Tyre & Rubber Co. (Great Britain), Ltd.

SMITH & HUNTER

90 & 92, GT. PORTLAND ST., W.

Telephones: MUSEUM 8136 and 8137.

THE FIRM
WITH THE

BIG STOCK

30 Cars to choose from.

NEW CARS.

READY TO DRIVE AWAY.

Austin "7" Chummy 2/4-seater ... **165**

Citroën "7" 2-seater, starter ... **180**

Singer 2-seater lighting, starter, etc. ... **200**

Standard 2 or 4-seater, all-weather equipment **235**

Calthorpe starter, right-hand change ... **240**

Cluley complete equipment, starter, etc. ... **250**

Calcott All-weather, 2-seater, fullest equipment ... **265**

Lagonda dickey, starter, etc. **280**

DEMONSTRATION CARS.

We have always Slightly Used Demonstration Vehicles for disposal. These cars have been carefully run in and we will guarantee them in every way.

WRITE FOR DETAILS.

RELIABLE USED CARS.

1924 LAGONDA, 2-seater, shop-soiled only	£265
1924 TALBOT, de Luxe 2-seater, very little used	225
1924 MORRIS-COWLEY, 4-seater, licensed, rear screen	210
1923 ROVER "8" Chummy, run 400 miles	120
1923 ROVER "8" Coupe, as new condition	165
1924 TALBOT, de Luxe 2-seater, unblemished	185
1923 AUSTIN "7," in beautiful condition	130

THE ABOVE and 30 other Sound Second-hand Cars

including 6 Morris-Cowleys, 3 A.B.C.s, 2 Rovers, 3 Lagondas, 2 Talbots, 2 Calcotts, 3 Calthorpes, and many leading Light Cars may be seen and tried subject to being unsold.

OUR SIMPLE DEFERRED TERMS
OVER LONG PERIODS

will enable you to make your selection

NOW

BEFORE THE EASTER RUSH.

WRITE FOR LIST AND PARTICULARS.

AROUND THE TRADE.

We have learnt from several different sources that the series of Alvis advertisements dealing with the adventures of the Hon. Bertie have been much appreciated by readers.

We understand that the fire which recently occurred at the premises of the General Motor and Tyre Co., 7-7a, Caledonian Road, King's Cross, N., has in no way interfered with the general working and routine of the business, and that the company is in a position to execute all orders as usual.

The Vulcan Iron and Metal Works (1918), Ltd., have granted the London agency of the Eric-Campbell car to Auto Concessionaires, Ltd., 109, Jermyn Street, W. This concern will constantly carry a full range of Eric-Campbell models, and will be pleased to have the opportunity of giving interested clients particulars and demonstrations.

A folder, entitled "Advertising Helps for Rover Dealers," has been produced by the Rover Co., Ltd., Coventry. It contains a series of layouts, of which six deal with the 8 h.p. Rover, intended for use by agents when they are advertising in their local Press. These layouts are supplied in the form of electros or matrices to agents free of charge.

Manufacturers about to produce a very light cyclecar would be glad to hear from the makers of suitable front axles. The track is to be about 3 ft. 6 ins. Particulars of detachable wheels, preferably of the disc type, would also be welcomed. Letters addressed to "V.S.A.," care of the Editor of this journal, will be forwarded to the proper quarter.

Jenson and Nicholson, Ltd., Goswell Works, Stratford, E.15, in connection with their hints to amateurs on car painting, have produced leaflets numbers 3 and 4, copies of which they will be glad to send to any of our readers who are interested. One leaflet deals with the loss of gloss on cars and the method of restoring it, whilst the other deals with the question of grittiness on a finished surface.

We have received from the Gianoli Shock Absorber Co. (England) a copy of their latest catalogue of Gianoli shock absorbers, which are now available for cars of all sizes. In their latest models oil-less asbestos bushes, which are practically indestructible, are employed. The company are in a position to fit owner-drivers' cars at their premises at 32, Grosvenor Gardens Mews North, S.W.1, at very short notice.

In the course of their duties members of our staff have occasion to use and run a variety of different cars, so that we occasionally have for disposal a vehicle, the history of which we know. At present there is an opportunity for one of our readers to purchase at a reasonable price an Austin Seven, delivered new in December, 1923. The car has covered approximately 3,000 miles, and is in excellent condition, as will be indicated by the fact that the spare wheel has never yet been used. The specification includes all-weather equipment, hand starter, and shock absorbers on the rear axle.

MOTOR TERMS TRAVESTIED. Solution of Number 2.



A Sporting Body.

The title originally supplied by the artist responsible for last week's sketch was "A Sporting Body," and no postcards giving this title have been received at the time of closing for press. One reader suggests "A Sports Model," and "Full Throttle," "Open Throttle," "Racing Model," "Back Fire" and "Accumulator" are among other good suggested titles. If no postcard giving the artist's title is received by noon on Thursday, March 13th, the original drawing will be sent

to Mr. H. A. Sale, Summer Lane, Birmingham, who submitted the "Term" "A Sports Model."

That the 11-27 MARSEAL Specification includes a 4-cylinder water-cooled engine, a ball bearing clutch, semi-elliptic front springs, worm and wheel (full) steering, 3-speed and reverse gearbox, central or side change, fully compensated brakes (not cable), an increased wheelbase, full cantilever rear springs, a differential, a BTH magneto, Solex carburettor



DO YOU KNOW



THE
11/27HP. MARSEAL
4 Seater £227.
2 Seater Double Dickey
£207.

That during 1923 41 Open Awards were secured by Marseal Cars.

That the amount received by us during 1922 and 1923 for Spare Parts, whether for Accident, Fire, Wear and Tear, and all other causes totalled £3:2:0 per car per annum.

That the equipment includes dynamo lighting and starting, 8-day clock and speedometer, two head, two side, and a tail lamp, all-weather side curtains opening with door and standing independently, grease gun chassis lubrication, dashboard locker for impedimenta, 5 wheels, 5 cord tyres, number plates, tool kit, pump, jack, grease gun, and half gallon of Castrol oil.

A COMMON SENSE METHOD of REDUCING PETROL CONSUMPTION IS BY PREVENTING WASTE

Every time the throttle is closed after running fast there is an overflow from the main jet which is wasted—it is about half-a-teaspoonful, and this small quantity mounts up in a month's running. The simple method of placing a damper on the jet immediately stops the overflow and so saves the petrol for future use.

The BINKS 3-jet Jet-Damping Carburettor

saves its owner money because no petrol can overflow the main jet when the car is running on small throttle openings.

MORGAN

TESTIMONIAL.

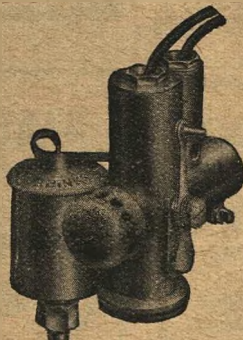
"Dear Sir,—Re your advertisement in last week's 'Motor Cycle,' that 'Morgans' would do from 55/65 m.p.g. with your carburettors, I think it only fair to inform you that you err on the modest side.

"My 'Morgan' (1919), J.A.P. engine, with your carburettor will regularly carry me, wife, and little girl, that 20 miles from here to Bristol and back on inside a quart of petrol. This, including 'warming-up,' diffcult traffic running, much stopping for shopping purposes and a notoriously hilly road.

"I reiterate, Messrs. Binks, that it is only fair and just that you should know this extraordinary performance, after reading the modest claims you advertise.

"Yours faithfully, J.M.S."

That is 80 m.p.g.



MORGAN MODEL £4 2s.

G.N. AND LIGHT 2-SEATER CARS 2 OR 4 CYLINDERS.

Owners are invited to send for lists and statement how petrol can be economically used without sacrificing speed, and at the same time gaining a truly marvellous flexibility on top gear in traffic.

APPROVAL TERMS. £4 10s.

Price... Carburettors are all sold on four weeks' approval. If you return the carburettor carriage paid, not being perfectly satisfied, we refund your money less 7/6

A real extra air valve is incorporated in the design of these carburettors to enable you to coast down hill on cold air with the throttle closed and the jets damped out of action.

C. BINKS (1920), Ltd., Eccles, Manchester.

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

For financial facilities in the purchase of economy cars go to

AUTOVEYORS LTD.

84, VICTORIA STREET, LONDON, S.W.1
STANDARDS, A-C's, ROVERS and SINGERS always in stock.

DEEMSTER SPARES SERVICE

We have acquired the stock of finished and unfinished Deemster parts.

Special parts out of stock made from original patterns in a few days

All Parts for All Models

ELEPHANT MOTORS, LTD.,

ELEPHANT HOUSE,

97-99-101, NEWINGTON CAUSEWAY,

Telephone: Hop 3161-2.

S.E.1

Telegrams: "Multimart, Sedist, London."



The Pioneer
Universal
PETROL POURER

STOPS WHERE YOU PUT IT.
The only one fitting all Petrol Cans. Fixed in any position instantly. No screwing. No washers to lose or leak. Also a safety filler. Filter incorporated.

PRICES: Straight pattern, 6/6 Bent, 7/6
Long Flexible Spout, 10/6

From all dealers or
FLUID PRESSURE PUMPS LTD.
(Makers of Pioneer Engine Tyre Pumps).
Dept. 3, CLIFTON STREET WORKS,
LATIMER ROAD, LONDON, W.11.
Tel. 2455 Park.

FOUR-SEATER WOLSELEY
£50



Balance in 18 monthly payments of £15:18:0. A car of the highest grade—hot stuff engine—overhead camshaft and valves—limousine comfort and protection—elaborate equipment—ample room for four adults—an ideal family car—extra economy in maintenance—remember, a Wolseley lasts for years. This and many other of the leading makes in stock for immediate delivery. Cash—Exchanges—Deferred Terms. Your present car or motorcycle accepted in part payment.

The LIGHT CAR SPECIALISTS.
Established as long as the industry

The Service Company Ltd

273-274, High Holborn W.C.1.
Phone: Holborn 868 (8 lines).
GRAMS: "Admittedly, London."
R.H.

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

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

HOMAC'S
MOTOR AGENTS

Write for Catalogues and Spares List.
TRADE SUPPLIED.
243, Lower Clapton Rd., LONDON, N.E.
Telephone: Dalston 2408.

Works: 46, LONDON ROAD.

MAKE GREASING A PLEASURE
By Adopting THE "R. & S." GREASING SYSTEM.
(Patent No. 170160.)



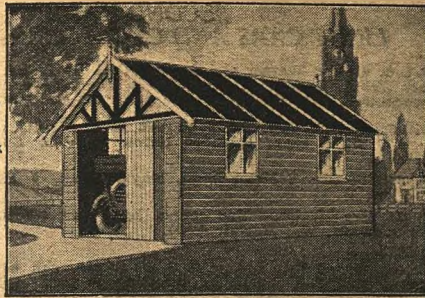
A cheap, clean, quick, and simple device which does away with the attendant dirt on the usual grease cups.

Can be used for oil and grease.

Price 15/- each.
Grease cups with caps (Nickel or Brass), 1/- each.

SEND FOR ILLUSTRATED LEAFLET.

Rotherham & Sons, Ltd., Coventry. Telephone: 752 and 753.
Telegrams: "Rotherhams, Coventry."



£25

PER ANNUM PAID IN RENT can be SAVED BY OWNING YOUR OWN GARAGE.

DESIGN "R."

- No. 1—12 ft. x 10 ft. x 7 ft. x 9 ft. 6 ins. **£23 18 0 £4 15 0**
- No. 3—16 ft. x 10 ft. x 7 ft. x 9 ft. 6 ins. **£28 12 0 £6 5 0**
- No. 5—18 ft. x 11 ft. x 8 ft. x 12 ft. **£38 16 £7 3 0**
- No. 7—24 ft. x 16 ft. x 8 ft. x 13 ft. **£58 8 0 £15 5 6**

Carriage Paid Nearest Goods Station.

"LOCJOINT" Weatherboards 1 in. nominal thickness. Framed Windows. Best Red Ruberoid Felt battened down.

Sliding "OUT-OF-WAY DOORS" are appreciated by all users.

See Thornber's booklet on **HOUSING YOUR CAR** — post free.

Special Scheme to comply with **FIREPROOF REGULATIONS.**

THORNER'S GARAGES ARE TENANT'S FIXTURES

THORNER BROS., 11, Mytholmroyd.

Don't drive at a disadvantage this season.



The Tapley GRADIENT METER

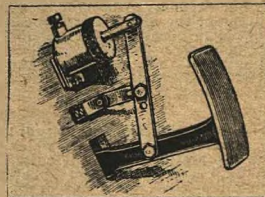
measures the road gradients and your car's performance all the while you drive. There is a type for your instrument board. May we send you particulars.

PRICES: 73/6 to 90/-

TAPLEY & Co.,
Totton. Southampton.

That Clutch Problem Solved at last!

THE "AUTOCLUT"
(Prov. Pat. No. 29617/23.)



Price, 25/- and 35/-

Automatically releases your clutch smoothly when you change gear. The cure for a fierce clutch. No more of those unpleasant jolts when you let the clutch in. Saving in Tyre wear and repair bills is enormous. Can be fitted to any make of car in 10 minutes. Let us send you full particulars for you cannot afford to be without one.

The Consolidated Brokerage & Trading Co., Ltd.,
36, Victoria Street, S.W. 1

Phone. **MAYFAIR 4792**

W.H. GRIMES & Co

24 BRUTON PLACE, NEW BOND ST., LONDON. W.1

Deferred Payments

Trade Supplied



Always in Stock
**STANDARDS
TALBOTS
SINGERS
McKENZIES**

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.

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

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

RATES.

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

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

All advertisement orders are subject to acceptance in writing from the Head Office.

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

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of series orders, current copy will be repeated if new copy is not received at the time of closing for press.

Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors, nor will they be responsible for advertisement blocks, destroyed by fire or that are left in their possession for more than one year.

BOX NUMBERS.—Advertisers desiring to have replies sent care of "The Light Car and Cyclecar" may do so on payment of a nominal fee of 6d. to cover 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 order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent. (5d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 1 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 the Head offices 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 Offices:—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 2956), London agents. Several second-hand all models in stock, guaranteed, from £100; deferred payments and part exchange zzz-164

A.B.C.s. A. P. Rey. 1922 Regent, dickey seat, and 1922 Surbiton, dickey, £115 each; extended terms. 378-384 Euston Rd. Museum 7600. 590-20

A.-C. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., Mayfair, London, W. zzz-451

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

A.-C. cars. Caithness and Co., Ltd., the A.-C. agents, can always supply reliable second-hand A.-C. cars. We specialize in part exchanges and deferred terms. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 590-25

A.-C. Empire model, 1923, shop-soiled only, seen by appointment in London, £260. Haslett, Garlands, Caterham. 590-g384

A.-C. Sociable, splendid mechanical order, fully equipped, good tyres, ready for the road, seats 3, price £35. Halfacree, Harlington, Middlesex. 590-g412

A.-C., 138 guineas. 1921, 2-seater, fitted with starting and lighting, double dickey, tax paid to March, perfect order throughout; extended payments and exchanges. White and Mears, 9a Brick St., Piccadilly, Grosvenor 1804. 590-102

A.-C., 215 guineas, 1922 model coupe, lighting and starting, drop head, Bedford cord upholstery, 2 doors, repainted and in excellent condition throughout. Below.

A.-C., 1922, late model Royal 2-seater, double dickey, lighting and starting, many extras, repainted, mechanically perfect, 200 guineas; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Phone, Hammersmith 2230. 590-110

A.-C. 1923 2-seater, starter, dickey, all-weather curtains, small mileage, indistinguishable from new, tax paid, £250. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 590-127

ALBERT 1921 4-seater, rear screen, D. and S., £140; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 590-921

ALLDAYS, 10hp, 2-seater and dickey, dynamo lighting, perfect condition. £65. Booty, 103 Cricklewood Broadway, London. 590-g388

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., 51-52 Foley St., W. Mayfair 4203. zzz-304

ALVIS, 1923, standard, 2-seater, in Royal blue, licensed, full equipment, in splendid condition, £265. Simister, Jordangate, Macclesfield. zzz-625

ALVIS sports, 1921, 2-seater, dickey seat, completely overhauled, starter, clock, speedometer, etc., 60 m.p.h., guaranteed perfect throughout, 160 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 590-g370

AMILCAR, 1922, 4-cylinder, dynamo lighting, fast and economical, £110. Clark's, 7 Exhibition Rd., S.W. 7. 590-159

ARIEL Née, 1924, 3-seater, with starter, shop-soiled only, £155, all-weather equipment. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 590-899

AUSTINS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-299

AUSTIN. Lookers, Ltd., Manchester, the largest retailers and distributors of Austin cars in the United Kingdom, are prepared to supply Austin Sevens for cash or on unique deferred terms, and to take second-hand cars in part exchange at highest possible price; distance no object. zzz-544

AUSTIN 7, 1924, new, electric starter, speedometer, tax paid for year, insured to January 30th, 1925, cost £191, through illness, £155. W., 13 Addison Rd., Hove. 590-g330

AUSTIN. A. P. Rey. Late 1923 Austin, 7hp, £127 10s.; extended terms. 378-384 Euston Rd. Museum 7600. 590-21

AUSTIN 7, delivered December, 1923, in perfect condition, spare wheel unused, small mileage, Smith speedometer, B. and D. shock absorbers, any trial given, £145 or near offer. Box No. 4224, c.o. "The Light Car and Cyclecar." 590-57

AUSTIN, 7hp, with special sports aluminium body, car run 500 miles, in absolutely new condition, £135. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 590-946

AUSTIN 7, February, 1924, electric starter model, run only 70 miles, taxed March, £155. Clark, 9 West Heath Avenue, Golders Green. 590-161

AUSTIN 7, 1923, exceptional condition, small mileage, £125. Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 590-891

AUSTIN 7, 1923, excellent condition, fitted clock, spare wheel cover, etc., £120. Stagg, Stalvergate, Red Hill, Edgware, Middlesex. 590-x76

AUSTIN 7, in excellent condition, licensed to December, 1924, £130; light motorcycle taken part exchange. Taylor, Hetton House, Loughton. 590-g434

A.V. monocars, 6 and 8hp, overhauled, from £32; 2-seaters from £55. A.V. Motors, 1 Park Rd., Teddington. Telephone, Kingston 710. 590-433

A.V., 1922, 2-seater, Blackburne engine, all-aluminium body, dynamo lighting, speedometer, electric horn, spare new tyre, hood, screen, £60. K.J. Motors, Bromley. 591-794

A.V. 2-seater, fully equipped, very fast, £45 or offer for quick sale, trial by arrangement. A.V., c.o. Procter and Sons, High St., Uxbridge, Middlesex. 590-g325

A.V. monocars, £25, £33, £35 and £40. Exchanges and deferred payments. Andrews. Below.

A.V., 1922, de luxe, 2-seaters, Blackburne engine, dynamo lighting, 3 speeds, reverse, detachable wheels, clock, speedometer, many extras, £70 and £75. Exchanges, deferred payments. Andrews's Motor Mart, 151 White Hart Lane, Barnes. 690-940

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.V., 29 guineas, exchanges, deferred payments. 1921 A.V. monocar, dicky, 8hp, 2 speeds, electric light, exceedingly smart, fast, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 590-136

A.V. 1921 2-seater, nice condition, £35; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 590-922

BEBE PEUGEOT, de luxe 2-seater, 8hp, 4-cylinder, 3-speed, reverse, hood, side curtains, electric, spare wheel, overhauled by makers, taxed, snip, £60. Tindall, King's Rd., Sunninghill, Berks. 590-g403

BABY PEUGEOT, excellent condition, special body, £55. Office 11, 14 Castle St., Liverpool. 590-g404

BEBE PEUGEOT, neat little 2-seater, £45 cash or easy terms; exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 593-873

BEBE PEUGEOT, 1915, 8hp, 2-seater, 4-cylinder, 3 speeds, spare wheel, etc., very nice condition, tax paid, £47 10s., or would exchange. 63 Penhurst Rd., Thornton Heath. Phone 1572. 590-g437

BAYARD 8hp 2-seater, very little used, £65. Love, Main Ave., Totley, Sheffield. 590-g389

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, Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., Mayfair, London, W. zzz-452

BELSIZE-BRADSHAW, 1922, 2-5 seater, excellent condition, £100. Lewis, Sherwood Cottage, Oxford Rd., Uxbridge. 591-g401

BIANCHI, 10-12hp, tax £9, late model 2-seater, all-weather, dicky, lighting and starting, 5 detachables, exceptional condition, unfailing reliability, fullest trial. E., 2 Cadogan Rd., Surbiton. 590-880

BLERIOT-WHIPPET, Astounding offer. 79 guineas. Brand-new 1923 (not shop soiled) Bleriot-Whippet 2-seater, with full makers' guarantee, electric lighting, spare wheel with tyre, hood, screen, magneto ignition, mechanical hand starter, pump, jack, tools, belt drive and mechanical horn; any car or motorcycle taken in exchange; easy payments. Write phone or call Short and Glass, Ltd., 562, 487, 489, 491 and 493 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2362 and 2363. zzz-750

BLERIOT-WHIPPET, 1920, electric lighting, spare wheel, speedometer, good condition, £35. 60 Fawe Park Rd., Putney. 590-g346

BLERIOT-WHIPPET, 1923, used twice only, as new, 55 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 590-g367

BLERIOT-WHIPPET, 1923, new, shop soiled, 2-seater, electric lighting, 72 guineas; exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 590-929

BLERIOT-WHIPPET, brand new, 1923 (not shop-soiled), 2-seater, electric lighting, spare wheel, mechanical handle starter, full makers' guarantee, 79 guineas, exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 590-928

BLERIOT-WHIPPET, £37, exchanges, deferred payments, 1921, 2-seater, hood, screen, electric and acetylene lamps, 5 detachables, good condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 590-140

BLERIOT-WHIPPET 2-seater, late 1921, 9hp Blackburne, fitted reverse, spare wheel, electric lighting, speedometer, mirror, etc., tyres perfect, splendid condition and appearance, £33 or exchange. Teddington Garage, 160 High St., Teddington. Kingston 2562. 590-x77

BLERIOT-WHIPPET, 1923 (August), original tyres unscratched, spot light, excellent condition, £50. 20 Belsize Park Gdns., Hampstead. Telephone, Hampstead 8017. 590-g451

BRITON, 1920, 4-seater, dynamo and starter, excellent condition, £110, exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 590-923

B.S.A., 10hp, de luxe, late 1923, all-weather 2-seater, double screen, bargain, £150. 32 Grosvenor Rd., Hornsey 4226. 590-x67

BUCHET 1914, 4-cylinder, 2-seater, 8hp, dynamo lighting, dicky, good order, £35. Newham Motor Co., 245 Hammersmith Rd., W. 590-79

BUCKINGHAM, Naylor and Kirk. 1922, 8hp, dynamo lighting, 3-seater aluminium body, real sports car, spare wheel, speedometer, 3-speed and reverse, tax paid, as new, any trial, £75. Naylor and Kirk, 405 Garratt Lane, Earlsfield, S.W. Phone, Wimbledon 2041. 590-65

BUCKINGHAM, 90 guineas, 1923-4, 2-seater and dicky, 5 wheels and tyres, 10hp, dynamo lighting, coach-painted, new, unregistered, half-cent appointment. 54 Coval Rd., Mortlake. 590-61

BUCKINGHAM, 1923 model 10hp 2-seater, dicky, dynamo, speedo, 120 guineas; exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 590-930

BUGATTI, 1914, Brescia model, sports body, £135. Below.

BUGATTI, 1914, touring chassis, mahogany boat-shaped body, £155 cash or easy terms; exchange. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 590-869

CALCOTT 1914-5 2-seater, dynamo lighting, new tyres, licensed year, really nice throughout, fast and reliable, 65 guineas. Terrace Garage, Turnham Green Station, Hammersmith. 590-64

CALCOTT, 1919, 2-seater and dicky, perfect, £100 cash or easy terms. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 590-871

CALTHORPE, 1922, 2-seater, dicky, all-weather curtains, electric starter, bulb and electric horns, speedometer, 4 new tyres, any examination, £150 or near offer. Paulton's Garage, Wolverhampton. Telephone 1355. zzz-535

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, 1921, 4-seater, lighting, starting, 6 wheels and almost new Michelin tyres, luggage grid, tonneau cover, any trial, licensed to March, £140 or near. Paulton's Garage, Wolverhampton. zzz-765

CALTHORPE, 1921-22, sports 2-seater, bulbous tail, starting, lighting, licensed until December, 4 new tyres, taken in part payment, £135 for quick sale, genuine bargain. Tamplin Motors, Malden Rd., Cheam. Sutton 21. 590-g320

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

CALTHORPE 1921-3 4-seater, lighting, starting, licensed, nice order, £110; another similar, £100. Terrace Garage, Turnham Green Station, Hammersmith. 590-63

CALTHORPE car, 2-seater, 5 lamps, 5 detachable wheels, any trial or expert examination, £47 10s. Wilkins, Simpson, opposite Olympia, London. 590-g204

CALTHORPE 1920 10hp 2-seater, dicky, lighting, self-starter, clock, speedometer, repainted, licensed, splendid condition, 110 guineas. Below.

CALTHORPE 1923 12hp de luxe 2-seater, all-weather, starter and lighting, 4 speeds, fully equipped, excellent order, exchanges and deferred, 185 guineas. Edwards, 175 Gt. Portland St., W. 1. 590-931

CALTHORPE, 1917 10hp, 2-seater, dicky, dynamo, electric horn, speedometer, year's tax, splendid condition, £75; exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latonmere 4388. 590-94

CALTHORPE, 1920 sports, aluminium bonnet, painted orange colour, £110 cash or easy terms; exchanges. Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 590-872

CALTHORPE, 1922, all-weather 2-seater and dicky, starting, lighting, etc., etc., £150. Black and Finch, 222, Gt. Portland St., W.1. Phone, Museum 2271. 590-900

CALTHORPE, 1922, 2-seater, £145; 1922 4-seater, £165; 1921 2-seater, £125; all fitted with dynamo and starters, excellent condition throughout; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 590-918

CALTHORPE 1921 4-seater, dynamo lighting, self-starter, rear screen, repainted, first-class condition, £140. Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W. 1. Telephone, Langham 2985. 590-122

CALTHORPE, £145, late 1922 2-seater de luxe, lighting and starting, real leather upholstery, paintwork and tyres like new; exchanges, extended payments. Meers and Bishop, 225a Hammersmith Rd., W. 6. Phone, Hammersmith 2230. 590-109

CARDEN official repair depot.
All spares for Carden cars stocked. Complete overhauls undertaken. 1921 2-seaters for sale, completely overhauled and repainted, from £25. Send for list of improvements. New Carden Light Car Co., Ltd., 32 Hythe Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-602

CARDEN, 1921, 7hp, 2-seater, fully equipped, insured, good condition, 50 guineas. Box No. 4188, c.o. "The Light Car and Cyclecar." 590-818

CARDEN, 2-seater, 1921, 7hp, de luxe model, excellent condition, dynamo lighting, clock, speedometer and side curtains, £40. Arnot and Harrison, Ltd., 22 Hythe Rd., Willesden, N.W.10. 590-847

CARDENS, 1921, 2-seaters, perfect condition, fully equipped, £35. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 590-943

CARDEN 1921 2-seater, electric lighting, equipped, excellent condition, £25. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 590-114

CITROENS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298

CITROEN 1921 4-seater, perfect condition, new appearance, starter, side curtains, speedometer, £120. 43 Green Lane, Penge. Phone, Sydenham 604. 591-781

CITROEN, 1923, 11.4hp, 4-seater de luxe, low mileage, condition and appearance as new, £175. Crow Bros., Guildford. Phone 434. 590-59

CITROEN, 1923, 7hp, 2-seater, in excellent condition, licensed and insured, £115. Capt. Baird, Bridge, near Canterbury. 590-g239

CITROEN, £105, 10hp, 4-seater, 1920, good order; another, new appearance, £125. 7 Victoria Rd., Guildford. 590-55

CITROEN, 1920-1, 4-seater, starting, etc., guaranteed mechanically perfect, very smart, 105 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 590-g369

CITROEN, 1923, 7hp, 2-seater, starter, side curtains, bargain, £125. Bartlett's, 93 Gt. Portland St. 590-854

CITROEN 1923 7hp 2-seater, dynamo and starter, year's licence, as new, exchanges and deferred, 135 guineas. Edwards, 175 and 74 Gt. Portland St., W. 1. 590-932

CITROEN, 1921, 10hp, 2-seater, dynamo lighting, good tyres, in nice order throughout, £87 10s. cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 590-156

CITROEN, 1921, 10hp, starter, lighting, 4-seater, perfect, £110 or exchange 2-seater. 89 East Hill, Wandsworth. 590-g418

CITROEN 7.5 2-seater, small mileage, £125, cash or instalments accepted. Saunders Garage, 350 Euston Rd., N.W. 1. 590-115

CITROEN 1921 4-seater, dynamo and starter, adjustable glass rear screen, very small mileage, original tyres, in good condition, £125; exchange, cash or deferred. Ring up Wimbledon 2041. (12 minutes from Waterloo by train.) Naylor and Kirk, 405 Garratt Lane, Earlsfield, S.W. 18. 590-905

CLEMENT-BAYARD, 1914, 9hp, 2-seater and dicky, good running order and condition, £55. Apply, Lansdowne Garage, 84 Holland Park Ave., W. 11. 590-f736

CLEMENT-BAYARD, 8-9hp, 4-cylinder, 2-seater, dicky, dynamo lighting, speedometer, side curtains, taxed, good running order and condition, £55 or offer. 73 Sunny Gdns., Hendon. 590-g354

CLULEY, 1922, 10hp, 2-seater, double dicky, lighting, starting, fully equipped, splendid order, 140 guineas; exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 590-933

COVENTRY-PREMIER, late 1922, 2-seater, with double dicky seat, dynamo lighting, speedometer, dashlight, tax paid, small mileage, condition as new, price £105. C. B. Wardman and Co., Ltd., 122 Gt. Portland St., W. 1. Telephone, Langham 1530-1531. zzz-509

COVENTRY-PREMIER 1922 4-wheeler, new tyres, hood and side curtains, dynamo lighting, £25 recently spent on complete overhaul, sound condition, £80. Clarendon Garage, 237 Lewisham High Rd., London. 590-g327

COVENTRY-PREMIER, 1922 model, 2-seater, coachwork and body unscratched, as new, 4-wheel model with spare wheel complete, dynamo lighting, speedometer, hood, screen, detachable wheels, this car is a special bargain and is in condition equal to new; subject to any trial and inspection by appointment; price £120. E. W. Jackson and Son, Ltd., French Gate, Doncaster. 591-50

COVENTRY-PREMIER, 1922, 2-seater, dynamo lighting, spare wheel and tyre, speedometer, side curtains, etc., finished crimson lake, only £79 15s. Wilkins, Simpson, opposite Olympia, London. 590-g200

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

COVENTRY-PREMIER, 1921, 8hp, 3-wheel, dickey, dynamo, spare wheel, Bonniksen, clock, new chain, brakes just reamed, excellent condition, offers. 62 Gilling Gate, Kendal. 590-g240

COVENTRY-PREMIER. F.O.C.H. offer 1922 Coventry-Premier, 4-wheeler, dynamo, dickey, excellent condition, bargain, £80, 5 Heath St., Hampstead (near Tube). 590-48

COVENTRY-PREMIER, July, 1922, special coupe body, excellent order, 80 guineas, offers, no dealers. T. Wood, London Hospital. 590-g346

COVENTRY-PREMIER, 1922, 8hp, water-cooled, 4-wheeler, dynamo, £75. Bartletts, 93 Gt. Portland St. 590-855

COVENTRY-PREMIER folding coupe, late 1922, double dickey and screen, polished plate-glass side windows, inside lighting and dynamo, speedometer and all accessories. £115 or offer. Green, 8 Virginia Rd., Thornton Heath. 590-g414

COVENTRY-PREMIER 1921 tri-car, 8hp, splendid condition, any trials, dynamo lighting, spare, £68 10s.; buying larger car. 41 Landrock Rd., Crouch End. 590-g430

CROUCH coupe, 1921, dynamo, impulse starter, 5 wheels, beautifully upholstered (suit doctor, traveller); exchange combination, 3-wheeler, sell £65. 89 East Hill, Wandsworth. 590-g417

DEEMSTER, late 1923, 2-seater, double dickey, windscreens-wiper, spotlight, overhaul completed, now being painted blue with black wings, Michelin Comfort tyres, £250 or close offer. County Motors, Whyteleafe. zzz-376

DEEMSTER, 1920, 10hp, 2-seater with dickey, excellent order, £95. Newnham Motor Co., 245 Hammersmith Rd., W. 6. 590-80

DEEMSTER. F.O.C.H. offer smart little Deemster coupe, 1920, starting and lighting, 6 wheels, year's licence, bargain, £125, 5 Heath St., Hampstead (near Tube). 590-49

DEEMSTER, 1920, smart 2-seater, dynamo lighting, self-starter, 10hp, 4-cylinder, gate, 7 lamps, speedometer, spare wheel, hood, screen, ready for Easter; cheap, offers; exchange motorcycle; easy terms. 1 Ebner St., Wandsworth. 590-889

DEEMSTER 1920 2-seater, D. and S., £90; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 590-920

ERIC LONDON, 1923, 9hp, 4-cylinder, aluminium 2-seater, excellent condition, accept nearest offer to £150, must sell, snip for somebody, cost £285. Winkworth, Riverside House, Staines. Telephone 93. 590-4755

G.N. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., Mayfair, London, W. zzz-453

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-546

G.N., 1923, V twin, 9.5, shop-soiled, unregistered, as new, best offer; exchange or deferred. White Bros. and Co. Epsom 434. 590-527

G.N., 1921, Legere model, dynamo lighting, speedometer, clock, shock absorbers, in excellent running order. £60, owner going abroad. Apply in writing to Sub-Lt. Johnstone, R.N. College, Greenwich, S.E. 10. 590-g309

G.N., 1921 Legere, aluminium 3-seater body, red mudguards, dynamo, 5 detachables, superb order, cash £60, or exchange G.P. Morgan. Lennox, Stechford, Birmingham. 590-g326

G.N., 1922, 2-seater de luxe, dynamo lighting, good condition throughout, £80 deferred payments. Parker's, Bradshawgate, Bolton, also 246-52 Deansgate, Manchester. 590-355

G.N. F.O.C.H. offer a fine selection of sound G.N. cars from £50. 5 Heath St., Hampstead (near Tube). 590-47

G.N., £35, 1921, electric lighting, tools, any trial or examination; open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 590-45

G.N., registered August, 1921, £65, in perfect tune and mechanical condition, engine, magneto and brakes just overhauled, spare wheel, electric light, 4 good tyres, speedometer, repainted maroon, licensed to March 24th. Pearce, 2 Windmill St., W. 1. Museum 4936. 590-g338

G.N., 1921, dynamo lighting, in very excellent condition, £60 or offer. 26 Essex Rd., Barking. 590-g356

G.N., 1922, dickey, dynamo lighting, spare wheel, excellent condition, licensed, 75 guineas. Cox, 307 Goldhawk Rd., Shepherd's Bush. 590-g397

G.N., 1921, in sound order, a bargain, £55. Bushey Garage, Herts. Phone, 280 Bushey. 590-g394

G.N., 1920 model, perfect condition, repainted, £45. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 590-944

G.N. 1922 8hp 2-seater, Legere all-aluminium body, lighting, spare wheel, splendid condition, 79 guineas. Below.

G.N. 1921 8hp 2-seater, speedometer, dynamo lighting, superb condition, 55 guineas; exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 1. 590-934

G.N., £55, exchanges, deferred payments; 1920-21 G.N., 2-seater, dynamo, electric horn, spare wheel, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 590-141

G.N., 1920, 2-seater, very fast, £45 cash or easy terms; exchanges. Raiton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 590-874

G.N., 8hp, guaranteed new never used or licensed, and specially built regardless of cost fitted with special 3-seater Frazer-Nash boat body, No. 2, 1924, polished mahogany deck and running boards, dust grey body, black wires, now ready at coachbuilders, A.A. or R.A.C. inspection invited, worth £275, sacrifice best offer. Calver, 52 Linvre Rd., Fulham. 590-g423

G.N., late 1921 Legere model, 5 detachable wheels, dynamo, hood, screen, fitted with aluminium dash, speedometer, painted India red, fast, tax paid, by appointment, 52 gn. 43-Castelnau Mansions, Barnes. 8.W.13. 590-g416

G.N. Black and Finch, 222 Gt. Portland St., W.1, sole concessionaires, have 1923 4-cylinder, 2-seater and dickey, £150; 1923 2-cylinder and dickey, £95; 1922 Frazer-Nash, starter, 2-seater, £95. 1921 touring model, £55; 1922 touring model, £75. Phone, Museum 2271. 590-897

G.N., £35; electric lighting, good tyres, mechanically perfect. 325 High Rd., Chiswick. 590-x79

G.N., 1921, dynamo lighting, speedometer, year's licence, excellent condition, £50; exchanges, deferred. 63 Solon Rd., Brixton. 590-g433

G.N., 1920, speedometer, spare wheel, £52. Service, 273 High Holborn, London. 590-123

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

G.N., 1922, 2-seater, dynamo lighting, excellent condition, £85; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 590-924

G.N., July, 1921, excellent condition, owner driven, £50, near offer. 111 Dearman Rd., Sparkbrook, Birmingham. 590-x81

GREGOIRE, 1922 (new), 8hp, 4-cylinder, water-cooled, dynamo lighting, complete with spare wheel and tool kit, guaranteed unused, 2-seater, £150; with dickey £10 extra; cash or deferred. Allen Simpson, 374 Deansgate, Manchester. 592-8850

GREGOIRE, 1922, 9.5hp, 2-seater, equipped dynamo lighting, detachable wheels, in excellent condition, cost £275. Griffiths, Harrison and Co., 1 Albemarle St.; London, W. 1. Phone, Regent 3400. 590-58

G.W.K., sporting model (1922 Unit), in excellent condition, smart aluminium body and dash, red wings, nickel-plated fittings, speedometer, dynamo lighting, electric horn, Arc atomizer, spare disc, etc., 4-cylinder water-cooled engine, 2-seater body, friction drive fitted with extra tension lever, fast, comfortable, easily handled and economical, in really good condition throughout, trial run by appointment, nearest offer to £110 secures. Box No. 4081, c.o. "The Light Car and Cyclecar." zzz-496

G.W.K. 1920 4-seater, perfect condition, new appearance, lighting, speedometer, £80. 43 Green Lane, Penge. Telephone, Sydenham 604. 591-782

G.W.K. 2-seater with dickey, 8-10hp water-cooled, hood, screen, disc wheels, spare wheel, lamps, taxed, only 39 guineas, exchange motorcycle weekly instalments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 590-888

G.W.K., 2-seater, double dickey seat, new, but slightly shop-soiled, £150. Colmore Depot, 49 John Bright St., Birmingham. 590-158

G.W.K., 1920, 2-seater, dickey, dynamo lighting, excellent condition, £75. Maudes', Walsall Garage, Walsall. 590-866

G.W.K., 1921, 4-seater, new helical gears, disc and Dunlop cords, last year, £110 or near. Brough, Valder, Croydon Rd., Beddington. 590-g439

G.W.K., 1921, 2-seater, 10hp, dickey, dynamo lighting, detachable wheels, good tyres, full equipment, just completely overhauled and repainted, very smart, reliable, perfect condition, open to A.A. or R.A.C. inspection willingly, £58. 165 Lower Richmond Rd., W.6. Phone, Richmond 2258. 590-g432

G.W.K., £80; late 1921, 4-seater, dynamo lighting, etc., in very nice condition; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Phone, Hammersmith 2230. 590-108

G.W.K., 1922, 2-seater, starter, dynamo, speedometer, £145. Service, 273 High Holborn, London. 590-124

GWYNNE S., 1924, 4-seater, self-starter, electric horn, speedometer, as new, £195, with makers' guarantee. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 590-97

HAMPTON, 1920, 10hp, 2-seater and double dickey, dynamo lighting, self-starter, clock, speedometer, perfect condition, any examination, £135. Booty, 103 Crickwood Broadway, London. 590-g387

HAMPTON Ten, 2-seater, £275; 4-seater, £298; immediate deliveries; the car for the owner-driver. Maxlee Motor Co., 51 Frederick St., Edinburgh. 590-g462

HANDS coupe, 1923, done 2,500, Triplex glass, clock, speedometer, etc., nearest £195. Woods, Ferndale, Oxshott. 590-g333

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94, Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock Well-equipped works. 598-b517

HILLMAN, 9hp, 2-seater, 1916 pattern, dickey seat, first-class car, many extras, privately owned, any examination. Baker, 284 Upper Richmond Rd., Putney. 591-1561

HIRSTMAN, late 1923, 4-seater, blue body, expensively equipped, British Anzani engine, numerous spares, splendid condition throughout, owner-driven, £240, close offer. The Keynsham Motor Co., Bristol Rd., Keynsham, Somerset. 590-g242

HORSTMAN, 1920, £95, dynamo lighting, dickey, mechanical starter. 23 New Inn Hall St., Oxford. 590-g312

HORSTMAN, 1923, 2-seater, grey aluminium bonnet, engine overhauled at Anzani, reconditioned at works, new dynamo and direct drive fitted, fully licensed, splendid condition, £250. Walter, 6 Hambledon Rd., Southfields, S.W. 590-g372

HORSTMAN cars, 1924, all models: 9-20hp, 4-seater, £240; 12-30hp, de luxe, 2-seaters, £315; 12-30hp, 4-seaters, £325; exchanges and deferred terms. Bartletts, 93 Gt. Portland St. 590-857

HUMBER S, chummy model, latest pattern, been used for demonstration only, £225. 11 Gloucester St., Oxford. zzz-545

HUMBER, 1924, 8hp, Chummy model, very latest model, only used by us for few demonstrations, as new, bargain, £220. Wilkins, Simpson, opposite Olympia, London. 590-g190

HUMBER, 1923, brand new (shop-soiled), Chummy model, £210; exchange or hire purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 590-913

HUMBERETTE Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.

HUMBERETTE. Humber Service Depot, Canterbury Rd., Kilburn, N.W.6. Phone, Willesden 1298-1299. Telegrams, "Humberette, London." zzz-999

HUMBERETTE, little used, makers estimate future capabilities 50,000 miles, just completely overhauled for owner's use since incapacitated, smart condition, dickey seat, all accessories, beginner's rare opportunity, £45. Cotes, Eaglescliffe. 590-g245

HUMBERETTE, 9hp, water-cooled, 2-seater, perfect order throughout, £50 or offers. Cox, Engineer's Cottage, Alderbrook Park, Cranleigh. 590-g391

JOWETT 1914 7hp 2-seater, in very good order, £35. Newnham Motor Co., 245 Hammersmith Rd., W. 6. 590-82

JOWETT, 1924, 2-seater, dickey, demonstration model, taxed year, £155. Lovatt, Streatham Rd., Mitcham. 590-g401

KINGSBURY JUNIOR, 1921, 2-seater and dickey, 9hp, w.c., dynamo lighting, very little used, £65 or nearest. 26 Essex Rd., Barking. 590-g357

LAQONDA 1919 11hp coupe, in excellent condition, £68; also 4-seater, £72. Newnham Motor Co., 245 Hammersmith Rd., W. 6. 590-81

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

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

LAGONDA, 1923, 11.9, L model, 4-seater, complete as per specification, painted maroon brown, slightly shop-soiled, price £260.

LAGONDA, 1921, 11.9, coupe, painted dark green, complete with C.A.V. lighting and starting, electric and bulb horns, clock, speedometer, spare wheel and tyre, aluminium number plates, licence holder, registered for 1924, price £150.

LAGONDA, 1914, 11.9hp, coupe, painted dark blue, complete with 5 lamps, speedometer, spare wheel and tyre, price £50.

LAGONDA, All the above can be seen and tried at Lagonda, Ltd., 195 Hammersmith Rd., W. 6. Telephone, Hammersmith 575. 590-41

LAGONDA 1919 2-seater coupe, dynamo lighting, good tyres, £90. Maudes'. Below.

LAGONDA 1921 4-seater, dynamo lighting, starter, clock, speedometer, mirror, recently overhauled, £125. Maudes', Walsall Garage, Walsall. 590-865

LAGONDA coupe, 1922, very fine condition, most fully equipped, self-starter, £160. Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 590-892

LAGONDA 1915 coupe, electric light, new tyres, thoroughly overhauled, any trial. Frost, Clayden View, Rayleigh Rd., Thundersley, Essex. 590-g425

LAGONDA coupe, repainted, new hood, good running order, electric light, 2 spare wheels, very good tyres, pump, tools, jack, £65. H. 35 Muswell Hill. 590-g428

LAGONDA coupe, 1922, lighting, starting, etc., large double dickey, in perfect condition, £155; exchanges, extended payments. Mears and Bishop 225a Hammersmith Rd., W.6. Phone, Hammersmith 2230. 590-107

LAGONDA, 1922, 2-seater coupe, dynamo and starter, £140; 1921 2-seater coupe, £125; 1915 4-seater touring, £40; exchange or hire-purchase. The Light Car Co., 331, 410 to 414 Euston Rd., London. 590-915

LITTLE GREG, 1922, has done 64 m.p.h., in new condition, £80 cash or easy terms; exchanges. Ralton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 590-868

MAJOLA, 1921, 2-seater, dickey, lighting, starter, £115. Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W.1. Telephone, Langham 2983. 590-121

MARSEAL, 1923 model, 9-26, 2-seater, dynamo, starter, dickey, 115 guineas; exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 590-935

MORGAN specialists. James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-357

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, new and second-hand models in stock, prices from £60. Spare parts promptly despatched. Deferred payments arranged for new and second-hand cars. Potter's Motor Agency, 30a Grove House Lane, Claypit Lane, Leeds. Phone 22578. 593-37

MORGAN, 1923, model de luxe, water-cooled, shop-soiled only, £125, or would exchange for 1923 Austin 7 and cash. The Bridgwater Motor Co., Ltd., Bridgwater. 590-56

MORGAN de luxe, 1922, £85; 1921 Grand Prix dynamo £75; standard, £65; Grand Prix, dynamo, magnificent, £65; new Morgans; cash, exchange, deferred. Cleveland Exchange, Garage, Ackworth. 590-g243

MORGAN, 1922, Grand Prix, 10hp M.A.G., excellent condition, tax, insurance paid, £90 or offer. Write Car, 42 Rosedale Rd., Forest Gate, London, E. 590-280

MORGAN, G.P., Anzani, 1923, dynamo lighting, condition as new, £100, or motorcycle and cash. Sayers, 3 Mattock Lane, Ealing. 590-132

MORGAN, Grand Prix model, registered as 1919, fully equipped and in excellent condition, open to any examination and trial, £42. F. C. Lingley, Roycroft, Woodbridge, Suffolk. 590-g313

MORGAN, Family model, 1922, £95, fully taxed, acetylene lighting, w.-c. J.A.P., small mileage, perfect. 25 New Inn Hall St., Oxford. 590-g310

MORGAN, 1922, Popular model, in really good order, £65; also 1922 G.P. with w.-c. M.A.G. engine, taxed for year, £90. Newham Motor Co., 245 Hammersmith Rd., W. 6. 590-83

MORGAN, 1923, a.-c. 10hp Blackburne engine, absolutely as new, small mileage, taxed for year, £80. Below.

MORGAN, 1921, Grand Prix, water-cooled M.A.G., dynamo lighting, speedometer, etc., specially tuned engine, smart appearance, tax paid, £79, or exchange, cash or deferred terms. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 590-66

MORGAN, M.A.G., 1918, electric and acetylene, engine overhauled, new transmission, fully insured, 38 guineas; seen Sunday morning. 209 Northend Rd., West Kensington. 590-g355

MORGAN, M.A.G., speedometer, spares, overhauled, repainted, taxed 1924, bargain, £58, any trial. 27 Amberley St., Sunderland. 590-g371

MORGAN, 1922, Grand Prix, 10hp M.A.G., Lucas dynamo, tax paid, guaranteed perfect, £95. Below.

MORGAN, 1917, De Luxe, 8hp w.-c. J.A.P., fully equipped, 5 lamps, speedometer, clock, discs, etc., tax paid, perfect condition, £65. Homac's, Morgan Service Depot, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 590-848

MORGAN, 1922, water-cooled M.A.G., speedometer, tax paid, in very good condition, £92 10s. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 590-844

MORGAN de luxe, 1916, 8hp M.A.G., just overhauled throughout, £60. Maule, Cockermonth. 590-g398

MORGAN, hood, screen, electrics, fast, £38, solo part. 1a Redcliffe Rd., South Kensington. 590-g385

MORGAN 1922 super sports solo, 1921 a.h.v. engine, taxed 1924, Ace discs, gaiters, lamps, ventilators, exceptionally fast, exchange, sell cheap. 89 East Hill, Wandsworth. 590-g419

MORGAN, 1921, dynamo, Grand Prix, oversize tyres, completely overhauled, a charming little car, warranted as new. Bunting's Motor Exchange, Wealdstone, Harrow, and 77 Craven Park Rd., Harlesden. 590-98

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

MORGAN, 1923, G.P., Anzani, 4 speeds, Bonnicksen, Lucas dynamo lighting, electric horn, speedometer, bulb horn, discs, taxed 1924, guaranteed perfect, £115. Daw, Morgan Agent, 114 Brixton Hill. 590-884

MORGAN, 1920, M.A.G., A.-C. perfect order, deliver anywhere, £68. Bruce, 56 Lordship Lane, N. 17. Phone, 2067 Tottenham. 590-g422

MORGAN, 1922 Anzani, specially tuned, very fast, excellent condition, equipped, taxed, insured, 95 guineas. Clark, 7 Exhibition Rd., S.W. 7. 590-160

MORGAN, 1923, de luxe, w.-c., M.A.G., speedometer, perfect condition, new tyres, £110. 5 Beechcroft Rd., Bushey, Herts. 590-g402

MORGAN de luxe, J.A.P., electric lighting, small mileage, offers or exchange Ford tourer and cash. 32 Woodside Rd., Kingston. 590-g429

MORGAN, 1924 G.P., J.A.P. engine, dynamo lighting, speedometer, disc, etc., under 800 miles, cost £148, accept £125. Fico, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.O. Phone, Avenue 5548. 590-113

MORGAN, J.A.P., £45; perfect condition, any trial; exchange or deferred terms. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 590-941

MORGAN, 1922 family model, water-cooled J.A.P. engine, dynamo lighting, equipped, licensed, 95 gns.; exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 590-939

MORGAN, £78; exchanges, deferred payments; extra smart 1922 Morgan, with door, J.A.P. a.-c., hood, screen, lamps, taxed year, fast, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 590-139

MORRIS-OXFORD, 5 detachable wheels, good order, dickey, bargain; appointment. 7 Willow Avenue, Barnes. 590-g361

PERRY, 1915, 2-seater and dickey, dynamo lighting, excellent condition, £85. Exchange or hire-purchase. The Light Car Co., 331, 414 Euston Rd., London, N.W. 590-917

PERRY, 48 guineas; exchanges, deferred payments; 1915 Perry 2-seater, 7hp, 5 detachable wheels, hood, screen, lamps, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 590-142

PEUGEOT, 12hp, saloon, starter, etc., as new, £275. Debnam, Atherton Mews, Gloucester Rd. Station, S.W. 7. Ken, 2917. zzz-750

PEUGEOT, late 1921, 8hp, sports, 2-seater, dynamo lighting, spare wheel complete, accessories, licensed, splendid condition, little used, nearest £70. T. Clarke, Plaistow Hospital, Samson St., E 13. 590-g481

PYRAMID, 28 guineas; exchanges; 1914 Pyramid 2-seater, dickey, 8hp, hood, screen, lamps, spare rim, good tyres, smart, nice condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 590-143

RHODE, 1923, special instrument board, clock, speedometer, 6 lamps, mat. £100, no owners; appointment. 103 Upper Tollington Park, N.4. 598-d843

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-275

RICHARDSON light cars, condition perfect, £80 to £120. Write for particulars. Spare parts always in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 593-g332

RILEYS, Guaranteed Rileys from £190. Write for list. 1922-3 models wanted in part exchange for 1924s. Lewes, Motor Works, Sussex. 601-932

ROVER. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., Mayfair, London, W. zzz-454

ROVER, 1922, 8hp, 2-seater, speedometer, dynamo, oversize tyres, £75. K.J. Motors, Bromley. 590-885

ROVER 8, late 1922, dynamo, speedometer, extra air, luggage grid, 5 wheels and tyres, excellent condition throughout, £80. K.J. Motors, Bromley. 591-795

ROVER, 1921, 75 guineas; 1922 model, 85 guineas; cash or deferred. Delancey St. Garage, Camden Town, N.W. 1. 590-g238

ROVER, 1920-21, 8hp, 2-seater, clock, Bonnicksen, mirror, etc.; this car is nice in appearance and guaranteed perfect mechanically, any examination and trial invited, 72 guineas. J. W. Whistock, New St., Woodbridge, Suffolk. 590-g314

ROVER, £70, 2-seater, 1921, 8, dynamo, side screens, Dunlop cords, nice condition. 25 New Inn Hall St., Oxford. 590-g311

ROVER 8, August, 1922, dickey, clock, speedometer, step mat, new tyres, beautiful condition, mechanically perfect, trial, 83 guineas. 350 Burdett Rd., Limehouse, E. 14. 590-g329

ROVER, Naylor and Kirk. 1921 8hp Rover, dynamo lighting, speedometer, almost new tyres, tax paid, excellent condition, £72. Below.

ROVER, Naylor and Kirk. 1922 8hp Rover, dynamo lighting, very comfortable, double dickey seat, tax paid, as new, £85. Below.

ROVER, Naylor and Kirk. 1923 8hp, 1924 model engine, 2-seater, dynamo lighting and starter, double dickey seat, large extra headlamps and battery, nicely equipped and equal to new, £110. Below.

Naylor and Kirk. Phone or wire, Wimbledon 2041, or give us a call. Only 12 minutes from Waterloo, 5 mins. train service. Below. 590-67

Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W. 18.

ROVER 8, late 1922, guaranteed mechanically sound and in first-class condition, appearance like new, dynamo, speedometer, all-weather air-rotation and trial invited to Africa end of month, £75. Holmes, screen, etc., owner returning to Africa end of month, £75. Holmes Garage, Ohurch Rd., Hanwell, W. 7. 590-g360

ROVER 8, late 1922, fully equipped, new condition, 6,000 miles only, £90. Box No. 4232, c/o "The Light Car and Cyclecar." 590-g374

ROVER 8, 1921, speedometer, clock, dickey, new tyres, equipped, splendid condition, £68, taxed, exchanges. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 590-92

ROVER 8s, choice of 3: 1921, 2-seater, £80; 1923, 2-seater, £110; 1924, 4-seater, £155; cash or easy terms, exchanges. Ralton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 590-870

ROVER, 8hp, 1921, excellent condition, speedometer, gaiters, dash lamp, etc., taxed year, insured till October, £78. Brown, 205 Amberley Rd., Anerley, S.E. 590-g396

ROVER 8, 1921, new oversize tyres, speedometer, good condition, £57 10s. 5 Victoria Ave., Surbiton. 590-g355

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

(continued).

ROVER, 8hp, 1922, mileage 1,000, first-class condition, side screens, tools, Chummy 4-seater, good tyres, £110. Challen, 30 Churchill Ave., Northwick Park, Harrow. 590-g382

ROVER, 8hp, May, 1922, 4 brand-new tyres, completely overhauled, done 5,900 miles, absolutely perfect condition, £80. Coryn, New Walden, Hornchurch, Essex. 590-x75

ROVER 8, 1921, 2-seater, tax paid for year, £67 10s. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St. 'Phone, Avenue 5548. 590-112

ROVER 8, 1921, blue, engine new Christmas last, tyres new, £10 extras, insured, licensed, £65. Box No. 4233, c/o. "The Light Car and Cyclecar." 590-x74

ROVER, 1923, 8hp, 2-seater, dynamo, £100. Service, 273 High Holborn, London. 590-126

ROVER, 8hp, 1922, 2-seater, £85; 1921 ditto, £72 10s.; exchange or hire-purchase. The Light Car Co., 331, 410 to 414 Euston Rd., London. 590-914

SALMSON. Apply to the sole London agents, 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 2866.

SALMSON, K.J. Motors, Bromley, have always a selection of second-hand models. 'Phone 1727. 599-438

SALMSON, 1924, de luxe, dickey, starter, dynamo, clock, speedometer, 5 Michelin wheels and balloon tyres, absolutely perfect and as new, mileage under 1,000, owner purchasing bigger model, taxed, £190. K.J. Motors, Bromley. 592-907

SALMSON, 1923, de luxe, 2-seater, dickey, all-weather equipment, 5 detachable wheels and tyres, condition as new, £150, taxed. K.J. Motors, Bromley. 592-908

SALMSON 1922 10hp 2-seater, dickey, dynamo lighting, speedometer, spot-light, etc., licensed, splendid condition, 110 guineas; exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 590-936

SENECHAL, 1923 model, 2-seater, dynamo lighting, new shop-soiled car, £125. Exchange or hire-purchase. The Light Car Co., 331-414 Euston Rd., London, N.W. 590-919

SINGER. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., Mayfair, London, W. zzz-455

SINGER, 1921, 2-seater, dickey, starter, double screen, perfect running, now appearance, lighting and starting, £105. 43 Green Lane, Penge. Telephone, Sydenham 604. 591-783

SINGER, 1921, 10hp, 2-seater, dynamo starter, dickey, as new, £90. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 590-36

SINGER, 1920, 10hp, double dickey, double screen, dynamo lighting, self-starter, speedometer, water thermometer on dash, extra air, electric horn, spare wheel and tyre, new hood, tyres and condition excellent, bargain, £75. Wilkins, Simpson, opposite Olympia, London. 590-201

SINGER 1916 2-seater, double dickey, dynamo lighting, speedometer, aluminium plates, side curtains, spare wheel and tyre, £45. Wilkins, Simpson, opposite Olympia, London. 590-200

SINGER 1914 2-seater, D.L. dimmer, spare wheel, speedometer, excellent condition. 146 Grant Rd., Battersea. 590-g318

SINGER, 1920, 10hp, 2-seater with dickey, dynamo lighting and self-starter, double screen, speedometer, excellent condition throughout, £80; also 1920 coupe, £90; also 1916 coupe, £70. Newnham Motor Co. 245 Hammersmith Rd., W. 6. 590-85

SINGER, 1924, 10hp, 4-seater de luxe, all-weather equipment, self-starter, etc., used once only, £225. Vivian, 35 Spenser St., Victoria St., S.W. 1. Vict. 8677. 590-881

SINGER. 1914, 2-3-seater, £45, speedometer and bulb horn, acetylene lamps, etc., tax paid March. Herbert Robinson, Ltd., Cambridge. 590-83

SINGER 1921 2-seater, dickey, starter, lighting, perfect running, condition and appearance excellent, tax paid for year, any trial or examination, 90 guineas. Munn, High St., Ginderford, Glos. 590-g386

SINGERS, re-conditioned, at £68. See our display advertisement, page No. 12 Ben Motors, Lower Richmond Rd., Mortlake, S.W. 14. Richmond 2258. 590-860

SINGER, 125 guineas, 1922, 10hp, 2-seater coupe model, tax paid to March, central gearbox, dynamo lighting and starting, perfect condition; extended payments and exchanges. White and Mears, 9a Brick St., Piccadilly. Grosvenor 1804.

SINGER, 10hp, coupe body, smart little car, excellent running order, detachable wheels and spare, nearly new tyres all round, £50. New Cross Motor Co., New Cross Gate, S.E. 14. 'Phone, New Cross 688. 590-887

SINGER, 1921, 2-seater, £100; 1920, 2-seater, £85; both fitted with dynamo and starters, in excellent condition; exchange or hire purchase. The Light Car Co., 331, 410 to 414 Euston Rd., London. 590-916

SINGER, £85, 1920, dynamo lighting and starter, spare wheel, all new tyres, hood and upholstery in very good condition, mechanically perfect, also 1916, dynamo lighting, spare wheel, good tyres, £50; exchange Morgan or combination. 325 High Rd., Chiswick. 590-x80

SINGER, 1919, 2-seater, lighting, starter, first-class condition, £85. Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W. 1. Telephone, Langham 2983. 590-120

SINGER, 1921, 2-seater, lighting, starter, £115. Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W. 1. Telephone, Langham 2983. 590-119

SINGER, brand-new, 10hp, 1924 model de luxe, 2-seater and dickey, cost £225, only delivered few days, what offers? Would exchange for late model Rover 8, with cash adjustment. Hill, Market St., Brighton. 592-g426

SINGER, 10hp, 2-seater, splendid mechanical condition and appearance, £40. 307 Goldhawk Rd., Shepherd's Bush. 590-903

SINGER, 1919 2-seater, dickey, dynamo, starter, tax paid, really good order, ready go anywhere at once, £75.

SINGER, 1920, coupe, dickey, dynamo lighting, starter, tax paid, repainted, £100. Garage, 12 Cornwall Terrace Mews, N.W. 1 (rear Baker St. Tube Station). 'Phone, Langham 2533 590-947

SINGER, £90, 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. 590-134

STANDARD. Try Glass's Motor Show, Mayfair Hall, 7 Hertford St., Mayfair, London, W. zzz-456

SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE

(continued).

STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

STANDARD. Moores Presto. Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-156

STANDARD, 9.5 2-seater, with dickey, dynamo lighting, new tyres, just repainted and fully licensed, £68. Chinery, 1 Hammersmith Rd., Kensington. 'Phone, Western 4140. zzz-528

STANDARD, 1919, 9.5hp, 2-seater with dickey, dynamo lighting, exceptionally good condition and appearance, £95. Newnham Motor Co., 245 Hammersmith Rd., W. 6. 590-84

STANDARD, 140 guineas, 1923 model, 10hp, with dickey, lighting, starting, nice order, appointment. 54 Coval Rd., Mortlake. 590-62

STANDARD, 1914, dynamo, 5 lamps, 2 spare wheels, £75. Service, 273 High Holborn, London. 590-125

STANDARD, 1920, long wheelbase, 2-seater, lighting, starter, dickey, £135. Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W. 1. Telephone, Langham 2983. 590-118

STANDARD, 1920, long wheelbase, 9.5, all-weather hood, 2-seater, dickey, dynamo, speedometer, spare wheel, good tyres, 2 new, perfect condition, looks like new car private owner, trial, appointment by letter, tax paid December, £140. Pierson, 81 Vicarage Rd., Willesden, N.W. 10. 590-438

STELLITE, 1919, 2-seater and dickey, dynamo, taxed, £75. Exchange combination, 307 Goldhawk Rd., Shepherd's Bush. 590-902

STELLITE, £55; exchanges, deferred payments; 2-seater, dickey, 10hp, 5 detachables, smart, taxed, splendid condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 590-135

STONELEIGH, 1922, 3-seater, dynamo lighting, 28 by 3 tyres, finished khaki, small mileage, £75. Maudes', 100 Gt. Portland St., London, W. 1. 590-867

SWIFTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301

SWIFT. Moores Presto. Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-755

SWIFT 1923 10hp Chummy 4-seater, dynamo lighting, self-starter, speedometer, all-weather hood, side curtains, hood cover, spare petrol can and carrier, inside mats, etc., condition and appearance like a brand-new model, £175. Wilkins, Simpson, opposite Olympia, London. 590-201

SWIFT 2-seater, 2-cylinder, Stepney, good tyres, acetylene, dark blue, smart condition, £55 or reasonable offer. Hutchison, 40 Derby Rd., Stapleford, Notts. 590-g316

SWIFT, 1915, 10hp, coupe, dynamo, etc., bargain, £85. Bartlett's, 93 Gt. Portland St. 590-866

SWIFT, 1915 coupe, dynamo lighting, really good condition and appearance, £75. Ernest Grimaldi, Ltd., 87 Gt. Portland St., London, W. 1. Telephone, Langham 2983. 590-117

SWIFT, 1923, 10hp, Chummy body, mileage 4,000, perfect throughout, £185; cash or instalments accepted. Saunders Garage, 330 Euston Rd., N.W. 1. 590-116

SWIFT 1922 10hp 2-seater, dickey, lighting, starting, clock, all-weather equipment, 135 guineas; exchanges or deferred. Edwards, 175 and 74 Gt. Portland St., W. 590-937

TALBOTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-302

TALBOT, 1923, 8-18hp, 2-seater and dickey, starter, etc., as new, £185. Bartlett's, 93 Gt. Portland St. 590-853

TALBOT, 1923, 8-18hp, 2-seater de luxe, dickey, starter, as new, £185. Lionel H. Pugh, 9 South Molton St., W. 1. Mayfair 4433. zzz-91

TALBOT 1923 8-18hp coupe, small mileage, £225. Black and Finch, 222 Gt. Portland St., W. 1. 'Phone, Museum 2271. 590-898

TALBOT, de luxe, 8-18, 2-seater, practically as new, £155, starter, etc. James, over Alexander's, 482 Harrow Rd., Paddington. 590-885

TALBOT (unregistered), 1923, 8-18 de luxe model, complete as per maker's specification, £250 (list price £320); exchange or deferred payments. Borthwick Garages, Ltd., Borthwick House, Brick St., Park Lane, Grosvenor 1768-9. 590-147

TALBOT, 1923, 8-18hp, coupe de luxe model, dickey, starter and lighting, all accessories, nice condition throughout, £237 10s.; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. 'Phone, Museum 5391. 590-157

TALBOT-DARRACQ, 1922-3, 12hp, all-weather, glass windows, starter, etc., in excellent order and condition, £285. Bartlett's, 93 Gt. Portland St. 590-852

TAMPLIN, 1920, 8hp J.A.P., 2-seater, 3-speed and self-starter, £24 or offer, 145 Leander Rd., Brixton Hill, S.W. 2. 590-g31

TAMPLIN 1924 tourer, soiled; also 1923 tourer, repainted, at bargain price; reconditioned tandems from £32 10s. See also "New Cars." Tamplin Motors, Malden Rd., Cheam. Sutton 21. 590-g319

TAMPLINS, 1921 sports models, 8hp J.A.P., 3 speeds; exchanges; deferred terms, £55. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 590-942

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SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE
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TAMPLIN, 1922, side by side seating, 3 speeds, reverse, electric lighting, as new, £65. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 590-945

T.B. de luxe for sale, November, 1922, perfect order, Raysons, speedometer, £95 or offer, tax £4. Central Motor Garage, Osham, Hants. 591-6359

T.B., 3-wheeler, 1924 J.A.P. engine, spare wheel, speedometer, done 200 miles, £110. J. M., 39 Halam St., W. 1. 590-6375

TRIUMPH coupe, 1924 model, demonstrator, few runs only, absolutely unsoiled, 340 guineas, or exchange. 51 Upper Richmond Rd., East Putney. 590-6568

VOISIN, 1924, saloon, 10hp, 4-seater, 4-door, front-wheel brakes, fitted with extremely attractive small 4-seater saloon body, every possible accessory, 2 spare wheels, one of the prettiest small cars ever made, lavishly equipped, condition equal to new, £550. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W. 1. Museum 5938.

WOLSELEY 7, 1923, 2-seater, speedometer, dynamo, makers' full equipment, low mileage, as new, £125; exchanges. Allber Garage, Thornsett Rd., Earsfield, S.W. Latchmere 4588. 590-93

WOLSELEY, 1923, 10hp, 2-seater de luxe, very small mileage, condition as new, £245. Lionel H. Pugh, 9 South Molton St., W. 1. Mayfair 4435.

WOLSELEYS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-303

WOLSELEY, 10hp, 2-seater and dickey, electric lighting and starter, beautiful condition, leather lined, cost £550, £265 or nearest offer. 25 George St., Hove. 590-g246

WOLSELEY 7, 1923, 2-seater, fully equipped, guaranteed perfect, £160; exchanges or deferred. Homac's, 243 Lower Clapton Rd., N.E. Phone, Dalston 2408. 590-849

WOLSELEY, 1921, 10hp, 2-seater, sunken dickey, dynamo and starter, absolutely as new throughout, £159. Ring up Wimbledon 2041 (12 minutes from Waterloo by train). Naylor and Kirk, 406 Garratt Lane, Earsfield, S.W.18. 590-906

WOLSELEY, 1923, 10hp, de luxe 2-seater, starter, dickey, small mileage, practically new, year's tax and insurance policy, £245. Pickworth and Hall, 107 Gt. Portland St., W. 1. Langham 1998 590-128

XTRA car, 1922, monocar, 3-wheeler, 2½hp, 2 speeds, hood, screen, lamps, smart, splendid condition, £25; exchanges. Seabridge, 33 Hansler Rd., East Dulwich. Sydenham 2452. 590-137

LE ZEBRE, 1922, brand new, shop soiled, 2-seater, as listed at £375, our price £140; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 590-925

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G.W.K. Large stock parts all models; immediate delivery. Distributors, W. G. Nicholl, Ltd., 50 Whitcomb St., London, W.C.2. Telephone, Regent 3116-7. zzz-985

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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A.-C., 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-206

A.-C. cars. Gordon Watney and Co., Ltd.

We are West-end agents and specialists for A.-C. light cars; all 1924 models in stock for immediate delivery. Highest market value allowed for your present car and special deferred terms arranged for long periods. Continuous service after purchase. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-280

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ARIEL. Immediate delivery of the Ariel 9. Early delivery of the new 10. Authorized agents, Jackson's Garage, Guildford. Phone 345. zzz-213

ARIEL light cars. Lovett's, Ltd., appointed agents. 1924 models in stock. Free tuition. Exchanges and divided payments arranged. 418 Romford Rd., Forest Gate, E., and 61 Holborn viaduct, E.C. 611-299

NEW LIGHT CARS AND CYCLECARS
(continued).

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

ARIEL Ten. Main London distributing agent. Black and Finch, 222 Gt. Portland St., W. 1. Demonstrations arranged on the new 4-cylinder model; prices £198 and £210. Phone, Museum 2271. 590-896

AUSTINS. Wilkins, Simpson.

1924 latest models, 7hp, with electric starter, £165; mechanical starter, £160, immediate delivery; cash or easy payments; tuition free; highest price allowed for any car or motorcycle in part exchange; arrangements made anywhere. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 590-6197

AUSTIN. Rootes, Ltd., distributors and specialists. 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W. 1. Telephone, Mayfair 1676-7. Maidstone, Dorking. zzz-606

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AUSTIN 7. We have the 1924 models in stock for immediate delivery; exchanges; deferred payments. Tele., Museum 6626. A.B.C., 166 Gt. Portland St., W. 1. zzz-129

AUSTIN. Weybridge Automobiles, Ltd., Austin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged. York Rd., Weybridge. Phone 256. zzz-40

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AUSTIN. Nicholls as authorized agents, can give immediate delivery from stock of the 7hp model at £165. Deferred terms are the easiest in London. No deposit required. W. G. Nicholl, Ltd., 50-54 Whitcomb St., London, W.C. 2. Telephone, Regent 3116-7. zzz-728

AUSTIN, 7hp. All models for immediate delivery. Jackson's Garage, Guildford. Phone 345. zzz-208

AUSTIN 7. Immediate deliveries. We are the authorized agents for this splendid car: 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, High Rd., Goodmayes, Essex. Phone, Ilford 1082. zzz-570

AUSTIN cars. Gordon Watney and Co., Ltd.

Authorized agents for all 7hp models. Your present car taken in part exchange and highest market value allowed, and special deferred terms arranged for long periods. Continuous service after sale and free tuition. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-282

AUSTIN Seven. K.J. Motors, Bromley, for immediate delivery; exchanges, deferred. Phone 1727. 599-456

AUSTINS. Lookers, Ltd., Manchester, the largest retailers and distributors of Austin cars in the United Kingdom, are prepared to supply Austin Sevens for cash or on unique deferred terms and to take second-hand cars in part exchange at highest possible price. Distance no object. zzz-545

AUSTIN. Ariel Motors and General Repairs, Ltd., have Austin 7hp in stock; extended terms or exchanges arranged. 320 Camberwell New Rd., S.E. 5. zzz-525

AUSTIN 7, latest model, electric starter, £165, delivered to your door. Syd Williams, 8 Derby St., Burton-on-Trent. 601-1640

AUSTIN. Immediate delivery 7hp, electric starter, £165; exchanges, deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 590-33

AUSTIN. A. P. Rev for Austin 7s; extended terms and exchanges. 378-384 Euston Rd. Museum 7600. 590-22

AUSTINS.

Smith and Hunter. Immediate delivery of 7hp models. Early delivery of 12hp. Write for exceptional terms of purchase spread over long periods. 90 Gt. Portland St., Phone, Museum 8136. 590-70

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AUSTINS. 7hp, with self-starter, in stock, £165; service after purchase. Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 590-894

AUSTIN official agents. 7hp, immediate delivery, any model supplied; exchanges, extended payments, distance no object. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 590-104

AUSTIN Sevens. Immediate delivery. Ex actual stock, £165; exchange or deferred terms. Maude's, 100 Gt. Portland St., W. 1. 590-862

BAYLISS-THOMAS 1924 models. 9-19hp or 10-20hp 2-seater and 4-seater, £225; 12-22 2-seater or 4-seater, £300; 15-30hp 4-seater, £395. Deferred payments 4 per cent. extra. Sole West London agents. Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W. 1. Tel. Victoria 4634. zzz-218

BLERIOT-WHIPPET. Astounding offer. 79 guineas. Brand-new 1923 (not shop-soiled) Bleriot-Whippet 2-seater, with full makers' guarantee, electric lighting, spare wheel with tyre, hood, screen, magneto ignition, mechanical hand-starter, pump, jack, tools, belt drive and mechanical horn; any car or motorcycle taken in exchange; easy payments. Write, phone, or call, Short and Glass, Ltd., 362, 487, 489, 491 and 493 Upper Richmond Rd., East Sheen, S.W. 14. Phone, Richmond 2362 zzz-751 and 2353.

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NEW LIGHT CARS AND CYCLECARS
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LAGONDA. Smith and Hunter, authorized agents. New models actually in stock. 2-seaters, £260 and £280; 4-seaters, £310; special coupe, £330; shop-made and used cars always available; demonstrations any time; deferred terms over long periods. 90 Gt. Portland St. 'Phone, Museum 8136. zzz-69

LAGONDAS Stretton and Smith, district wholesale and retail agents. All models in stock, immediate delivery. 12 Woodstock St., Oxford St., London. Mayfair 5129. zzz-893

LEA-FRANCIS. Sole agents for Bournemouth and district, Primavesi, Manleverer and Co., 204 Holdenhurst Rd., Bournemouth. 'Phone 2893. zzz-775

LEA-FRANCIS, 10hp, the light car of refinement; 2-seater and Cheummy models in stock, £250. Installments and exchanges. Saxon Jeffries, 235 Deansgate, and 27 Lower Mosley St., Manchester. 600-547

LEA-FRANCIS. Immediate delivery of special de luxe model, 10hp, Cheummy 4-seater, finished blue, £250. Liberal exchange allowance for small 2-seater. Deferred terms. Call and inspect. A selection of light cars always available. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. (adjoining Hammersmith Bridge). zzz-878

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MATCHLESS 1924 model 5-seater light cars; demonstrations and full details with pleasure. The Agent, Sam E. Clapham (Motors), 27 Stockwell St., Greenwich. 'Phone 751. zzz-149

MATHIS. Sole agents for Bournemouth and district, Primavesi, Manleverer and Co., 204 Holdenhurst Rd., Bournemouth. 'Phone 2893. zzz-774

MATHIS. Immediate delivery of all models. Jackson's Garage, Guildford. 'Phone 345 zzz-216

MORGANS. Hall, Morgan Service Depot, 91 St. Peter's St., St. Albans. Prompt deliveries of any model. Spare part stockist; write for catalogue. zzz-356

MORGANS. 1924 models for early delivery. Your second-hand motorcycle taken as part payment should extended payment be required. Your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine, £110; de luxe, £130; Family, £135; Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine, £138; de luxe, water-cooled, £140; Family, water-cooled, £145, electric lights free; M.A.G. water-cooled engine £5 extra; Anzani, water-cooled, overhead-valve engine, with aluminium pistons and oil pump, £5 extra. Tuition free. 'Phone, Central 5168. Wauchop's, 9 Shoe Lane, Fleet St., London. zzz-177

MORGANS. Sole agents for Bournemouth and district, Primavesi, Manleverer and Co., 204 Holdenhurst Rd., Bournemouth. 'Phone 2893. zzz-775

MORGAN. A. P. Rey for Morgans; extended terms and exchanges. 378-384 Euston Rd. Museum 7600. zzz-23

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MORGANS. 1924. Quickest delivery of all models. Cash or deferred. Your present machine accepted in part payment. Trade supplied. Home's, Morgan Service Depot, 245 Lower Clapton Rd., N.E. 'Phone, Dalston 2408. zzz-850

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RILEY cars. Immediate delivery of all models. Sports model in stock, £495. Your old car in part payment; deferred payments. Piccadilly and Hull, 107 Gt. Portland St., W. 1. Langham 1998. zzz-129

ROVER, 1924, 8hp, model de luxe, just arrived from works, in stock, immediate delivery at old price, £157. Wilkins, Simpson, opposite Olympia, London. 'Phone, Hammersmith 238. zzz-8194

ROVER. Godfrey's are authorized agents; immediate delivery of all 1924 models; gradual payments, exchanges; free tuition. 208 Gt. Portland St., London, W. 'Phone, 1500 Langham. zzz-9

ROVER, 8hp, 1924 models in stock; cash, exchange or deferred payments; motorcycles taken in part payment; free tuition; demonstrations N.10. 'Phone, Hornsey 2917. Jones' Garage, Broadway, Muswell Hill. zzz-123

ROVER, 8hp. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. 'Phone 345. zzz-211

ROVER Eight, Lovett's, Ltd., Direct Agents. 1924 models in stock. Free tuition. Exchanges and divided payments arranged. 418 Romford Rd., Forest Gate, E., and 61 Holborn Viaduct. E.O. zzz-300

ROVER 8hp light cars, 1924 models. Immediate delivery. Motorcycles, combinations taken in part payment and treated as first payment. Balance spread over a period of 18 months. 2 or 4-seater model £160, de luxe finish £12 extra, self-starter £12 extra. Tuition free. 'Phone, Central 5168. Wauchop's, 9 Shoe Lane, Fleet St., E.C. 4. zzz-942

NEW LIGHT CARS AND CYCLECARS
(continued).

ROVER 8hp 1924 models, best exchange terms; deferred payments; early delivery. Authorized agents, Eagles and Co., 275 High St., Acton, London. zzz-671

ROVER, 8hp, 1924, long chassis models, 2 or 4-seaters, prompt delivery. Authorized agents—Office and Sons, Ltd., 94 Gloucester Rd., S.W. zzz-944

ROVER, 8hp, long chassis models, 2 and 4-seaters, £160; motorcycles in part exchange. Ratcliffe Bros., 300 Gt. Portland St., W. zzz-24

ROVER, A. P. Rey for Rovers; extended terms and exchanges. 378-384 Euston Rd. Museum 7600. zzz-24

ROVER 1924 model cars for immediate or early delivery; exchanges and deferred payments. Newham Motor Co., 225 and 245 Hammersmith Rd., London, W. 6. 'Phone, Hammersmith 1323. zzz-75

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ROVER, 8hp. Agents, Mercury Garages, Washwood Heath, Birmingham. All models in stock. zzz-162

ROVER Eights. All models on best exchange or deferred terms at Maudes', 100 Gt. Portland St., London, W. 1. zzz-863

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SINGER, Allen-Bennett Motor Co., Ltd., authorized Singer agents, immediate delivery from stock of 1924 models at reduced prices. Excellent all-weather equipment, 2-seater, Popular, £200; 4-seater Popular, £210; de luxe model, 2-seater £225, 4-seater £235. We shall be pleased to allow you top market value for your present machine in part exchange and arrange deferred payments for the balance over a period of 12 or 18 months. Distance immaterial. 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451. zzz-586

SINGER, 1924 models, 2-seater, £225; 4-seater, £235; terms cash, or £50 down and balance by arrangement. Ratcliffe Bros., 300 Gt. Portland St., W. zzz-18

SINGER. B. S. Marshall, Ltd., are special agents for Singer cars and can offer immediate deliveries; exchanges and easy terms. 17a Manover Square, Mayfair 6906. zzz-327

SINGER. H. B. Cook, Ltd., largest contractors for Singer cars in Great Britain, have 2 and 4-seater models for immediate sale: 2-seaters £225, 4-seaters £235; Popular model, 2-seater £200, 4-seater £210; or by unique credit system, £50 down; exchanges arranged; trade inquiries invited. 202 Gt. Portland St., W. 1. 'Phone, Langham 1726. zzz-63

SINGER. W. H. Grimes, 24 Bruton Pl., Bond St., can deliver from stock; deferred and exchanges. Mayfair 4792. zzz-763

SINGER, authorized agent, Highfield Garage, Golders Green, immediate deliveries, private easy payments. Finchley 778. zzz-884

SINGER, 10hp. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. 'Phone 345. zzz-212

SINGER. Halifax Popular, £200. Buy from the Halifax Motor Exchange, Horton St., Halifax.

HALIFAX. Singer de luxe, 2-seater, £225; 4-seater, £235. Exchanges. Address Below.

HALIFAX. Singer, latest models. Exchanges or deferred payments. Best quotations given. Below.

HALIFAX. 1924 Singers. Exchanges for motorcycles, Morgans, light cars. zzz-715

HALIFAX Motor Exchange, Horton St., Halifax.

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(continued).

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NEW LIGHT CARS AND CYCLECARS

(continued).

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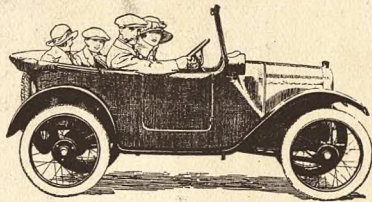
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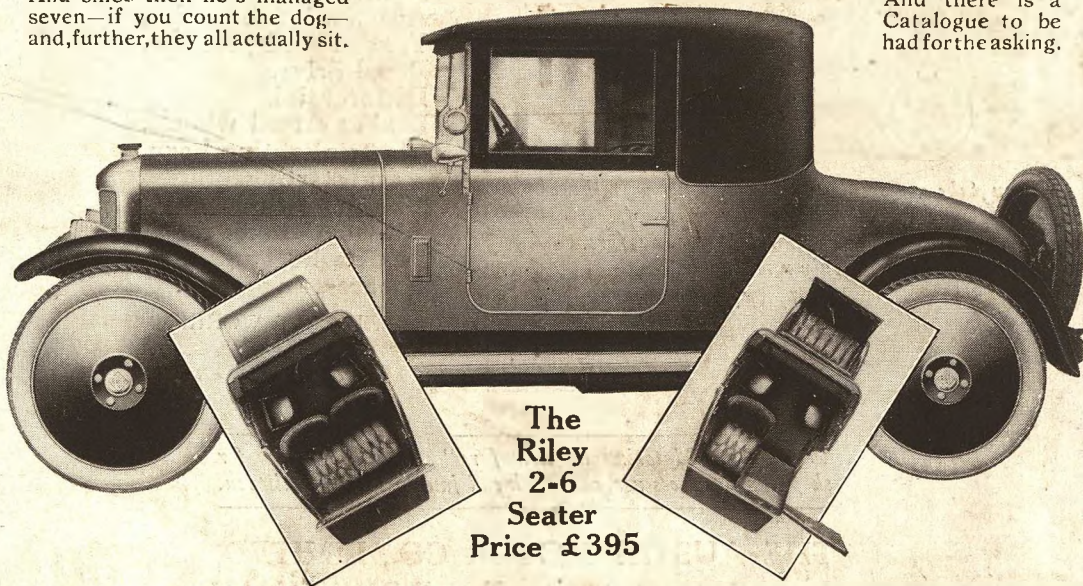
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