

The
Light Car
and
Cyclecar

Founded 1912

The only Small Car Journal

3rd

Vol. XXVII, No. 689
Friday, Feb. 5, 1926
*Registered at the G.P.O.
as a Newspaper*



A QUESTION OF SKILL.

Every owner-driver knows the feeling of chagrin experienced when he is passed on a steep hill by another car identical with his own. It so often proves that his driving methods are wrong. How to correct them is explained in this issue.

40 Cars in Stock for Immediate Delivery

LIGHT CAR SPECIALISTS

Authorised Agents for

AUSTIN
CITROEN
CLYNO
JOWETT
LEA FRANCIS
WOLSELEY

10 Cars
UNDER **£250**

BY PAYING

£38 DOWN

you can drive a car away, fully taxed and insured. Balance payable over 12 months.

*All Makes
of Light Cars
Supplied on
Deferred
Terms*

You want the best Light Car— We have it!

It is a strange thing that a man will furnish his home out of income as a matter of course, and yet look upon a car as something he will be able to buy when enough money has been amassed.

Why sit at home paying money into a bank, or buying savings certificates, longing for the day when the necessary amount shall be saved? Buy the car now—get full value out of it while you use the NORMAND GARAGE as a money box. In addition to our payment by instalment system, the NORMAND GARAGE offers—

FREE SERVICE FOR SIX MONTHS.
GOOD PRICES IN PART EXCHANGE.

**Low Deferred
Payment Terms**

3¾%

Our "Service Guarantee" is unique.

WRITE FOR PARTICULARS—

NORMAND GARAGE LTD.

489, Oxford Street, W.1
(Near Marble Arch). Telephone: Grosvenor 3256/7

92, Gloucester Rd., S.W.7
(5 doors from station). Telephone: Kensington 8940/1

TRIAL RUNS—ANY TIME—ANYWHERE

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

CITROËN



ALUMINIUM
PISTONS



BIGGER AND
MORE EFFICIENT
BRAKES

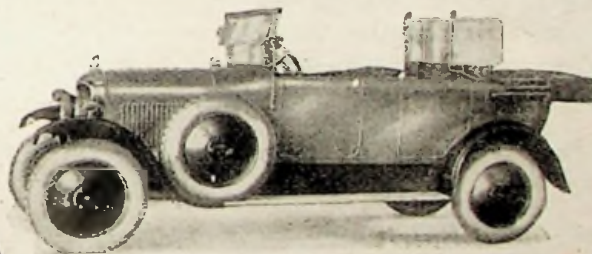
CRANKSHAFT
OF LARGER
DIAMETER

"THE PURCHASER IS GIVEN
THE BENEFIT OF
EVERY PENNY
of the purchasing price." —*Light Car.*
81126



VERY
COMPLETE
EQUIPMENT

IMPROVED
STEERING



11-4 H.P. ENGLISH BODY 4-SEATER

£210



"THE BODY IS
GRACEFUL AND
WELL FINISHED."
—*Light Car.*



"SURELY THE
LAST WORD
IN VALUE FOR
MONEY."
—*Light Car.*

Send for Citroën Book 18.

CITROËN CARS, LTD.

Citroën Building, Brook Green,
Hammersmith, London, W.6.

West End Showrooms,
60, Piccadilly, London, W.1.

K369

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

Pratts Protection to the Public

**For
the past
Five Years**



we have, by arrangement with Retailers, held the keys of all Pumps bearing our Guarantee Label.

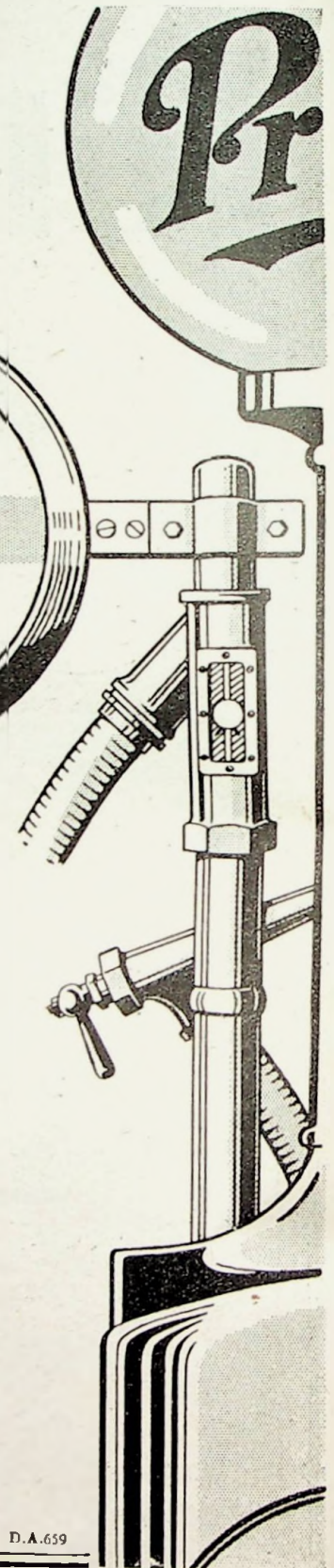
This definitely guarantees to Motorists that Pratts Perfection Spirit only—unadulterated and automatically filtered—is supplied from such pumps.

Time has proved the wisdom of this pioneer step.

Buy the original Guaranteed Spirit

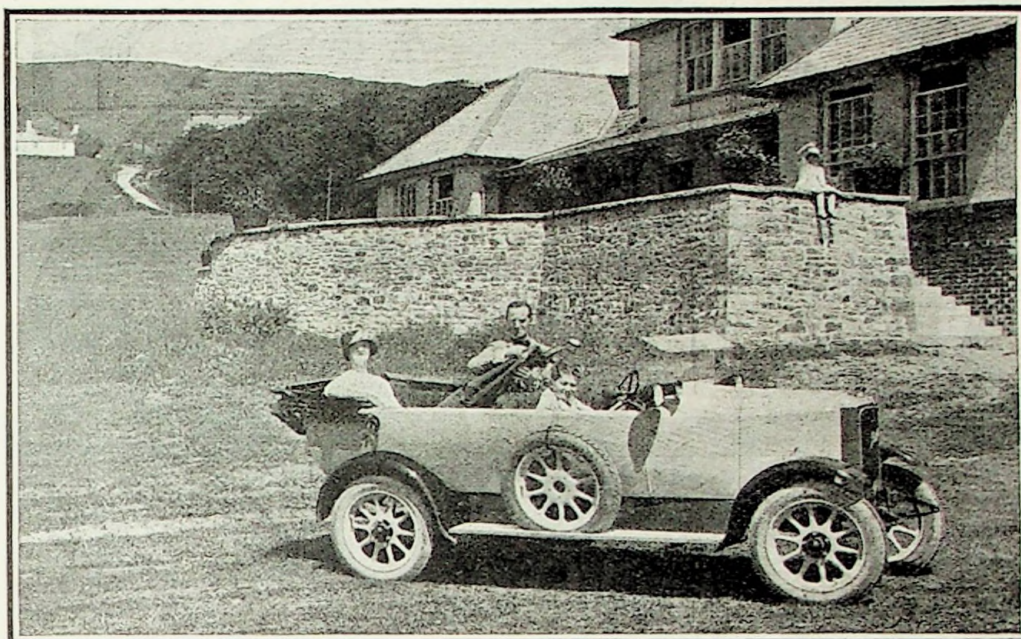
PRATTS

*Uniform everywhere
Reliable always*



D. A. 659

FOR GOLF—FOR EVERYTHING.



For every transport need, for the whole family, the Jowett is cheapest and best. It becomes a real member of the family.

For 20 years Jowett cars have been bought discerningly, often used atrociously, but with ever increasing amazement at their capacity for unremitting labour, and when sold, parted with as a trusted friend, with sincere regret.

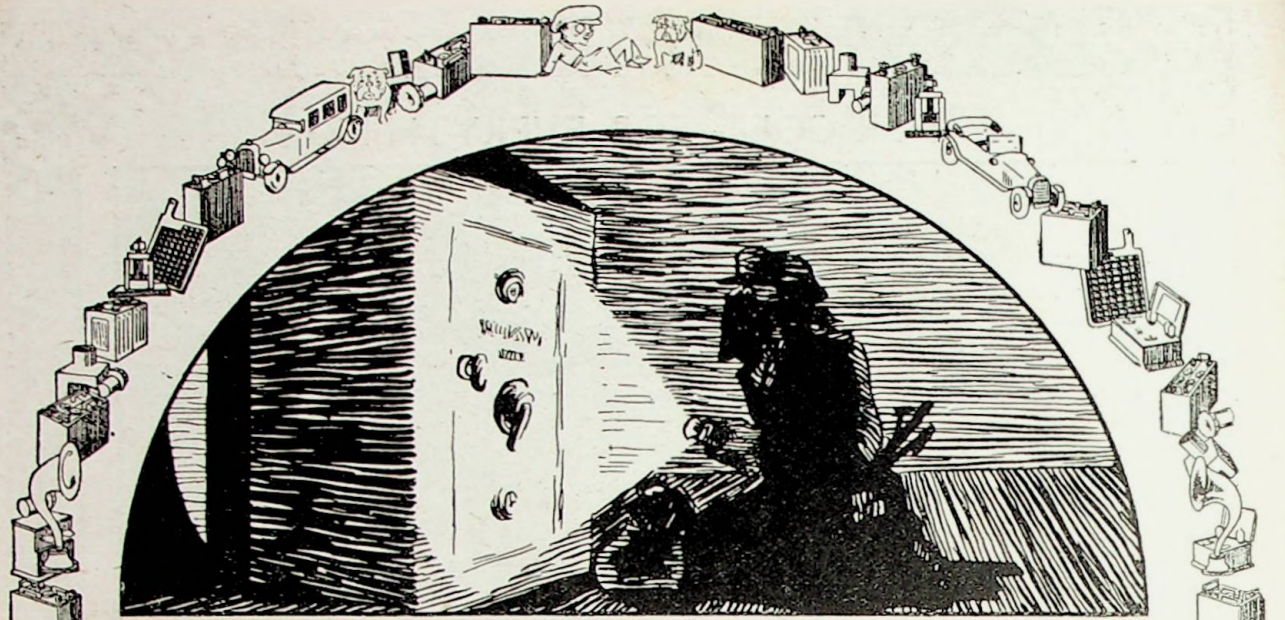
If you buy one, it will endear itself to you more and more, every mile you run it.

Read our catalogue, "This Freedom," it will help you to realise how true this is. May we have the pleasure of sending it?

2-Seater, £150. Light 4, £160. Full 4, £167. Saloon, £200
Each complete with Dunlop Balloon Tyres and Starter.

JOWETT CARS, IDLE, BRADFORD.

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



Cracking defied!

Here's the "cat burglar" up against it! Here's a crib he cannot crack! But the prize is safely encased in a Container of best chilled steel enormously strong. A jemmy won't do it; anyway, 'tis strong enough to withstand all ordinary handling, and we take this as our parallel in describing "Dagenite."

"Dagenite" is the acid-proof safe in which the world famous P. & R. Accumulator is contained. You can break it open, of course, but not by fair play.

Don't make a mistake—buy Bulldog Batteries in "Dagenite" Container and be safe!

"Dagenite," as you know, is nothing new—it has been put to gruelling tests during the last twelve years and has fulfilled our claim that no better Container exists.

Buy a really good Battery and you're free from starting troubles. . . . Peto and Radford Batteries in "Dagenite" Containers are found on Rolls-Royces, Bentleys—isn't that good enough? And there are "Dagenite" Batteries made to suit every car on the road.

PETO & RADFORD

Use P. & G. & E.P.S. ACCUMULATORS for lighting your Country House.

(Proprietors: Pritchett & Gold and E.P.S. Company, Ltd.)

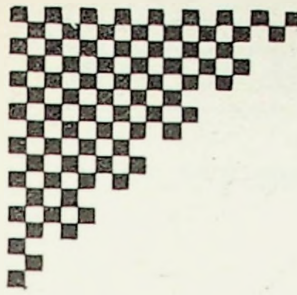
HEAD OFFICES AND SHOWROOMS:
50, GROSVENOR GARDENS,
VICTORIA—LONDON, S.W. 1.

Telephone—Victoria 3667 (5 lines). Telegrams—"Storage, Soweast, London."

Ask your own dealer for particulars or write direct for latest Catalogue.



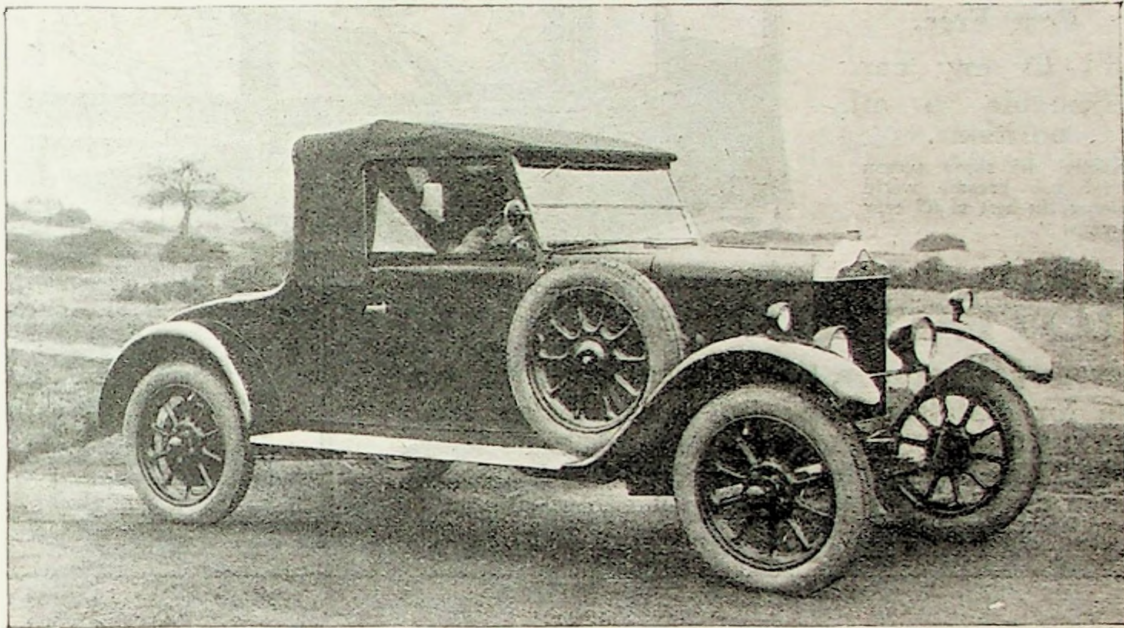
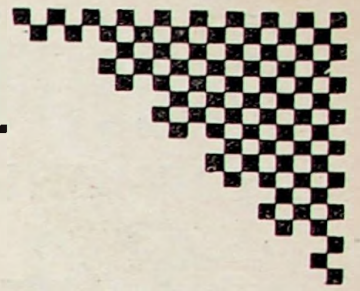
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.



The All British
Standard

"COVENTRY" 2-SEATER

£225



As Cosy as a Coupé.

THE Standard 11 h.p. "Coventry" 2-Seater is as cosy as a coupé, as light in running costs as it is easy to handle. It appeals to the eye. It is a pleasure to own. Your motoring is so comfortable that every trip convinces you of your wise selection.

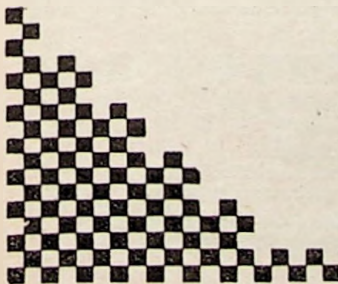
Choice of three colours. Leather upholstery to match. Standard patent side screens. Instrument board and tray in natural walnut. Scuttle ventilator. Equipment includes driving mirror, speedometer, clock, dash lamp, ash tray, screen wiper, electric horn, hood envelope, spring gaiters, etc.

Price, completely equipped, **£225**

11 h.p. "Knowle" 4-Seater, **£225**. Dunlop Cord Tyres (Balloon or Standard).

All Standard Open Cars are now finished in the Zofelac Cellulose Process. Colours: red, blue and fawn.

Write for full particulars:
 The Standard Motor Co., Ltd., Coventry.
 London Showrooms: 49, Pall Mall, S.W.1
 Agents everywhere.



"Count them on the Road."



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.

EASTING FOUR PANEL REAR SCREEN

NOW ONLY

£4

Post Free.

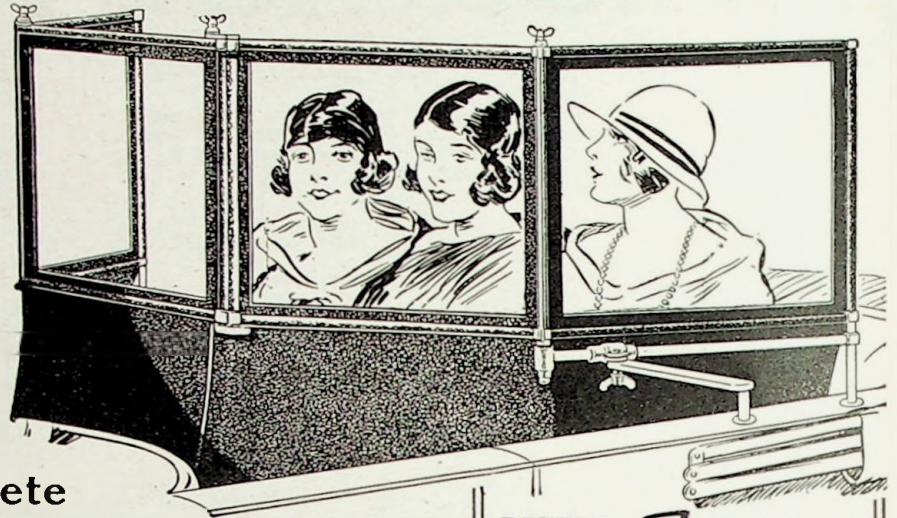
Will fit any car.
Adjustable to all
positions.

Exactly the same screen
which has become world
famous, the best of all rear
screens.

There is complete
PROTECTION

for every passenger in the Easting equipped car.
Write for Catalogue and full information from
EASTING WINDSCREENS LTD., Cox Street, St. Paul's Square,
BIRMINGHAM. London Office: 29, Foley St., Gt. Portland St., W.1.

All screens can be repaired by ourselves. All communications to be
addressed to our Birmingham Office.



DICKEY
SEAT
SCREEN



Similar to the famous side-
car screen. Acts as Hood
when desired. Post Free. **£3-15-0**

H.P.

With Crowds of
New Drivers on
the Road

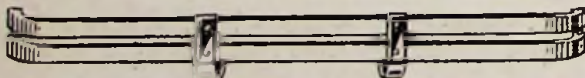
—you need more than the protection of your
own safe driving. Fit a Ber-kel Spring
Bumper and save your car from damage in
minor collisions through *others'* negligence.
The Ber-kel is sprung to absorb the shock
of an impact. It will save many a damaged
Radiato.—and it gives a note of elegance
to any car.

The **BER-KEL**
BUMPER

can be fitted in 15-30 minutes without drilling.
Obtainable direct from the manufacturer.
Ask for prices mentioning make and year of car.

Richard Berry & Son
SPRINGING COMFORT SAFETY

Proprietors: J. Brockhouse & Co., Ltd.,
Alma Street, Birmingham.
Telephons: Bortham 43. Telegrams: "Springs, Birmingham."



Save the springs
-Save the Car.

The **STOTT**
ANTI-BOUNCE

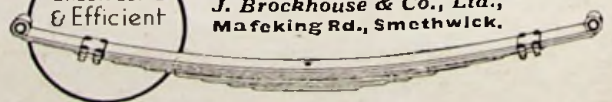
Shock Absorbers not only improve the riding
comfort of the car, they increase the effective
efficiency of the Springs and lengthen the life
of the car. The Stott Anti-bounce is the simplest
form of shock absorber, 50 to 75% cheaper
than the ordinary types. Built by spring
experts—and, therefore, fundamentally right.
Send for interesting Booklet with full information
free on application.

Prices from 11/6 per pair 1 1/2" wide.
Mention make and year of car when ordering.

Richard Berry & Son
SPRINGING COMFORT SAFETY

Unobtrusive
& Efficient

Proprietors:
J. Brockhouse & Co., Ltd.,
Mafeking Rd., Smethwick.





An Introduction

"I am centuries old and the very foundation of Britain. I have reposed for decades whilst Governments rise and fall, resting only to accumulate latent strength and power until released by Science and Industry. I assist the farmer, I build your roads, I light your homes, and cook your foods, I heat your houses, I smelt your iron, and give you perfume for your ladies, and disinfectants to safeguard your health, but above all I give you liquid power which propels the transport and the cars of the land. I surrender my very spirit for the service of motorists one and all. I am the basis of the most powerful and efficient Motor Fuel known—National Benzole Mixture—the cream of motor fuels. I am Old King Coal."

No. 1. From Colliery to Can

In this series of advertisements it is proposed to accompany Old King Coal around his domain, the Collieries and National Benzole Plants of Britain and learn the romantic story of the production of National Benzole Mixture from the pit-head until it is refined and filled into the sealed yellow cans and pumps throughout the country and which bear the symbol of the world's best motor spirit, National Benzole Mixture. In the meantime fill up at the first possible opportunity and follow this story with practical interest.

National Benzole Mixture

"The world's best motor spirit"

NATIONAL BENZOLE COMPANY LIMITED,
WELLINGTON HOUSE, BUCKINGHAM GATE,
LONDON, S.W.1.

E.O.H.L.

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.



Distinguished by its Efficiency

in preserving the vitality of car springs, thereby guarding your comfort, your power unit, and your pocket.

JEAVONS is the gaiter of world-wide adoption, sales exceeding 5,000,000.
 FITTED as Standard on 25 British Cars including Rolls-Royce, Austin, Wolseley, &c.
 FITTED to G.P.O. and War Office Vehicles. Supplied to Foreign Governments.

Write for Free Illustrated
List No. 45L to:

RAMSDENS (HALIFAX), LIMITED,
147/9, GREAT PORTLAND STREET, LONDON, W.1.

Telephone: Langham 3122, 3123.

Telegrams: "Jeavogaita, Phone, London."

FACTORY • HALIFAX • ENGLAND

Manufactured
by the makers
of the
well-known
**FABRAM
RADIATOR
COVER.**



THE GAITER WITH

THE WICK TUBE

The Sportsman's Car



Reproduced by permission of "The Light Car and Cyclecar."
THE SENECHAL IN COMPETITION.
 CALL, INSPECT, TRY, AND — BUY.

Sole Concessionaires—

A. S. C.
 The AUTOMOBILE SERVICE COMPANY, LTD.,
 166, Great Portland Street .. LONDON, W.1.
 Phone—Museum 6626.

ABRIDGED SPECIFICATION.

4-cyl., 59 x 100 mm. bore and stroke, 1094 c.c., water-cooled, O.H.V., Solex Carburettor, mechanical lubrication, 3 speeds and reverse, springing—front, transverse; rear, double quarter elliptic, with Hartford Shock Absorbers; foot brake on rear wheel and independent hand brake. (F.W.B. £15 extra.) 5 detachable Rudge wheels. Complete equipment, including hood.

With 2-seater Sports body,
Price £240

With 3-seater Sports body,
Price £245

Senechal

**For Speed
and Reliability.**

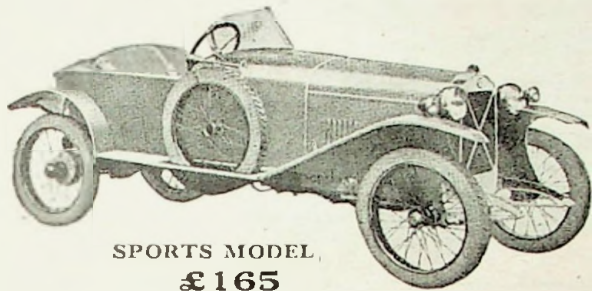
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

S.M.S. Ltd.,
17a, MOTCOMB ST.,
BELGRAVE SQUARE,
LONDON, S.W.1
SLOANE 4838.



Sole Concessionaires
for the U.K. and
British Dominions.

A Light Fast Two-Seater with Every Comfort.

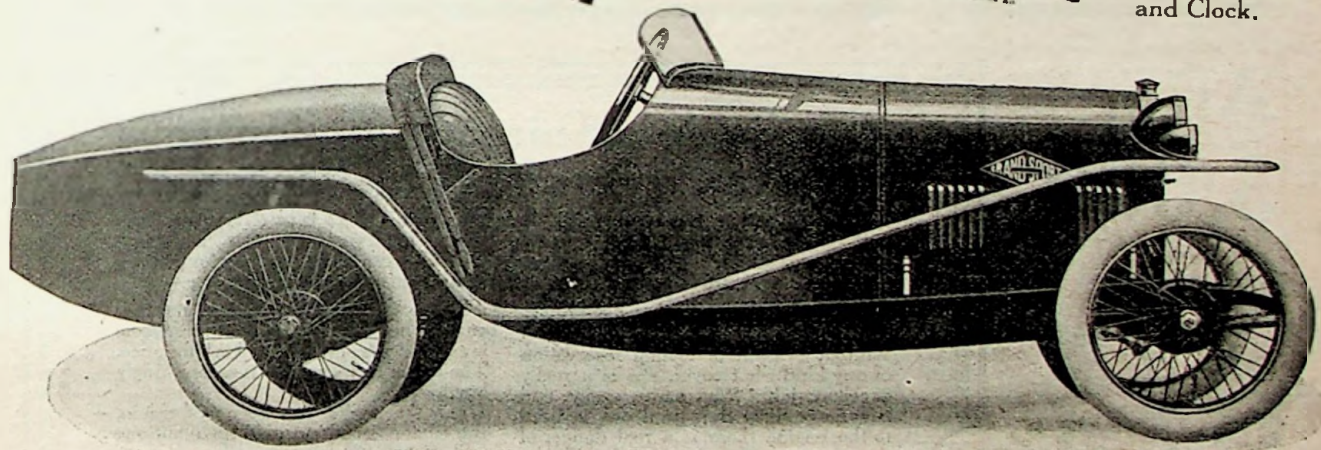


SPORTS MODEL,
£165

Read an Owner's Opinion.

Dear Sir,
1st February, 1926.
"I thought it might interest you to know that the 10 h.p. Salmson coupe fitted with a Grand Prix engine which I purchased from you through Messrs. Gordon Watney & Co., Ltd., a month ago has given complete satisfaction. She reached and maintained a speed of 72 m.p.h. on the Newmarket Road with side windows and hood up; the only rattle I could detect at this speed coming from the ashtray fitted on the dashboard by myself. Incidentally, this speed was with two passengers.
"She is perfectly comfortable to drive on top gear from 12 m.p.h. to the maximum attained 72 m.p.h.
Yours faithfully, (Signed) L.E.H.

All models are complete with Self-Starter, Speedometer and Clock.



GRAND PRIX MODEL, £285 COMPLETE.
70 M.P.H. GUARANTEED.

The Highest Possible Price given for your Old Car or Motorcycle in Part Exchange.

Deferred Terms over long periods arranged. Absolute privacy guaranteed.

MAY WE SEND YOU CATALOGUES?

Sole London Distributors
and
Showrooms,
where all models
may be inspected
and trials arranged.

Gordon Watney
& Co. Limited
PART EXCHANGE HOUSE.

31, Brook St., Bond St., London, W.1

Phone :
Mayfair 2965/6:

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

SINGER

Flood — Wind — Heat — Cold

ISN'T this representative of the British
Iweather?

It is a problem to know what to buy. One day's weather indicates a Saloon—the next day's a Sports or Tourer.

The problem is solved at last. The Singer Tourer—a full four-seater "man size" car, with pneumatic leather covered upholstery, and remarkably lavish equipment throughout, is the answer.

Here you have a comfortable open Tourer for the decent weather, and in bad weather up goes the hood, stiff framed side curtains are attached in a few moments, and you have, in effect, a snug, cosy Saloon.

Four-wheel brakes, reinforced balloon tyres, petrol consumption of 35/40 miles per gallon, and 50 miles per hour if you wish it.

Where else can you get such value for £225 complete?

Excellent allowance for your old car, and most convenient financial terms arranged.

10/26 h.p. Singer De Luxe Four-seater £225

OTHER MODELS:

10/26 h.p. De Luxe Two-Seater £225

10/26 h.p. Limousine Saloon £280

SOLE LONDON DISTRIBUTORS:
H. B. COOK, LTD.,

202, Gt. Portland Street, W.1.

Phone: Mayfair 3314 (3 lines).
Grams: "Runabout, London."

After
3,000
miles
on a
**Bayliss
Thomas**

A reliable unbiased opinion says
"She is a really excellent job"

For some three months a Bayliss Thomas 10/22 h.p. 2-Seater has been used on his daily rounds by a member of the staff of "Car and Golf." His expert views of the car and its performance—the mileage now being over 3,000—are summarised below:—

Not a single adjustment has been found necessary.

Without evasion or mental reservation of any kind whatsoever, she is a really excellent job. She starts easily and runs so quietly that until one is used to the engine there is a real danger of depressing the starting switch with the engine still running. The steering and the brakes are both good, while with the hood and side curtains extended, the open two-seater is practically a satisfactory coupé.

The Bayliss Thomas is one of the best cars in her class. One cannot suggest improvements at the present selling price. The petrol consumption is astonishingly low.

When the engine has been well run in, the oil consumption would be about one gallon per 2,000 miles.

The clutch is sweet and smooth in operation. The car holds the road very well owing to the fact that the rear ends of all four springs slide in specially housed awivels. The two-seater body is wide and comfortable.

Choose a Bayliss Thomas and you will agree!

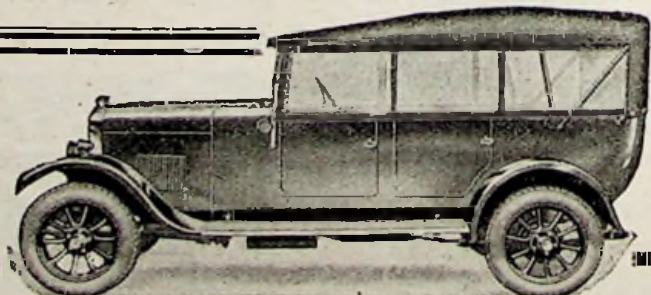
10/22 H.P. TOURING
FOUR-SEATER

O.H.V. 1247 c.c. engine, Lucas electric lighting and starting. Extremely comfortable body with three wide doors. Dunlop cord balloon tyres. Rigid side screen opening with doors. Self-starter, speedometer, spare wheel and tyre, wind-screen wiper, grease gun, electric horn, 1 gallon tin of Castrol, inspection lamp and complete kit of tools

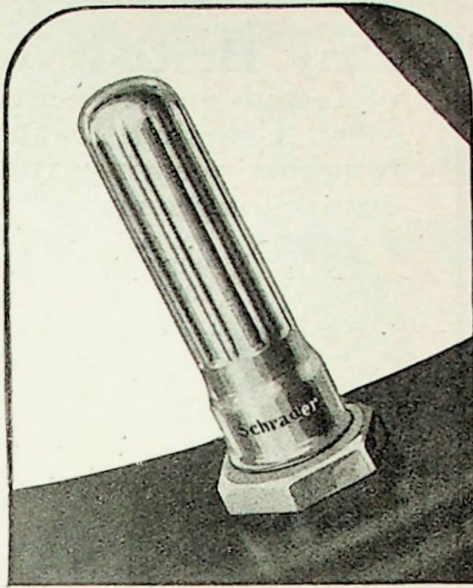
£235

BAYLISS THOMAS & CO.

Proprietors:
THE EXCELSIOR MOTOR CO.
LTD., Tyseley, BIRMINGHAM.
Telephones: 277-8 *Acocks Green*
Grams: "Monarch, Haymills."



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



WHY

do nine-tenths
of the world's cars
run on
Schrader Valves?

OF all the millions of cars running throughout the world more than nine-tenths of them have Schrader Valves. That is because tyre manufacturers and motorists know that the Schrader is the best tyre valve—efficient, simple in construction, easily inflated, and trouble-free. And because the tyre pressure can be scientifically tested.

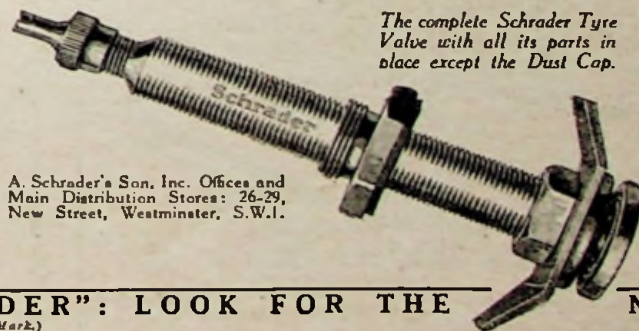
The Schrader Tyre Valve has proved its ability to retain air effectively since the first car was made. It embodies the most up-to-date principles of valve construction. You may be sure that your tyres, if they are equipped with the Schrader Tyre Valve, will give the full mileage they are expected to give. A wise policy is to "be sure it's a Schrader—look for the name."

Schrader

Makers of Pneumatic Valves Since 1844

Tyre Valves • Tyre Gauges

Use the Schrader Tyre Valve complete with dust cap, valve cap, and rim nut to get the greatest efficiency from it. All parts are interchangeable and are available all over the world, wherever motor accessories are sold.



The complete Schrader Tyre Valve with all its parts in place except the Dust Cap.

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

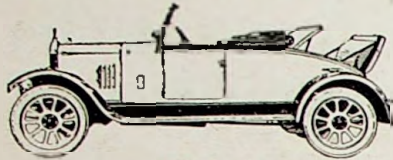
BE SURE IT'S A "SCHRADER": LOOK FOR THE NAME.

(Regd. Trade Mark.)

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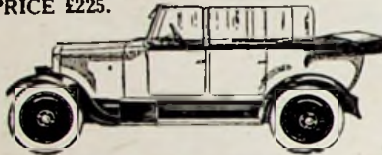
Buy Your New Car at **TAYLORS**

OF KENSINGTON
upon comprehensive
ALL-IN POLICY TERMS.



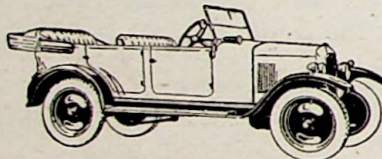
£46 : 17 : 3

secures immediate delivery of a brand new, latest model 11 h.p. All-weather Standard 2 or 4-seater, complete with Comprehensive Insurance Policy for a full year. Balance payable in 12 monthly instalments of £16 : 9 : 0. CASH PRICE £225.



£46 : 16 : 3

secures immediate delivery of a brand new, latest model 10 h.p. Singer 4-seater, complete with Comprehensive Insurance Policy for a full year. Balance payable in 12 monthly instalments of £16 : 7 : 3. CASH PRICE £225.



£40 : 0 : 0

secures immediate delivery of a brand new, latest model 9/20 h.p. 4-seater Rover, complete with Comprehensive Insurance Policy for a full year. Balance payable in 12 monthly instalments of £13 : 14 : 9. CASH PRICE £190

ALL MAKES SUPPLIED

Liberal allowances made for Cars or Motorcycles taken in part exchange or accepted as a deposit. A good selection of guaranteed second-hand Cars always in stock and attractively priced. Our terms are right, our prices are right, our service is second to none, and our deliveries are immediate.

THIS WEEK'S SNIPS.

ROVER, 8 h.p., 1922, 2-seater	£58
AUSTIN, 7 h.p., 1924	£106
MORGAN, 10 h.p., 1926, Anzani engine	£110
SALMONSON, 9 h.p., 1925, 2-seater	£117
STANDARD, 11 h.p., 1924, 2-seater	£118
SINGER, 10 h.p., 1924, 4-seater	£125
ROVER, 9 h.p., 1926, De Luxe, 4-seater	£155
STANDARD, 11 h.p., 4-str., New 1925 Model	£180
SINGER, 10 h.p., De Luxe	£205

H. TAYLOR & Co., Ltd.,
49, 50, 52 & 53, Sussex Place,
South Kensington - S.W.7.
Telephone Kensington 8556/A and 5540.
Telegrams "DYNAMETRO-SOUTHKENS."

Buy British Tyres
of tested quality with a Real
Road Gripping Tread of the
toughest wearing rubber to
ensure long service, that is:—



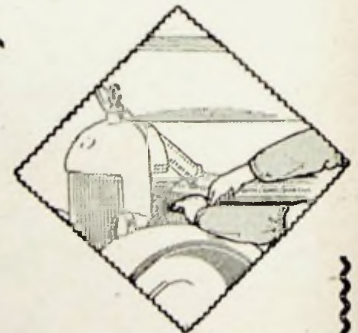
TWO
BRITISH
GRIPPERS

**BUY
STEPNEY
TYRES**
for
SAFETY
and
ECONOMY.

High Pressure and Balloon Tyres supplied promptly
in all sizes.

STEPNEY TYRES LIMITED
LLANELLY, WALES, and STEPNEY RUBBER WORKS,
WALTHAMSTOW, LONDON, E.17.

**Keep
Cuffs
Clean**



on dirty jobs

Annoying, isn't it, when on the way to an important engagement to find that a running repair has soiled your coat-sleeves or that the grease-gun has greased your cuffs as well as your spring shackles. Keep your cuffs clean by wearing "P-P" Sleeves when on dirty jobs. The price per pair is trifling when compared with the saving on clothes and laundry bills:

Wear

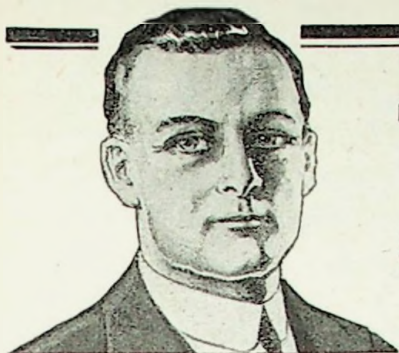
P-P Sleeves

Made of strong twill, rubber-lined, water-proof and grease-proof, fitted elastic top and bottom, reaching to just below the elbow they protect the coat-sleeves yet give plenty of freedom to the forearm for working. Make a point of writing for a pair of P-P Sleeves now. 2/3 per pair POST FREE.

2/3
PER PAIR
POST
FREE

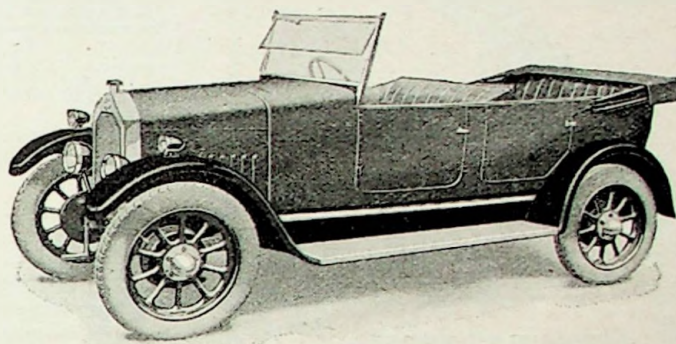
POUGHERS PATENTS Ltd., 30, Stonegate, Yorks.

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.



This car will save you money

Says
Henlys Chief



SWIFT

Brand New Cars for £60

UNDER LIST PRICE

TO those who appreciate the quality and economy of the Swift, but desire a cheaper car, the following special offer will make an irresistible appeal.

Brand New 1925 Models:
10 h.p. Swift Saloons.
List price, £285;
Our price, £225
10 h.p. Swift 2-seaters.
List price, £235;
Our price, £189

Out of a large number of these cars, which have been offered simply because they could not be produced in time for the 1925 season, all the 4-seaters have been sold, and only a few of the above models remain.

You should therefore brook no delay. Special deferred terms and exchanges arranged. Showrooms open till 6 p.m. on Saturdays.

TAX £9, petrol consumption 40 to 45 miles per gallon, oil consumption negligible, and tyre mileage over 10,000.

On these terms the 10 h.p. Swift will take four passengers in luxurious comfort anywhere. And more important still—Repairs and Depreciations will be less than on any similar car of its type.

For the Swift is made to last. Throughout only the finest materials are used. The coachwork is painted by hand, and the upholstery is of real leather.

Yet the price of these beautiful 2 and 4-seater cars fitted with Front Wheel Brakes is only £235, and of the Saloons £285.

“Henlys’ Own” Deferred Terms solve all payment problems, and a liberal allowance will be made for your old car in part payment.

Call or write to-day, brook no delay, for January and February are the best months to buy a Motor Car.

It's a Swift Car you want—AND

Henlys
have it

91 & 155, Great Portland Street, W.1.

Telephones: Mayfair 4201/3

Used Car and Service Depot: 7/13, Upper Gloucester Place, N.W.1

The Motor

The
National Motor
Journal.

EVERY
TUESDAY,
4^D

NEXT WEEK

(Tues. - Feb. 9)

MISLEADING GEAR RATIOS.

THE GROWTH OF MOTORING.

THE DETERIORATION OF ENGINE OIL.

ALL THE NEWS AND NEWS PICTURES.

This Week's Issue (Feb. 2)

MOTOR TAXATION REFORM.

Some Possibilities in the Forthcoming Budget. A Special Forecast.

"WORLD'S LARGEST DAM!"

Special Cartoon. Drawn by Bryan de Grineau.

CALCULATING ROAD PERFORMANCE.

Hill-climbing Tests on Level Roads.

TREND OF AMERICAN DESIGN.

Many Improvements to Chassis and Bodywork. Low Prices and Production in Big Numbers.

OWNER-DRIVER TOPICS.

Useful Suggestions for Minor Improvements. Hints on Running, Adjustments and Repairs.

11-22 n.p. WOLSELEY ENGINE REDESIGNED.

A Power Unit for De Luxe Models in which all Components are Gear Driven.

ROAD TESTS SHOWING PRINCIPAL CHARACTERISTICS.

The 11.4 h.p. Citroen Touring Model.

A CYCLECAR FOR £65.

Interesting Four-wheel and Three-wheel Designs.

IN QUEST OF SILENCE.

Quietest Engines, Transmission, Exhausts and Bodies.

SCOUT SUBSIDY SCOUTED.

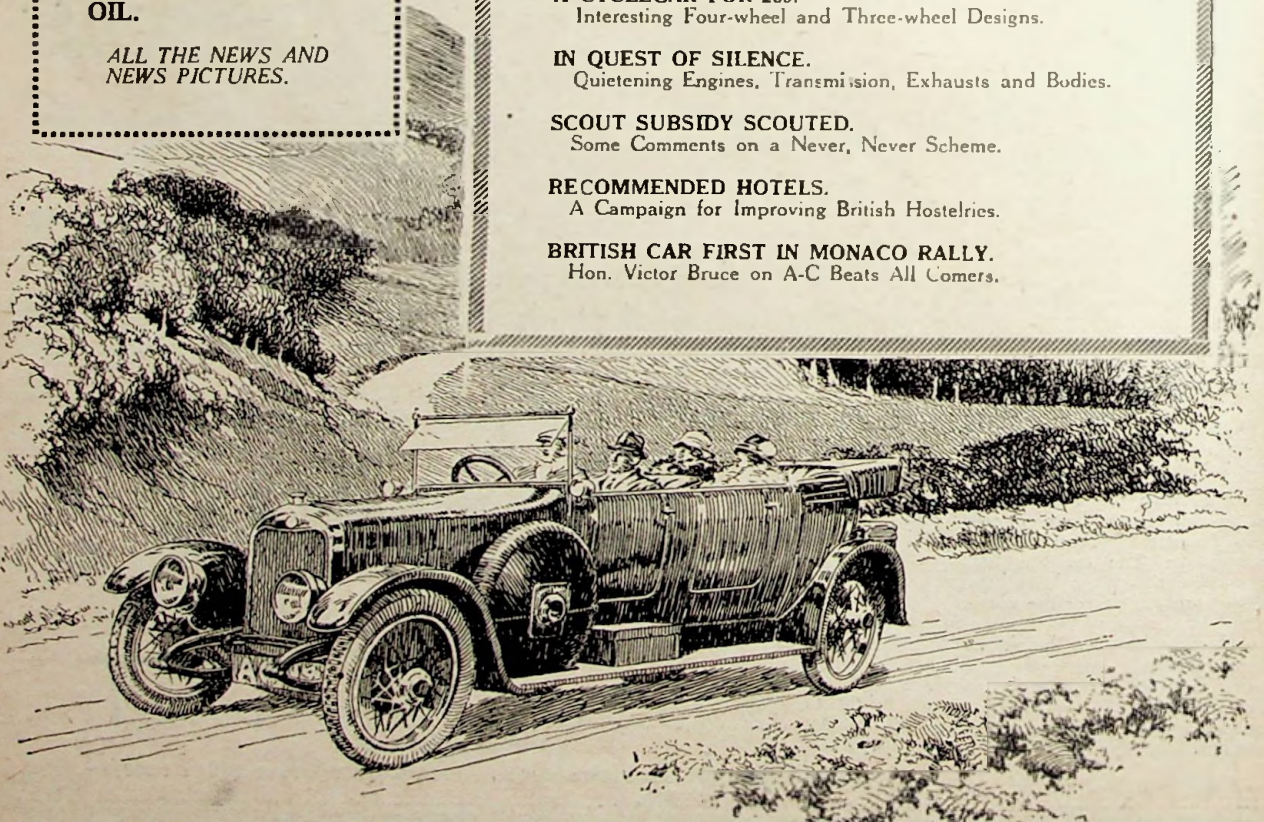
Some Comments on a Never, Never Scheme.

RECOMMENDED HOTELS.

A Campaign for Improving British Hostelties.

BRITISH CAR FIRST IN MONACO RALLY.

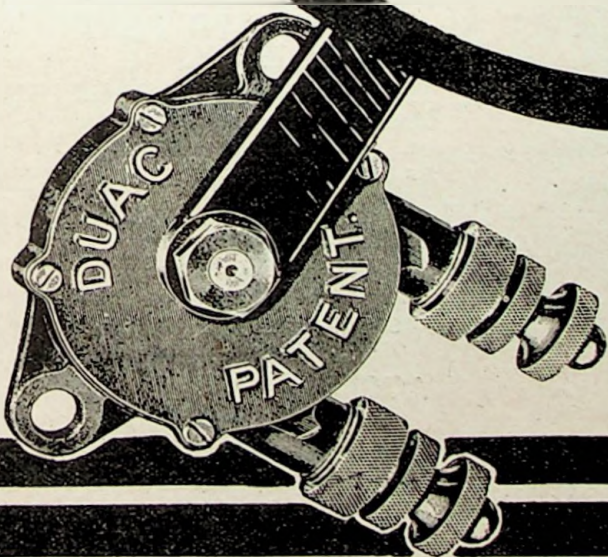
Hon. Victor Bruce on A-C Beats All Comers.



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.

Dont cramp your style!

Skilled driving is a delight—smooth judgment—unhurried—decisive, with perfect unison between the driver and his car. But you must know just what your car will do—you can't take chances. That's where the DUAC Shock Absorbers come in, holding your tyres down to close road contact, reducing skidding by 50% and bringing the other 50% under easy control—stopping side-sway—and creating that feeling of absolute security and reliance which makes for perfect driving. Moreover, they save pounds in the cost of upkeep, and smooth all roads for you. No need to slow down for potholes when you've DUACS, you'll not notice "surfaces," and the extra mileage you will get from your covers is a revelation. Your POCKET and your COMFORT are worth studying, and our 14-day free trial and 12 months' guarantee protect you in every way.



Write for Booklet to

**F. HARRISON
CARTER, LTD.
DUNSTABLE.**

Makers of the Carter Gearcase 1892



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

*Special
Buyers'
Number of
The
Light Car
and
Cyclecar*

*to be Published
on Friday,
Feb. 19, 1926*



*Make sure of securing your copy
of this practical guide by placing
a definite order with your local
Bookstall or Newsagent now.*

Offices :
7/15, Rosebery Avenue, London, E.C.1

**PRICE
AS USUAL
3^d.**

AMONG a host of useful features for the new car buyer presented in this issue the following will be included.

CURRENT SMALL CAR PRICES.

The Prices of all the Light Cars on the British Market.

CAN I AFFORD A CAR?

Showing Exactly How Much it Costs to Run a Light Car and Indicating How Ownership of a Car permits Economies to be Made in Other Directions.

BUYING A SECOND-HAND CAR.

An Article which will Help Prospective Buyers in Their Choice and Which Will Include a Tabulated List of Current Second-hand Light Car Prices.

DEFERRED PAYMENTS AND PART EXCHANGES.

The Various Facilities Afforded for Buying Cars out of Income and for Exchanging Old Cars for New.

HOME GARAGES.

The Types Available, Their Prices, and Particulars with Regard to Their Erection.

ACCESSORIES WORTH FITTING.

How Increased Pleasure Can be Gained from the Use of a Car by Equipping it with Gadgets to Suit the Owner's Fancy.

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

The CLYNO GAZETTE

Vol. 1. No. 4.

FEBRUARY · 1926

Issued Monthly

THE ENTIRELY NEW 13 H. P. CAR

MOTORING experts of world-wide renown, having inspected and driven the entirely new 13 h.p. Car, give it unstinted praise.

*Remarkable
Press
Enthusiasm*

PRICES

13 h.p.

Two-Seater - £245

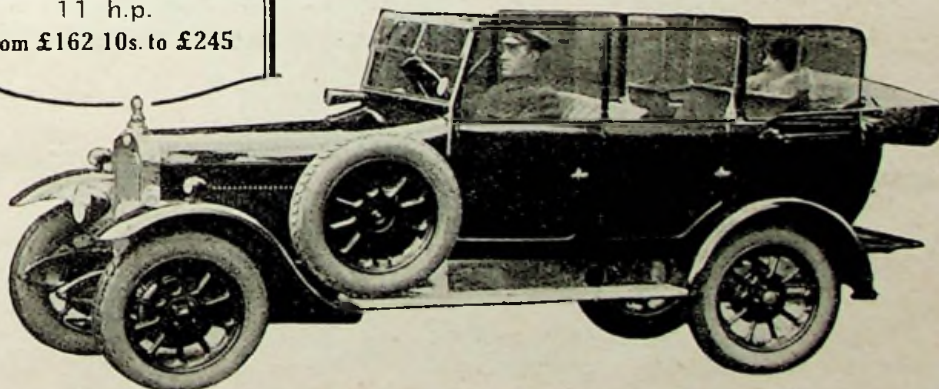
Four-Seater - £260

Coupé (drop
or fixed head) £285

4-Door Saloon £298

11 h.p.

From £162 10s. to £245



The CLYNO ENGINEERING CO (1922) LTD., WOLVERHAMPTON

LONDON Showrooms and Export Department : ROOTES, Ltd., 141, New Bond St., W. 1.

MANCHESTER : LOOKERS, Ltd.

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

THE CLYNO GAZETTE

THE 13 H.P. 4-SEATER NOW HAS VASTLY IMPROVED COACHWORK.

What the Press Thinks.

"The Times."

... unusually lively and pulls strongly.

John Prioleau, "Daily Mirror."

... I have seldom tried a more interesting or delightful small car.

"Daily News."

... a highly serviceable car with no caprices.

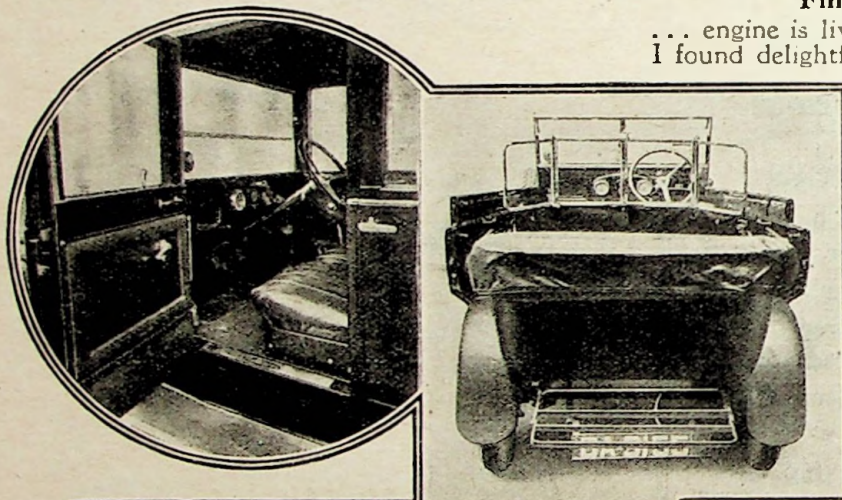
J. Owen, "Westminster Gazette."

... can be relied upon to maintain a high average speed on give-and-take roads.

John Phillimore,

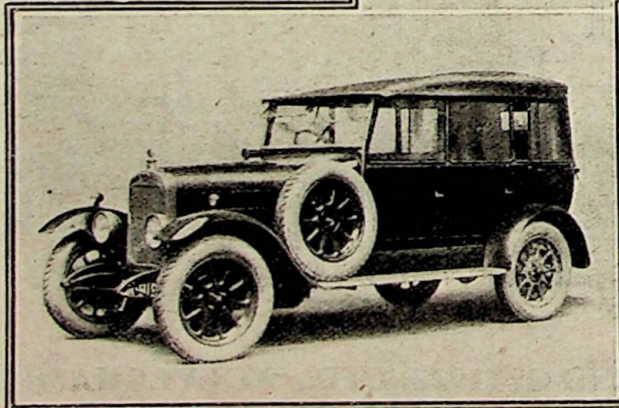
"Financial Times."

... engine is lively ... steering I found delightful.



1. Front interior and driving seat of four door saloon.

2. Rear view of 13 H.P. Four-Seater. Note the generous width of the body. All the four doors open.



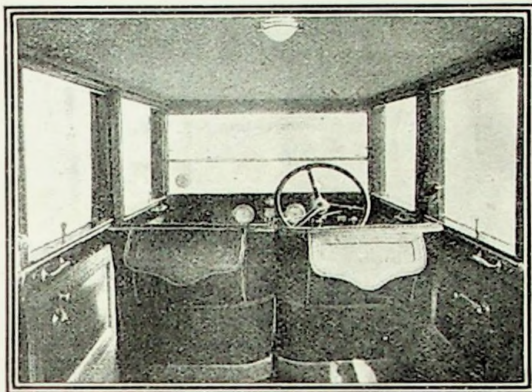
3. The 13 H.P. Four-Seater with hood up and side screens in position.

The CLYNO ENGINEERING CO (1922) LTD., WOLVERHAMPTON

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

THE CLYNO GAZETTE

THE 13 H.P. ENGINE DEVELOPS OVER 34 BRAKE H.P.



Saloon interior looking through rear window.

Capt. E. de Normanville,
 "Sunday News."
 ... equally as enticing as the
 11 H.P.

W. Harold Johnson, "Country Life."
 ... a handsome looking car and
 its appearance combined with its
 capacities doubtless explains its
 extraordinary rise in popular
 favour.

"Jewish Guardian."
 ... The Company's reputation
 will be still further enhanced
 by the 13 H.P. car.

"Spectator."
 ... never has better value been
 offered.

H. Thornton Rutter,
 "Saturday Review."
 ... defy competition in value
 for money.

Percy Bradley, "The People."
 ... I can honestly say that it is
 really good value for money.

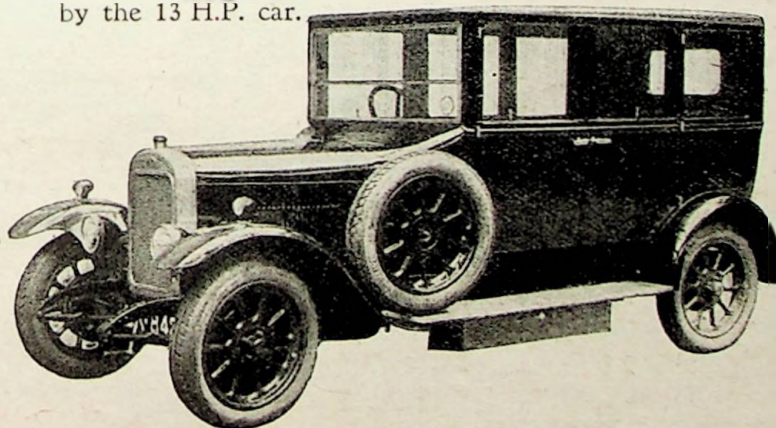
Joseph Owen, "The Referee."
 ... I was agreeably surprised.

"Motor World."
 ... absolutely astounding value.

"Scottish Field."
 ... a more delightful touring car
 it would be difficult to conceive.

"Northern Whig."
 ... I was perfectly amazed.

"Glasgow Record."
 ... remarkable value.



The 13 H.P. four door saloon.

Price £298

The CLYNO ENGINEERING CO (1922) LTD., WOLVERHAMPTON

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.

THE CLYNO GAZETTE

PRICES and EQUIPMENT

11 H.P.

PRICES:

Without Front Wheel Brakes.

Two-Seater ...	£162 10s.
Occasional 4-Seater	£172 10s.
Four-Seater ...	£182 10s.

With F.W.B.

Two-Seater	£170
Occasional 4-Seater ...	£180
Four-Seater	£190
"Royal" Two-Seater ...	£210
"Royal" Four-Seater ...	£215
4-Door Saloon	£245


STANDARD CLYNO EQUIPMENT

8-day Clock, Speedometer,
Bulb Horn.

Rigid Metal Frame Side
Screens and Petrol Gauge on
F.W.B. Models.

Electric Horn, Spring Gaiters,
Screen Wiper & Dash Lamp
additional on Royal and
Saloon Models.

The "Clyno Gazette"
is in GREAT DEMAND.
To make sure you get
your copy regularly fill
in and post to-day.

 Cut along dotted line.

13 H.P.

PRICES:

With Front Wheel Brakes.

Two-Seater	£245
Four-Seater	£260
Coupé (drop or fixed head)	£285
4-Door Saloon	£298

STANDARD CLYNO EQUIPMENT

Self-Starter, Smith 8-day
Clock, Spare Petrol Can and
Holder, Spring Gaiters, Driv-
ing Mirror, Luggage Grid on
Saloon and 4-Seater, Motor
Driven Electric Horn, Bulb
Horn, Automatic Screen
Wiper, Rigid Metal Frame
Side Screens, Dash Lamp,
Petrol Gauge, Calometer,
Auster Rear Screen (4-Seater),
12 Volt Lighting Set.

COUPON

Please place my name on the regular Mailing List of the
"CLYNO GAZETTE" in order that I may receive my copy
Post Free Monthly.

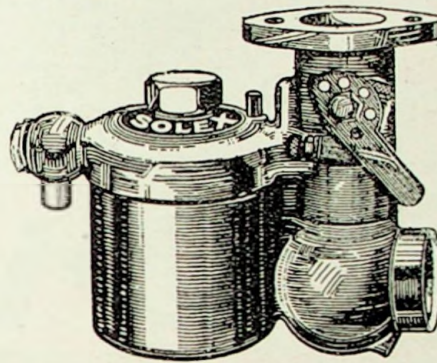
Name

Address

FILL IN AND POST TO

THE CLYNO ENGINEERING Co. (1922) LTD., WOLVERHAMPTON

**DON'T BE CONTENT
with less than 'Solex' efficiency**



EXPERTS and car owners alike are delighted with the performance of
THE NEW "M" TYPE SOLEX CARBURETTOR

On any make of car it gives greater efficiency, more power, greater speed, more economical consumption and, above all, perfect simplicity.

Try the special Solex Model for your car, free of obligation to purchase, for 30 days Trial. Write for full particulars to-day.
Why wait longer?

SOLEX

THE NO-TROUBLE CARBURETTOR

Telephones :—
City - - 5222.
Central - 5172.
Hop - - 2734.

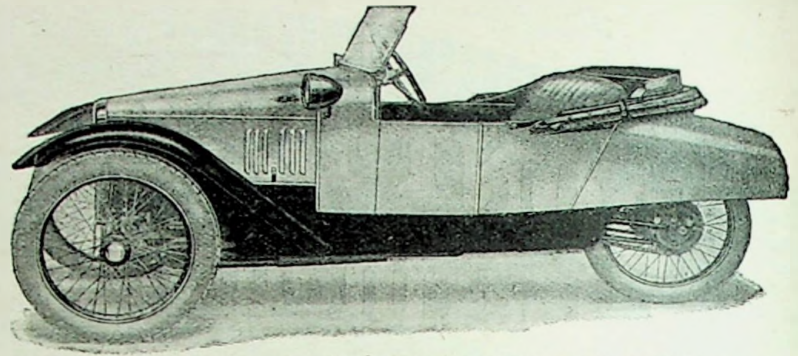
SOLEX LTD
(LICENCEES)
115 SOUTHWARK STREET.
LONDON. SE1
GORDON RICHARDS, Director.

Telegrams :—
" SOLEXCARB,
BOROH,
LONDON."

'fit Solex— and note the difference'

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.

The
Big Thing
in
1926 Values



Price £110

as illustrated,
complete with electric light, horn, driving
mirror, and side curtains to hood. OTHER
MODELS FROM £95.

A postcard will bring you our catalogue
and name of the nearest of our 50 agents.
Write us to-day.

W. J. GREEN, LTD.
OMEGA WORKS,
COVENTRY.

10,000 MILES ACTUAL ROAD TEST
means that practical methods were
employed to ensure that the Omega
should be perfect in detail design and
absolutely reliable. Fitted with 980 c.c.
twin J.A.P. Engine, electric lighting,
completely weatherproof, roomy, well
sprung by quarter elliptic springs
front and rear, all controls conveni-
ently arranged in body of car, hand-
some in appearance and finish. You
will be satisfied if you decide on

THE
OMEGA
THREE-WHEELER

The
**7 H.P. COVENTRY
VICTOR RUNABOUT**

Makes its Debut in Trials.

London — Exeter — London
Proves Reliability & Performance



£4 Tax and 60 M.P.G.

Price **95 Guineas** for the 2-3 seater.

One Machine Entered, Gains Silver Medal.
Private Entry, Standard Machine, The Same As You Can Buy.

* * * * *

Write now for Descriptive List C2.

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

Telegrams:
"Precision, Coventry."

Telephone:
Coventry 952.

London Distributors:
The South Ealing Garage, 152, South Ealing Road, W.5.



THIS FILTER
FILLING FUNNEL

COSTS **7/6**

OR
COMPLETE WITH SPECIAL
CARRIER

12/-

IT CANNOT SELL FOR LESS,
BECAUSE,
IT IS MADE TO DO ITS WORK
EFFICIENTLY.

IT IS MADE OF ALUMINIUM SO THAT
IT SHALL NOT RUST.

IT IS MADE IN ONE PIECE SO THAT
IT SHALL HAVE NO DIRT
COLLECTING JOINTS.

IT HAS A CHAMOIS LEATHER
FILTER, THE FINEST OF
ALL FILTERING MEDIUMS
FOR MOTOR FUELS.

WILL PASS TWO GALLONS IN
ONE MINUTE,

AND EXTRACT THE FINEST PARTICLES
OF DIRT OF ALL KINDS.

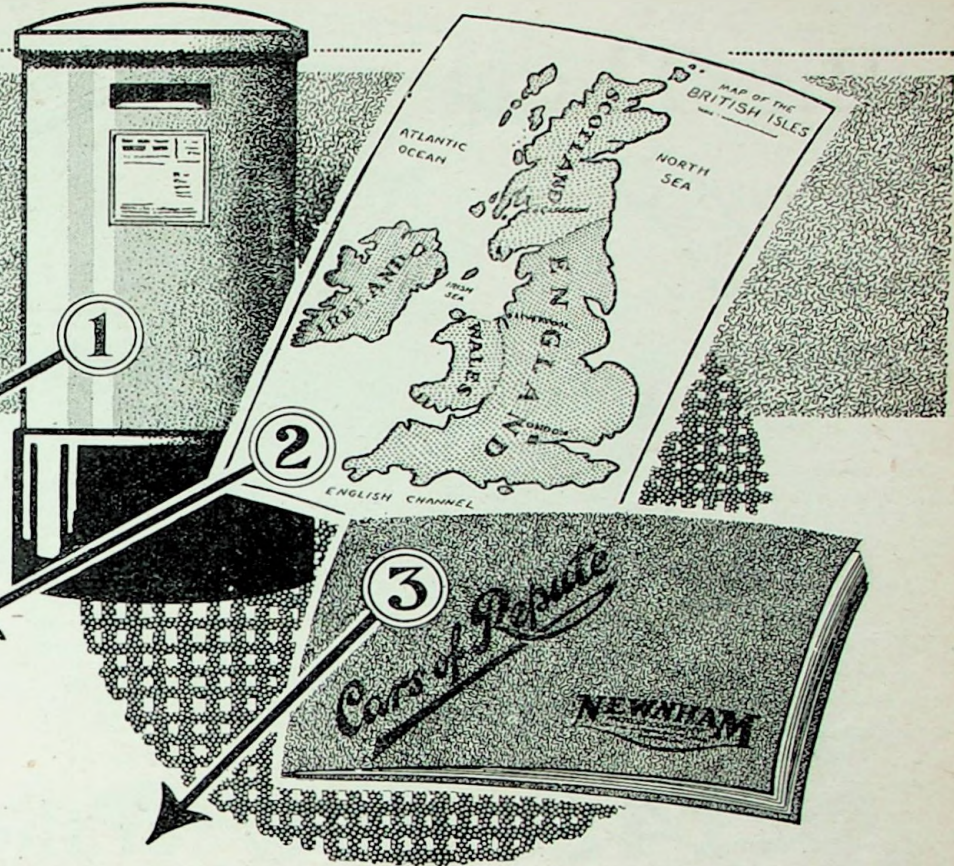
OBTAINABLE THROUGH AGENTS
OR FROM THE MANUFACTURERS:

COX CARBURETTERS LTD.,
LOWER ESSEX ST.
BIRMINGHAM.

POSTAGE 6d.

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

Three Important Items in the Newnham Policy



The Pillar Box is a direct representative of our facilities. A letter is as good as an interview

No matter in what part of the country you reside we will make you a guaranteed definite exchange proposition on your old car by post, to include free delivery and collection to your address.

"Cars of Repute" describes and illustrates all the well-known makes of cars and explains the simplest and most satisfactory methods of purchase and exchange.

PRINCIPAL AGENCIES.

- AUSTIN
- CLYNO
- JOWETT
- LEA-FRANCIS
- ROVER
- SINGER
- SWIFT
- STANDARD

EASTER is only two months hence. Deliveries of all the most popular makes are certain to become difficult in the next few weeks. By booking your order with us now you will ensure obtaining your new car when you want it. If you have a second-hand car to dispose of first we will allow you the highest possible price for it in part payment for a new one. Our deferred payment terms are the most reasonable in existence, the charges being from 2½% on the balance owing, with the option of a rebate if paid before due date.

Our list of 80 reliable second-hand cars would interest you—may we send you a copy?

NEWNHAM
 MOTOR COMPANY
 243-245, HAMMERSMITH ROAD, LONDON, W.6
 100 Yards from Hammersmith Broadway.

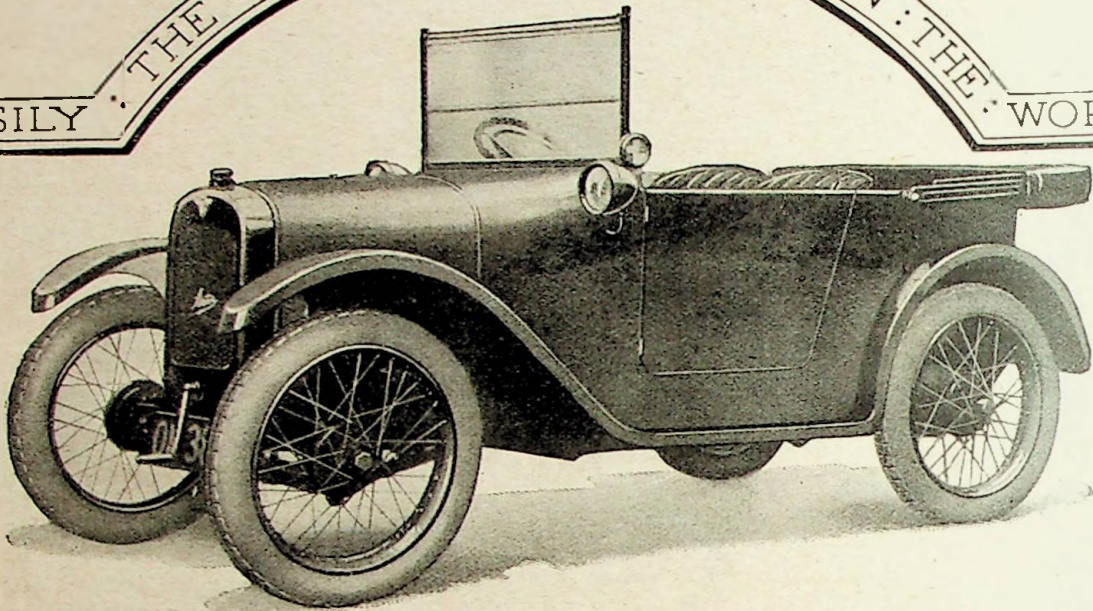
Phone: RIVERSIDE 3161.

ESTABLISHED OVER 30 YEARS.

ANY MAKE SUPPLIED TO ORDER.

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

EASILY : THE : BEST : SMALL : CAR : IN : THE : WORLD



£149—ready for the road

The Austin Seven is the small touring car par excellence. It possesses all the qualities demanded of a larger car and is just as thoroughly reliable and well able to stand up to hard, continuous service. It provides accommodation for two persons in the front seats (which are adjustable), and for a third adult or two children in the rear seats. It is very

Features :

4-cylinder engine.
Electric starter.
Electric horn.
Speedometer.
4-wheel brakes.
Balloon tyres.
A door for the driver.
Shock absorbers.
Two adjustable seats.
Automatic oiling.
Grease-gun system.

fully equipped, and, with hood, screen and side curtains, offers complete weather protection for all occupants.

One hundred and forty-nine pounds! And for this remarkably low price a completely equipped car, which can be paid for by instalments, if desired. We, or any of our agents, will gladly arrange it for you.

THE AUSTIN MOTOR COMPANY, LIMITED,
LONGBRIDGE, BIRMINGHAM.

LONDON: 479-483, OXFORD STREET, W.1 (near Marble Arch.)

The

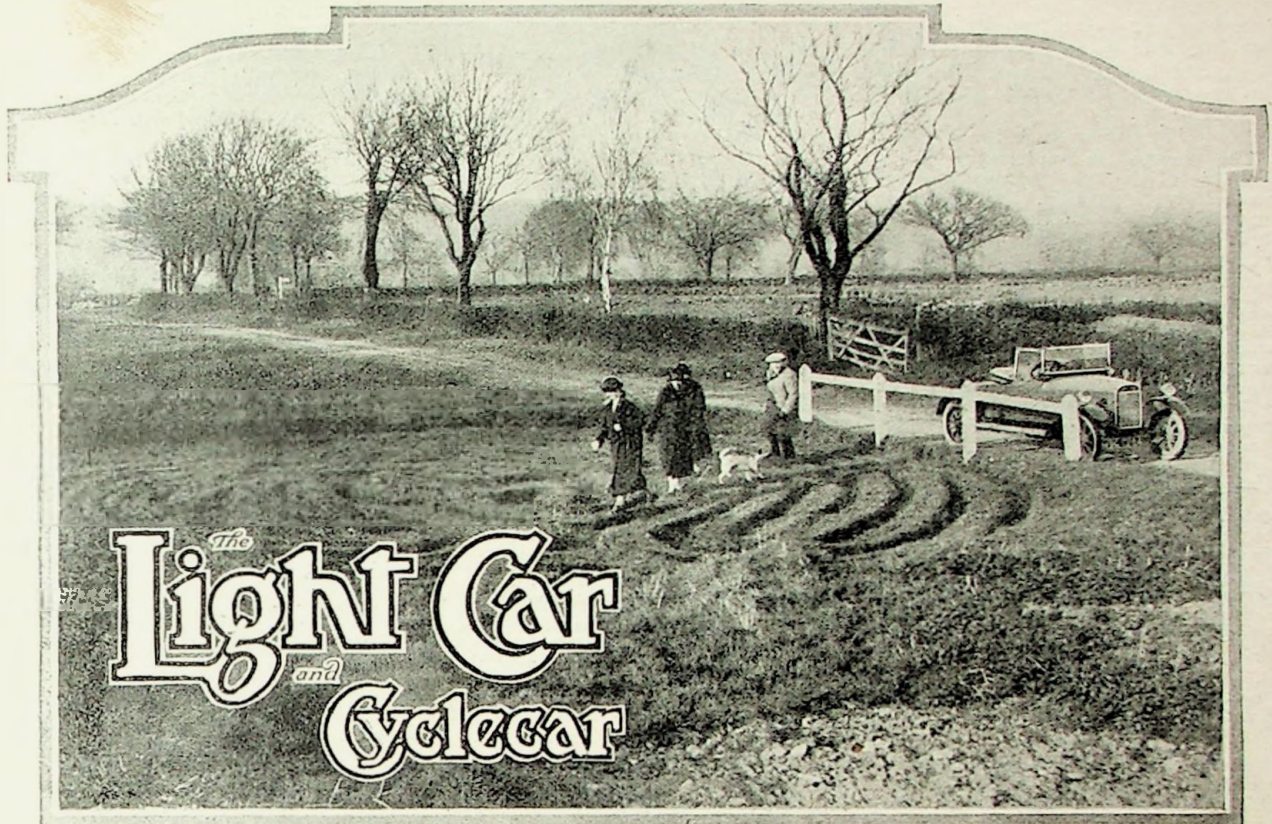
*Austin
Seven*

AUSTIN

OWNER



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



A **WAYSIDE DIVERSION.** — A maze cut in the turf and 40 feet in diameter is one of the antiquities at Wing, Rutland. — Needless to say those who attempt to find their way to the centre must not take "short cuts." Many motorists stop on their journey and test their skill in this wayside puzzle.

NOTES, NEWS & GOSSIP *of the* WEEK

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, February 6th.

London	5.25	Edinburgh	5.23
Newcastle	5.19	Liverpool	5.31
Birmingham	5.23	Bristol	5.35

The Road Fund.

When will Mr. Churchill favour the motoring community with a plain statement concerning his intentions with regard to the Road Fund?—and is it not time that the prominent motoring organizations woke up and did something?

Road Fund Fortune.

Gross receipts from motor taxation during 1925 totalled £17,233,238.

Rapid Growth of Motoring.

On November 30th last there were 140,394 more motor vehicles in use in Great Britain than at the same date in 1924. There are now nearly 1½ million motor vehicles on our roads.

This Week.

If touring is to be undertaken seriously motorists must make up their minds to tackle country in which hills abound. An article in this issue deals with the subject of steep hills and the best way to climb them. "Inside information" is the title of a very unusual—almost startling—type of story, which will not only grip the reader, but will point its own moral. Our test-run reports deal with the Grand Sport Amilcar and the Omega three-wheeler, whilst another interesting article describes the experiences of an Austin Seven owner who has covered 13,000 miles.

No. 689. Vol. XXVII.

Spring is Coming.

Two months is a long and dreary period; it sounds much better to say that only eight weeks separate us from Easter and the joys of spring.

Our Front Cover.

Two 1925 Rover Nines are seen, in our front cover this week, ascending Countisbury Hill, Devon, which rises from the Lynn Valley in Lynmouth and leads, by a hilly and somewhat difficult road, to the top of Porlock, an equally well-known Somersetshire test hill.

Next Week.

"Avoiding the Repair Man," a contribution of particular interest to new motorists, is held over unavoidably this week, but will be one of the principal features of next week's issue. To fulfil its true mission, the light car must be cheap to run, and this article will show how best to keep it out of the repairer's hands. We hope to include the fifth of our series "On the Road and in the Making," which will deal with the Bayliss Thomas. New aspects of traffic driving will be an important feature.

Popularity of Closed Cars.

Over half of the cars put on the road in America during 1925 were fitted with totally enclosed coachwork.

A Silver Jubilee.

The twenty-fifth anniversary of the founding of the Irish Automobile Club was celebrated recently. The club owes its origin largely to the work of Mr. R. J. Meccredy.

The Awakening.

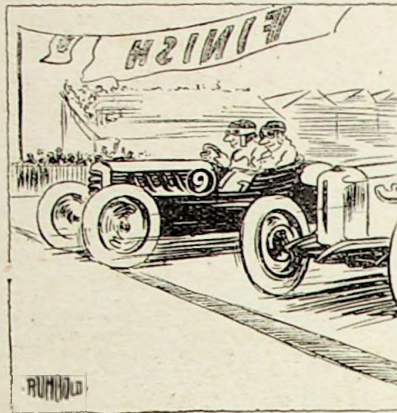
The awakening of Galatea was a poor performance by comparison with the sudden manner in which private members of the Junior Car Club and the Motor Cycling Club sat up and took notice at their annual general meetings. Reports are given in this issue.

First in Monaco Rally.

The Hon. Victor Bruce, who, as stated in our previous issue, started from John o' Groat's en route to Monaco to take part in the annual rally, succeeded in gaining the first prize, not only for maximum distance covered, but for consistency in running. His car was an A.C.

"Blacking Out."

The practice of "blacking out" made motorists liable to run into cyclists riding in front of them who, most unfortunately, were not compelled to carry rear lights, said Judge H. S. Staveley-Hill, at Coventry County Court. He hoped the day was rapidly coming when cyclists would be compelled to carry rear lights for their own protection and for the protection of everybody else. As to whether motorists should or should not "black out," the sooner a regulation was made the better. He wondered a rule was not made at once upon this matter.



LIGHT CAR PROVERBS.—No. 6.

Does this picture suggest to you an old or original proverb? If so, write it on a postcard addressed to the Editor and marked Proverb No. 6 in the top left-hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

Information Police Must Give.

A principle, the establishment of which has long been sought by Irish motorists, has been laid down by Mr. Justice Dromgoole during the hearing of an appeal in which a motorist was convicted for exceeding the speed limit in Phoenix Park. Mr. Justice Dromgoole established the fact that a motorist who is caught in a trap is entitled to have pointed out to him the places between which he has been timed and the signals used by the police.

Interesting Test Runs.

The latest Bayliss Thomas and Rhode cars will be dealt with shortly in our popular series of articles entitled "On the Road and in the Making."

South African Motor Imports.

Imports of motorcars into Johannesburg during 1925 were estimated at 17,500 vehicles, representing a value of approximately £3,000,000.

Repairing the Repairs.

A reader who sent us a technical inquiry with regard to a Rover Eight naively remarked: "I have had some repairs carried out recently at a garage and have now remedied most of the harm which they did!"

Long-distance Records.

Final regulations which came into force on January 1st make it quite clear that no record exceeding 24 hours in duration, whether for distance or time, can in future be considered by the International Association.

Mr. Churchill on Heavy Lorries.

In the course of Mr. Winston Churchill's reply to a deputation representing associations of local authorities, which he received last week, he remarked: "... those heavy lorries, which really do the smashing up of the roads, are taxed, I think, three or four times as lightly as for an equal tonnage carried in a larger number of smaller vehicles.

"When you come to consider these great lorries, they are not paying anything like what is necessary to repair the damage which they do to the roads, and, on the other hand, they are just the class of traffic which competes unfairly with the railways." For once we agree with Mr. Churchill.



IMPORTANT LINK ROAD TO BE WIDENED.

— Gunnersbury Lane, Brentford, the important link road between Ealing and Kew, is to be widened. The scheme will be costly, and will include the rebuilding of the railway bridge at the Kew end, but it is an urgently-needed improvement.

London Coroner's Advice.

Dr. Edwin Smith, a London coroner, recently remarked that many accidents to aged and infirm people would not occur if drivers treated them as if they were young children.

Fines on the Spot.

A measure has been passed in Paris empowering police officers to fine offenders against traffic regulations on the spot. Twenty francs is the sum fixed for the fine, and a receipt will be given by the policeman when it is paid. Among the offences which can be dealt with in this way are furious driving, the emission of an excess of exhaust smoke, inadequate lighting, and failure to show an identification plate.

Police and Parking.

The police are now exercising a much stricter surveillance over cars left in authorized public parking places.



A parking spot which enjoys unusual distinction. It is the Temple, and most of the cars belong to eminent barristers.

Action will probably be taken in cases where the limit of two hours is exceeded, whilst, when cars are left at night, they must have the lights burning. We believe that the police are quite satisfied, however, with a single off-side "parking" light.

The Rights of Pedestrians.

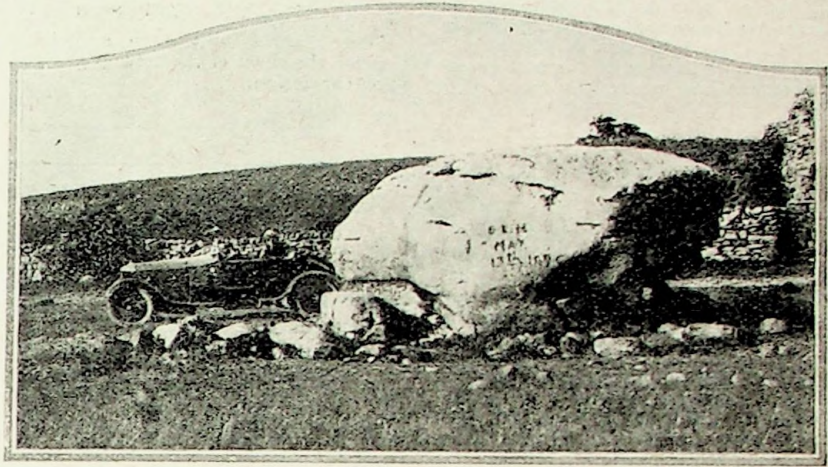
Dealing with the rights of pedestrians, Mr. J. H. Robb, K.C., M.P., Parliamentary Secretary to the Ulster Ministry, in a lecture to the Belfast Insurance Institute on "The King's Highway," stated that there is no such thing as the rule of the road. The lecturer pointed out that the pedestrian was not bound to walk simply upon the footpath, but had the right to use the whole of the road if he cared to do so. The rule of the road grew up insensibly for the convenience of traffic, and one reason which was given for the origin of riders and drivers of vehicles keeping to the left was that in early times knights carrying swords preferred to pass other persons on that side which left the sword hand free for defence.

Cars in India.

For the eight months ended November 30th of 1923, 1924 and 1925, the number of cars imported into India was 607, 1,305 and 2,865 respectively. Of last year's total of 2,865 vehicles, only 228 were of British manufacture.

To Avoid Confusion.

Motorists will be glad to learn that the Ministry of Transport has issued a special circular to local authorities which points out the importance of obtaining uniformity in connection with the painting of white safety lines.



BESIDE THE SEMMER-WATER. — A curious stone the history of which appears to be somewhat obscure. Semmerwater is in the Wensleydale (Yorkshire) district.

Chassis Frame Design.

A paper on modern chassis frame design and body mounting is to be read by Mr. T. D. Carpenter before the Birmingham and Scottish Centres of the Institution of Automobile Engineers. A general meeting of the London graduates will be held at Watergate House, Adelphi, London, on Thursday, February 18th.

Three-point Suspended.

At one time an engine and gearbox were commonly supported at four points each. To-day three points serve for the pair of them, whilst saloon bodies so mounted are now in production. "Focus" comments on this development in "Rich Mixture."

Road Scouts or Police?

In view of reports suggesting that the Automobile Association patrol service may be subsidized out of public funds for traffic control at cross-roads, Mr. Stenson Cooke, the secretary, asks us to make it quite clear that every patrol wearing the A.A. uniform (khaki) is paid, clothed and equipped entirely out of the Association's funds, and that there is no dual control.

And Echo Answers Why?

It was pointed out in *The Light Car and Cyclecar* that on the Sunday prior to the enforcement of circular traffic control at the Queen Victoria Memorial, London, the direction lines were painted and traffic automatically was following them without the assistance of point-duty men. Since the system came into force officially, however, a number of policemen have been employed.

Competition Result.

Readers apparently found considerable difficulty in identifying the photographs of light car interiors which figured in our recent competition entitled "What Cars are These?" Out of several hundred entries only four correct solutions were received. In accordance with the rules road maps will be sent to the winners, whose names and addresses appear below. The London readers will receive handy cloth-mounted maps of fifty miles round London, while to the successful Liverpool reader a cloth-mounted map of England and Wales will be sent. The correct solution will be found on another page of this issue. The winners are:—

Miss M. Roberts, 185, Jersey Road, Osterley Park.

Mr. M. L. Barton, 175, Culverley Road, Catford, S.E.6.

Mr. E. B. Illidge, 46, Arragon Gardens, Streatham, S.W.16.

Mr. E. A. Rowlands, The Porch, Amberley Street, Liverpool.

The Budget.

A special correspondent contributes an interesting article in *The Motor* on the question of motor taxation reform, with particular reference to the forthcoming Budget. The writer says:—"Pressure from many sides, from motor owners, from local authorities, and from the railways, will force the Chancellor to make some changes. The points most likely to be dealt with are:—(1) Increased taxation of heavy motors. (2) Motor spirit taxation. (3) Alternatively, a reduced scale of vehicle taxation on the Ministry of Transport 'road-damage' formula. (4) Limitation of Road Fund annual expenditure over a period of years. (5) Reform in local taxation for road purposes. (6) Alteration of the basis of the Road Fund, motor taxation being made a general tax. (7) Additional taxation of high-priced vehicles."

American Protest.

The Automobile Association of the U.S.A. is organizing an international protest to the British Government concerning the high price of rubber.

Hampstead Road Repairs.

Motorists who are forced to use an alternative route owing to the repairs to Belsize Road, London, N.W.6, should proceed slowly, owing to the bad conditions of the loop ways.

Surprises at J.C.C. General Meeting.

AT previous annual general meetings of the Junior Car Club the atmosphere has been somewhat chilly, members have had to spread themselves out to give the room an appearance of being full, and on more than one occasion scathing references have been made to the apathy of the private member. Wednesday, January 27th, 1926, will go down as the day upon which all this was altered. The large committee room at the R.A.C. was crammed to its fullest capacity, extra chairs were hurriedly requisitioned, shoulder to shoulder was the rule—and why?

The private members had at last awakened. They turned up in force with generals of strong voice, sturdy convictions and persuasive tongue.

They told the council that its views did not by any means coincide with their own and they quashed some of the cherished schemes which the council had been nursing. They did not want a large membership, they preferred the club to be select. In short, they wanted to put up the bar to Tom, Dick and Harry, so as to give the exalted few a club to which it would be an honour to belong, and in course of time provide them with a nice homely clubhouse. Messrs. Peachy, Strachan and others might have won the day unaided, but the issue was never in doubt when, with charming resolution and in a loud, clear voice, Mrs. G. M. Halsall threw the weight of her eloquence into the scales.

Yet one cannot help sympathizing with the council. Can it be that this energetic body of men, which gave the motoring community its first general efficiency trial, its first long-distance race at Brooklands, its first high-speed reliability trial and so on *ad infinitum*, does not know what it is talking about? Not all the private members think so, and it would have been better had there been a few more like John Kinsman and Aubrey Pollard, who supported the council. Still, there it is, the private member has at last commenced to take a really active interest in the club's affairs.

The officials of 1925 were re-elected en bloc for 1926, with the Hon. Sir Arthur Stanley, G.B.E., C.B., M.V.O., as president, whilst the council election resulted in very few changes. The total membership is just under 900, and, thanks to the success of the 200-Mile Races, the financial position of the club is still very satisfactory. The meeting, which had started at 8.30 p.m., was not concluded until after 9 p.m.

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Dwindling Horse-power.

The average tax per car paid by car owners during the past few years are as follows:—

1922	...	£17 12 0
1923	...	£16 18 6
1924	...	£16 0 0
1925	...	£15 8 0

These figures indicate in a striking manner the effect of the horse-power tax upon car design.

Light Car Proverbs.

At the suggestion of several of our readers we have decided to increase the scope of our weekly competition, "Light Car Proverbs," by allowing competitors to submit original proverbs. This does not mean that well-known proverbs are excluded—the prize will be awarded to the sender of the most apt, whether it be new or old. Readers should note, however, that their proverbs must conform to Nuttall's definition.

The Private Member Speaks Up!

Lively Debates During the Annual General Meetings of Two Well-known Clubs.

M.C.C. Bolsheviks.

AT the annual general meeting of the Motor Cycling Club, which was held on Wednesday, January 27th, there was quite a large attendance. Many of those present were keen riders and drivers who were anxious for the

1926 was the inclusion of some such hill as Kirkstone Pass, which should be "observed."

Not a few of the members present emphatically declared that a severe bill like Park Rash should be included in "The Edinburgh," whilst they also cherished the belief that not more than 20 per cent. of the starters should win gold medals. The revolutionaries, however, were outnumbered by the moderates and, in consequence, although there will be a slight stiffening up of regulations for 1926 events, their character is likely to remain unchanged.

The secretary was able to place before the meeting a very satisfactory statement concerning the financial position of the club, whilst the chairman was again able to call attention to the



The Spectre at the "Feast," 1926 Version.

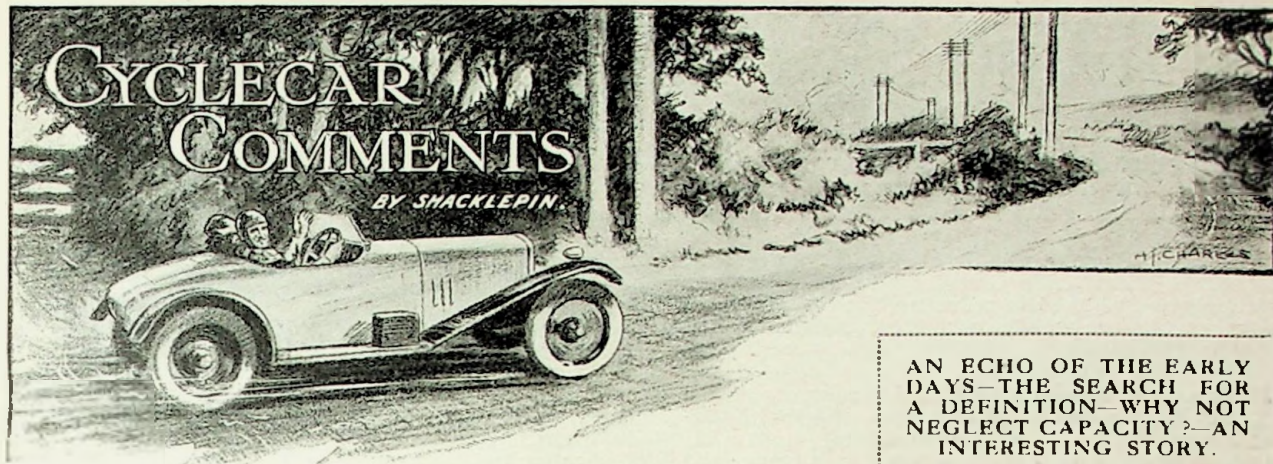
Motor Cycling Club's classic events, the London-Land's End, London-Edinburgh and London-Exeter, to be stiffened up so that gold medals would be more difficult to obtain, but older members present put forward a case for the retention of the existing character of the M.C.C. events, and particularly of the London-Edinburgh, which won the day for them.

There were some who thought that last year's London-Edinburgh was a farce, in that there were no observed hills and a very large percentage, indeed, of gold-medal winners. Others considered this to be a very desirable state of affairs, whilst there was yet another school which believed that the only alteration which should be made in

rapidly increasing popularity of M.C.C. events and the growing prestige of the club, the membership of which is now understood to be in the region of 1,400.

The committee for 1926 is constituted almost exactly as in 1925, practically the whole of the old committee having been re-elected.

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AN ECHO OF THE EARLY DAYS—THE SEARCH FOR A DEFINITION—WHY NOT NEGLECT CAPACITY?—AN INTERESTING STORY.

A VERY interesting article on the cyclecar, taken from an issue of *The Country Home*, Anno Domini 1911, has been sent to me by a reader who, obviously, is a cyclecar enthusiast. The article in question was written by one who used the nom de plume of "Countryman."

I confess that I had not previously heard of this fellow scribe, which certainly is my loss, because a perusal of his article shows very plainly that he was an enthusiast with a thorough understanding of the cyclecar and its possibilities.

Evidently the article was penned just after "Countryman" had visited the Olympia Show, and he deplors the fact that so many of the cyclecars exhibited had not been more carefully designed. He mentions that some of them simply shrieked forth their inability to perform in the manner claimed by their designers.

An engineer who was with "Countryman" summed up one extreme case by saying: "I don't know who's going to have the worst time next year, the man who sells this abomination or the poor beggar who buys it. Neither of them will ever forget it!"

My own experience with cyclecars has been sufficiently long and varied to enable me to endorse the remarks made by "Countryman" in his article, and also those of his engineer friend. Whenever a new movement is started numbers of people are carried away by enthusiastic and get-rich-quick ideas which often spell ruin for themselves and inevitably have a retarding effect upon the very industry they are trying to foster. The cyclecar movement is certainly a good example of this trouble, or rather it was the trouble.

To-day, designers, manufacturers and users have realized that the cyclecar is a serious proposition, and that the vehicles must be built in accordance with accepted engineering practice. Had the users and potential users of cyclecars in the

past not been so sickened with the defects of some of those early examples, we should have been in a very much stronger position to-day.

Some concerns which entered the cyclecar field in 1910 or 1911 knew exactly what was needed, and if their productions are no longer seen on the roads it was not due in all cases to lack of popularity. Often the cyclecar "grew up" into a light car.

According to "Countryman's" article the search for a definition of a "cyclecar" had already begun, and now, over 15 years later, an exact ruling on the subject is still lacking. In the absence of a true definition, I agree with "Countryman" that a cyclecar is a vehicle which is more of a motorcycle than a car, that is, it should conform largely to motorcycle practice with regard to its components, so that any ex-motorcyclist would be quite competent to look after it without any additional experience or tuition.

Furthermore, the cyclecar should be pre-eminently a sporting machine capable of giving a really good performance on the road.

My own personal opinion is that engine capacity need not enter into the question; if a man chose to fit a 30 h.p. two-cylinder engine into an ash-framed chassis with a chain or belt transmission, wire wheels and so forth, he would, in my opinion, be entitled to call his production a cyclecar.

The talk in a hotel lounge in which I found myself recently turned, naturally where motorists are concerned, to the police and their methods. Each of us had one or more experiences to relate, and finally a man who had not previously joined in the talk told a story which I think is worth repeating.

"I was driving with a friend," he said, "in a twin-cylinder cyclecar of doubtful origin, when a policeman ahead of us made a somewhat vague signal. Not knowing what he meant we continued on our way until we were just past him, when his violent

shouting brought us to an abrupt stop."

"Why didn't you stop when you saw my signal?" he asked.

"We pointed out that we did not know we were being signalled to stop and, of course, said we were very sorry. The constable, however, refused to be mollified.

"Anyhow," he said, "your engine is making too much noise, and I shall report you for it. May I see your licence?"

"Now it so happened that one of the few efficient fittings on that cyclecar was its silencer, which was a 'Ghost,' so, naturally, we were somewhat taken aback. However, my friend was a man of cunning and having duly submitted his licence for examination, he adopted what, to me, was an unusual course.

"He made no remark to the constable who had stopped us, but as we drove on our way he pulled up alongside every constable he saw and asked him if he thought the engine was too noisy. Some of them refused to give an opinion but, in all, eleven said that in their opinion it was not noisy.

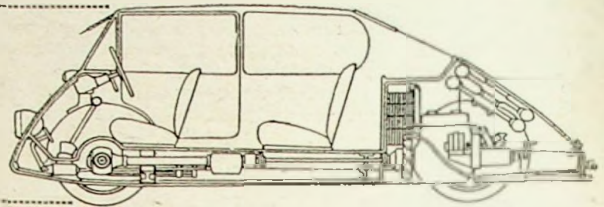
"When eventually the summons was served my friend, who had taken care to note the division letters and numbers of his eleven constables, subpoenaed all of them as witnesses for the defence.

"A cunning scheme, my masters, because, in court, the constables would have to say the cyclecar was not noisy, or else run the risk of being accused of neglect of duty in not, themselves, reporting it. Actually, however, this case never came to court, because when it was known that the police themselves were to be called for the defence the summons was withdrawn."

I have given the story as it was told, but I confess that I took it with a grain of salt because I am by no means certain that one can subpoena policemen as witnesses in a case of that kind.

ARE CARS BUILT BACK TO FRONT?

A WELL-REASONED ARGUMENT IN FAVOUR OF REVERSING CURRENT PRACTICE.



By placing the engine at the rear and driving the front wheels, many advantages are obtained both mechanically and with regard to body design.

QUESTIONED as to whether modern cars are built back to front, one's first impulse is to answer, "Certainly not." On sober reflection, however, it seems that they really are back to front, if car design is looked at logically and modern practice is not allowed to bias one's decision.

To begin with, the engine is the noise-maker and heat-producer, and noise and heat are undesirable in the passenger seats. They both travel more easily down wind than against it, so that the place in which to put the engine is where the wind will carry the noise and heat away from the passengers; as the wind is normally from front to back this means that the logical place for the engine is at the rear of the chassis, unless the disadvantages from the point of view of efficiency outweigh these advantages.

Again, if the car is pushed forward by the back wheels the whole chassis is in compression. If it is pulled forward by the front wheels the chassis is in tension. Invariably the tension members of any structure can be made lighter for the same load than compression members. This means that front-wheel drive will make the chassis lighter.

When rounding a curve the push given by the back wheels tends to drive the car straight on and assist centrifugal force in making the car skid to the outside of the curve. On the other hand, the pull of the front wheels in a front-wheel-driven car is exerted continuously at a tangent to the curve at each point of the curve that the car is occupying. Centrifugal force will be the same in both cases provided that both cars are of the same mass and driven at the same speed. So, with front-wheel drive, the forward pull does not assist to make the car skid, and therefore the tendency to skid is considerably less.

When a back-wheel skid has taken place, the principal duty of the driver is to get the car back to its original direction of motion. To do this he steers "into the skid." In a rear-wheel-driven car he must rely on the lateral grip of his front tyres to turn the push of the rear wheels into a turning movement, and this involves the risk of a front-wheel skid. If the front wheels were driven, steering into the skid would shift automatically the direction of pull back to the original direction of motion, and the rear of the car would swing in behind the front wheels without any tendency to skid.

Proved Performance.

These are the great advantages of front-wheel drive, and they have been amply demonstrated both in England and America, so much so that the Alvis concern has decided to market the front-wheel-driven racer as a standard production.

After this we must come to the conclusion that the driving wheels should be at the front and the engine at the back, that is to say, present-day cars *are* built back to front. Now it is proposed to elaborate the idea and give a rough description of a car built "front to back," but first it may be shown how little a chassis of this type differs from standard practice.

Let us take an ordinary chassis and strip it down. In place of the normal back axle we must provide a front axle, but without steering heads; this we bolt to the back springs. The front axle must be fitted with steering pivots and universal joints in the driving shafts concentric with them; when this is done the axle can be bolted to the front springs with the torque tube pointing towards the rear of the chassis.

B18

The engine-gearbox unit (taking the usual form of construction) will then be placed in the rear of the chassis and the gearbox connected with the torque tube. Slight alterations to the chassis would be necessary, but standard mechanical practice is maintained in everything except the new axles. What a small innovation to obtain such marked advantages!

Of course that would not be the best way to build such a car; it should be designed the right way round from the beginning to be a success.

Another great advantage of the new type of chassis is that it is particularly suitable for the most modern form of streamline body, the "turtle-back" type, used with such success by the Chenard-Walcker and Ariès cars at the Boulogne meetings of 1924 and 1925.

A Wide Body Possible.

The theory of this streamlining is probably familiar to most readers of *The Light Car and Cyclecar*, but I think that the most important point has not been sufficiently emphasized. It is that for the same size of chassis a body streamlined in this way gives far greater seating and luggage space than any other body, streamlined or not. The reason for this is that the body sides are brought out to the outer edge of the tyres, and the mudguards are completely inside the body. Thus the full width of the car is used for seating space; there is no wasted space outside the body, and the broad flat tail provides a large amount of storage room for spare wheels, toolbox and so forth. This shape of body is very suitable for the Weymann type of construction, and could be made very light in consequence.

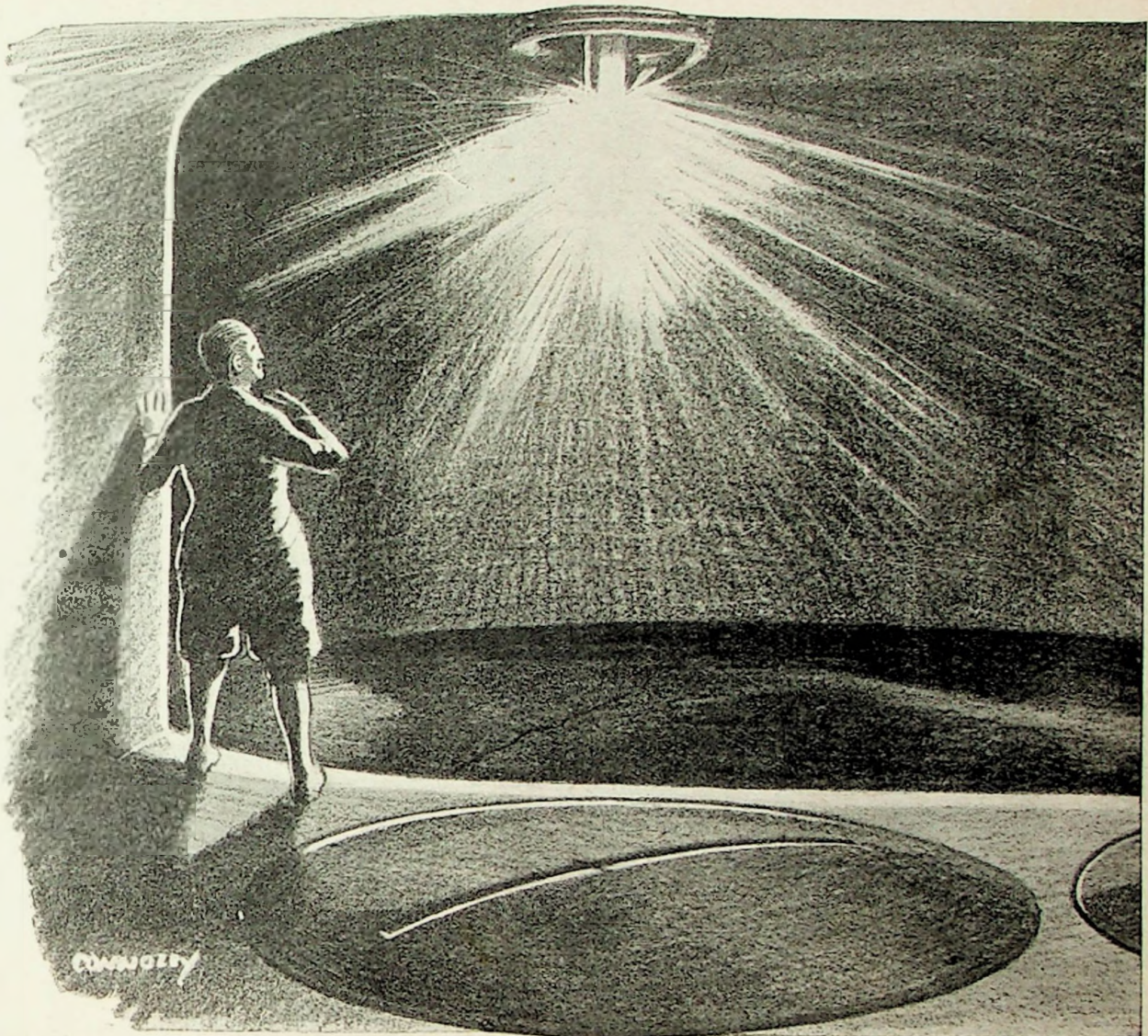
Referring to the sketch, it will be noticed that an enclosed car is shown; of course, open bodies on this chassis are just as easy to design. The closed body was chosen because it is not possible to fit a correctly streamlined closed body of the turtle-back type on a normal modern chassis; by placing the engine at the rear it is made possible.

It will be seen that the driver sits over the front axle, and the screen forms part of the front curve of the body; so soon as the roof has covered the passengers it starts to slope down to the tail. If the rear passengers were in the normal place over the back axle, the streamlining could not be carried out without an impossibly long tail.

The engine and radiators (arranged on the Renault plan) are in a closed compartment and can be reached by lifting up the hinged tail. Owing to the space required for steering lock it would not be possible to seat more than two abreast in the front seats on a chassis of light car size, but the back seats would hold three passengers comfortably, and leave room for luggage as well. The appearance would be unorthodox, but from all points of view the car is undoubtedly the right way round.

Lest it should be thought that the foregoing suggestions are unduly revolutionary, it may be mentioned that back-to-front cars have already been built both in this country and in Germany. The British example is the North-Lucas, which has an air-cooled radial engine with a vertical crankshaft driving through bevel gearing to a gearbox having extended side shafts connected to the rear wheels. The body is effectively streamlined and the car has a very good road performance.

MATELOT.



NEARLY everyone knows, I daresay, that certain drugs can entirely alter a man's ideas of time and space. I think, however, that I am the first to discover that the exhaust gases of a motorcar can do the same. At least, they tell me that exhaust-gas poisoning accounted for my experience, although I often wonder if that explains everything. The adventure may have been imaginary, but it seemed real enough. And how was it that I knew exactly what we should find when the engine was dismantled? My brother says it was merely coincidence, and that I had a queer dream due to the carbon-monoxide I inhaled, but I admit it puzzles me. Let me give a plain account of what happened and you shall be the judge.

I know something about cars and recently picked up a second-hand tourer of a good make. Its performance was poor and I arranged to give things a look

Inside Information

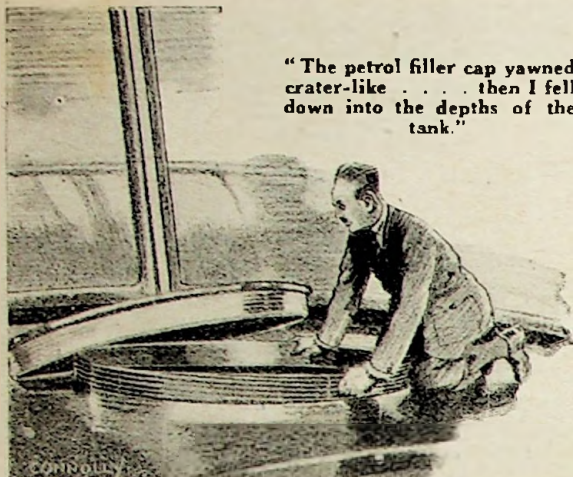
A STRIKINGLY ORIGINAL STORY.

By John Cunningham.

over on the first available week-end. Bill, my brother, who is a bit of an expert, promised to run over to assist. On the Saturday I went out to the garage and started up the engine to have things warmed up before he arrived. The day was cold and I foolishly closed the garage doors, leaving the engine running when I went to the back of the car to get a petrol can and funnel.

My recollection of the events which immediately followed is not too clear, but, looking back, I seem to remember taking off the tank cap and also noticing that the exhaust smelt very strong. Then a sudden drowsiness, such as you feel in a closed car on a fine summer day, came over me, and I closed my eyes, as it seemed, just for a second. It was then that the astounding thing happened, and I can remember quite clearly and vividly all that afterwards occurred to me.

I opened my eyes to find that a great change had



"The petrol filler cap yawned crater-like . . . then I fell down into the depths of the tank."

taken place. I was in a huge building, the walls a vast distance away, and the roof far above me and lit by a glaring light like the midday sun. I was standing on the edge of a great bronze ring let into a flat platform that stretched away on each side, and at a dizzy height above the floor. A great booming noise deafened and bewildered me. In spite of the astounding change from my trim garage to this monstrous building, there seemed to be something familiar about the place, and with a gasp I realized the truth.

I was still in my garage and the car was still there, but our proportions had changed. Either I had shrunk to microscopic size or the car, garage and everything else had grown to colossal dimensions. The roof loomed through a haze far above me and seemed to be receding. The great, gleaming sun was, or had been, my electric light, whilst the bronze ring on which I stood was the overgrown filler of the petrol tank. It yawned crater-like at my feet, as I, a tiny speck in comparison, balanced on its edge. No wonder that I started as I saw the tank's vast depth before me; no wonder my brain reeled, and that, with fingers vainly clutching at the edge, I slipped and fell—down and down into the depths of the tank.

The Adventure Begins.

Now, here is a curious point. I had either become incredibly small or else the car had become unbelievably big. Compared with it I was but a speck, and I was floating in the huge tank like a water-beetle on a pond. Yet although I clearly realized my position, I felt no fear. In fact, the novelty of the position rather appealed to my sense of humour. What a chance for me to get real inside information! I had only to let myself travel along with the petrol and I should be taken right into the engine. We had talked of this or that part of it requiring attention, and here was I with a chance to make a personal investigation. My mind was soon made up, and, feeling somehow that nothing could harm me in my new state, I let myself sink to the bottom of the tank.

There was a gentle current towards the petrol pipe opening that led to the engine and I let it carry me along. Now and then I had to dodge great scales of rust that swung along in the current and had to make détours round peculiar transparent flattened spheres that I recognized as globules of water. Occasionally a scale of rust or a drop of water would disappear down the outlet, and I resolved that, if ever I got out, the tank would be cleaned. The current now carried me along into the petrol pipe. It was like a great shining copper tunnel to me and seemed miles long, as the intermittent petrol flow carried me towards the Autovac tank.

I must have arrived there as the top chamber was nearly filled, for I did not stay in it long. I had just

noted that the petrol filter required renewing when I went over a Niagara Fall of petrol into the top chamber. Almost immediately the great trap door in the bottom opened, letting the flood of fuel, and me with it, through to the outer chamber. Nothing wrong there was my note as I dived for the pipe leading to the carburetter. I was travelling faster now, and soon saw the great tapered steel point of the needle valve above me. As it slowly opened I slid through into the float chamber.

The great gasometer-like float swung down and up, the needle valve rising and falling in response like a piston-rod. The bottom of the float chamber was foul with scales of rust and dirt of all kinds due to the lack of a proper filter and wanted cleaning badly. Letting myself go with the flow of petrol to the jet, I became aware that the car was being driven on the road and running fast. Why I knew that I cannot explain, but I was certain. Probably brother Bill, thinking I had been called away, had taken the bus out for a test run. I chuckled when I thought how surprised he would be if he knew I was inside the carburetter sitting below the jet watching the petrol flow fast and slow as he accelerated or slowed down.

Bill must have opened the throttle wide at that moment, for the speed of the flow suddenly increased and I was carried a way with it right up into the jet. It was tight work getting through, but the pressure behind me helped and I came out like a cork out of a bottle.

For a moment I was balanced, like one of those little balls in a shooting gallery, on the fountain of petrol that issued from the jet. Only for a moment, however, for the spray carried me outwards until I struck the smooth side of the induction pipe. The air-stream drew me crawling up the pipe. There were little ripples and drops of raw petrol being drawn up, too, as some of the vaporized petrol condensed on the comparatively cold surface of the pipe.

As I wandered about in the manifold the noise of the valves was deafening. As each opened I saw there was a little puff of gas blown back from its cylinder showing that the timing might be altered with advantage or the valve springs made a little stronger. Just then I remembered that the compression in number one cylinder was very poor, and here was my chance to see what was wrong. The next time the inlet opened I was waiting and hurriedly scrambled up into the cylinder. Whew, it was hot there. It was the first time I had felt warm during my trip.

I was now on the flat surface of the valve pocket and could watch the motion of the great valves alongside me and the mighty piston over the brink of the abyss before me. The engine was running fast on full throttle, but I found I could speed up my perception so that the motion of the moving parts was slowed down like a slow-motion picture. As crank and con. rod hauled down the piston on the suction stroke, the cool mixture came pouring in through the open inlet valve, eddying round the valve head in its effort to follow. Even when

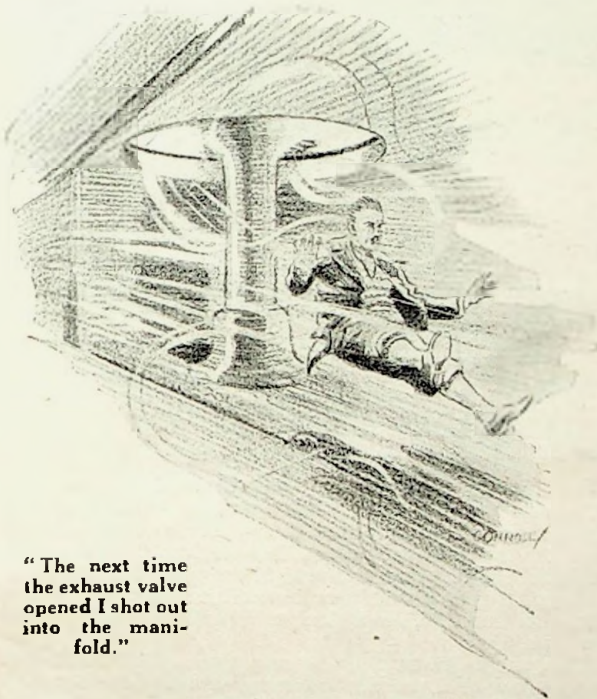


"Balanced above the jet like a little ball in a shooting gallery."

the piston was at the end of its stroke, the mixture was still striving to fill up odd corners. Then thud went the inlet valve on its seat and the piston came up squeezing and compressing the gas into smaller and smaller volume. Near the top of the stroke a crackling arc of blue flame flashed across the sparking plug points away high above me, and the gas surrounding it took fire.

It was wonderful to watch how the flame spread, until, as the piston was on the top of its stroke, the whole volume of close-packed gas blazed incandescent and the cylinder quivered to the shock of the pressure let loose. Then down went the piston under the enormous load that the con. rod and crank were passing on to the transmission, until, its useful work done, the nearly burned-out gases poured out through the open exhaust valve.

I found lots to interest me and keep me watching. The colour of the burning mixture was not the nice bright orange that means a good working mixture, but reddish and smoky, showing an excess of petrol. The same smokiness had caused another trouble, for the porcelain insulator of the spark plug was black and sooty. Now and then, instead of the brilliant arc of



"The next time the exhaust valve opened I shot out into the manifold."

flame between the sparking-plug points, there was a dull blue flicker as the current shorted across the sooted surface away up inside the plug. When that happened the mixture was slow to ignite, and that explained some loss of power.

But something far more important now took my attention. There had been a noise all the time that puzzled me, like the noise of a bad leakage past the piston. Now I saw the reason for it. Away on the far side of the giant piston, and just visible when it came to the top, there was a long crack extending nearly to the centre. The crack sprang to the hammer-blows of each explosion, and obviously would soon extend. The faults I had previously seen were but trifles compared to this. The piston could not last much longer, and there was going to be a fine old smash-up if that engine was not stopped quickly. I began to feel nervous. I knew that I had to get out, and to get out quickly, so as to let Bill know what had happened inside. There was only one way for it, and my mind was made up. The next time the exhaust valve opened I was ready, and shot down the slope of the seating in a cloud of blazing exhaust gas.

I came out of the valve port at a terrific speed and went whirling down the exhaust manifold. Just as I arrived opposite number three exhaust port the valve opened in time to give me the full blast from it and then number four got a kick at me too as I passed.

As I was carried down the pipe on my way out to the world again I had time to think of my position. Here was I going out to get hold of Bill, but how was it to be managed? What if I fell out on the road? I should be too small for him to notice. But I knew I must find him somehow and tell him about the piston. I would need him, too, to look after me now that I was such a little fellow. Why, he could keep me in his pocket. I could stay inside his watchcase and look after the works. Sometimes he might even take me to the club and I could sit on the edge of his glass and see the boys.

"Oh, Bill," I said to myself, "I'm coming out, and I hope you'll see me." Then I thought that I must call out or he would not notice me, and I shouted in my terror "Bill! Bill!"

The Adventure Ends.

"Hullo, old man," said Bill's voice near me. It was good to hear him. He must have heard me call. But I daren't open my eyes to see him so big and me such a tiny midget.

"Bill," I said quietly, for I felt tired, "stop the engine quick or there's going to be a smash; and, Bill, you'll look after me, won't you, now that I'm so small."

"What's all this," came Bill's voice again, "open your eyes and look at me." And I opened them and there was Bill's dear old ugly mug, normal size but worried, and there was our old doctor, very professional-looking, holding my wrist. I was lying on the back seat of the old car and it was normal size and so was I, but my head was throbbing like the deuce.

They told me that Bill found me lying on the garage floor with the engine pumping out a good 10 per cent. of CO and me nearly gone. He had whipped me on to the back seat and buzzed me right off to the old doc's house. I was lucky, although I felt queer for a while after. When I could talk I asked him if he could remember accelerating at a certain part of the trip to the doctor's and the petrol flow stopping for a moment. He did remember, being worried in case the engine stopped with me unconscious on his hands. When I told him that the choke occurred when I was getting through the jet he threatened to send for the doctor again. So I told him all my adventure and about the cracked piston . . . and he stared.

He stared still more when that engine was dismantled and he found that number one piston really was cracked.

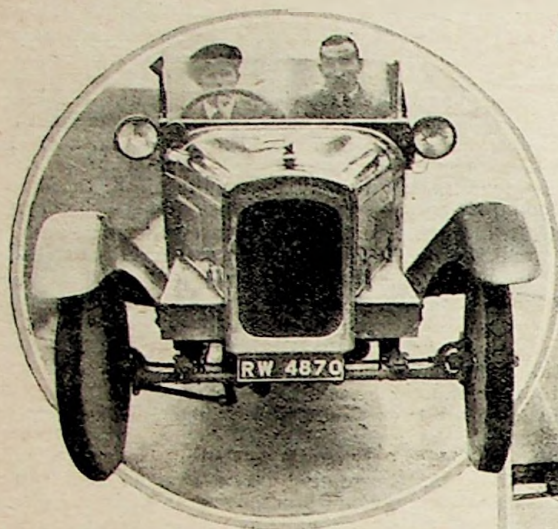


"There was Bill's dear old ugly mug, and there also was our old family doctor."

Road Tests of 1926 Models.

THE OMEGA THREE-WHEELER.

A PRACTICAL AND ROADWORTHY LITTLE CAR THE DESIGN OF WHICH CLOSELY FOLLOWS ACCEPTED CYCLECAR PRACTICE.



The car offers good protection from the elements, and the engine is very accessible.



SO many of the three-wheelers which made their appearance after the war have faded into oblivion that the introduction of a newcomer into this class is of especial interest. The Omega appeared for the first time at the last Olympia Motor Cycle Show, and is now in full production.

The layout, it will be remembered, follows conventional lines, an air-cooled V-twin engine driving the rear wheel through a propeller shaft to a bevel box and thence by alternative roller chains, giving two forward speeds.

On the model tested the engine was an 8 h.p. J.A.P. with a bore of 85.5 mm. and a stroke of 85 mm., the capacity being 980 c.c. This engine has integral cylinder heads, side-by-side valves and splash lubrication, while a B.T.H. magneto and Binks single-lever carburetter are standardized.

From the external flywheel the drive is taken through a Ferodo-lined cone clutch to the open propeller shaft, located between the four tubular chassis members, and so to a bevel box beneath the seat.

On the transverse countershaft projecting from this box are the selective dog clutches which engage with the chain sprockets. Both brakes operate on the rear wheel, which is carried in a particularly strong fork member, suspension being by quarter-elliptic leaf springs front and rear.

Outstanding Features.

Direct steering is employed, while the front axle design follows conventional light car practice.

The Omega is equipped with a Lucas three-lamp dynamo lighting set, hood, screen, driving mirror and side curtains, the body being of polished aluminium.

Three-wheelers as a class have certain features peculiarly their own, and in these respects the Omega exhibits a number of well-thought-out points of design which will appeal to those who favour these handy little cars.

Starting is effected by a handle engaging with the transverse countershaft, as on other makes of three-wheeler, but it is introduced into a long guide bearing, which makes any chance of failure to engage with the end of the shaft a virtual impossibility.

Another excellent feature is that a conveniently dis-

THE SPECIFICATION IN BRIEF.

ENGINE: Air-cooled J.A.P. twin, 85.5 mm. by 85 mm., 980 c.c., 8 h.p., side valves, B.T.H. magneto, Binks carburetter.
CLUTCH: Ferodo-lined cone.
TRANSMISSION: Cardan shaft to bevel box with two chains, giving different gear ratios, for the final drive.
GEAR RATIOS: Top, 5.25 to 1; second, 8.95 to 1. No reverse.
SPRINGING: Quarter-elliptic all round.
PRICES: Popular, £95; De Luxe, £110.
TAX: £4 per annum.

posed handle enables the operator to obtain a good grip with his left hand when starting, while a motorcycle type of control lever, clipped to this handle, actuates the exhaust-valve lifter mechanism through a Bowden cable. Car drivers will appreciate the provision of a foot accelerator in addition to hand control for the throttle, Bowden mechanism again being employed.

Kempshall 700 mm. by 85 mm. tyres, with the latest pattern non-skid tread, on wire wheels combine strength with excellent wheel grip, while rear tyre trouble, that bugbear of the three-wheeler, is to some extent discounted by the provision of a quickly detachable wheel mounting.

To compress three pedals into the meagre space available between the propeller shaft tunnel and the side of the body requires no small skill, and at first one is apt to find some difficulty in confining one's attention to a given pedal without depressing its neighbour. In a few moments, however, the best disposition for the feet can be found, when the driving position is by no means uncomfortable, although a slightly lower seat cushion would enable the occupants to obtain the full protection of the single-panel screen.

Gear-changing on the Omega is simplicity itself, and the control mechanism is rigid and well up to its work. The steering is delightfully easy, provided that the various joints and bearings are given adequate supplies of lubricant. If neglected, however, it is liable to become stiff.

The suspension, particularly that of the front of the car, is somewhat on the stiff side, although this feature is, no doubt, largely responsible for the excellent way in which the Omega holds the road.

There is not the slightest tendency for the body to roll on corners, and high speeds may be kept up on winding roads.

On its top gear of 5.25 to 1 the Omega proved itself capable of just over 50 m.p.h., while 30 m.p.h. was attained on the 8.95 to 1 low gear.

Acceleration was good for a vehicle weighing just over 7 cwt. and fitted with a side-valve engine, while the slow running (about 5 m.p.h. on top gear) made it pleasant to handle in traffic. In spite of the sheet-metal body with its three-piece bonnet and dummy radiator, the car which we tested, a nearly new one, showed a remarkable freedom from rattles, although whether it would remain so after several thousand miles of hard work, time alone would show.

Starting, thanks to the excellent exhaust lifter control, was particularly easy when the engine was hot, and even on a cold morning the use of the strangler permitted a start without difficulty.

Edge Hill was chosen as the first objective, and, after a speedy run, the picturesque gateway and castle at Warwick were left away to the right hand as the Omega's bright-red wings were headed for the Banbury road.

Thirty-five miles per hour is a very pleasant speed with the Omega, the engine running in a sweet and effortless manner which permits most main-road hills to be taken without loss of "revs."

Engine Oiling System.

Lubrication is a very simple matter, for the drip feed on the fascia board is adjusted for the correct supply of oil, whereupon the pump plunger is merely pushed in often enough to keep up a steady and continuous supply.

On arriving at Warmington the hill was taken on the run with a hot engine, a top-gear climb being spoiled only by a patch of loose, spongy surface near the summit, which, acting as an all-too-efficient brake, necessitated a change to bottom gear. Sunrising and Edge hills were both very easy climbs, so a stop was made on the steepest portion of the latter for a restarting test. Getting away with full load on a 9 to 1 gear constitutes a severe test of the clutch, but the Omega came through with flying colours.

Many miles of Black Country tramlines proved that while, as with all three-wheelers, the back tyre showed a tender affection for the sunken rails, the resulting skids were easy enough to correct. As shown by the

ascent of Warmington, the condition of the surface on a hill plays an all-important part in the success or otherwise of any attempts to climb it, so that, unless the condition is known, any results are liable to be misleading.

With a view, therefore, to subjecting the Omega to a really representative test, the consent of the B.S.A. Co. was sought to take the car to the private track behind the company's works. This track includes a hill with a concrete surface, starting with 30 ft. of 1 in 6 and continuing with about 40 yds. of 1 in 4. Such a gradient gives a true idea of a car's hill-climbing ability, without the handicap of a rough, heavy or slippery surface. A number of climbs were made, both on the run and from a standing start.

A Clean Climb on Top.

On its first circuit the Omega made a fast climb on bottom and surmounted the gradient so easily that a second attempt was made at speed, this time in top gear. The engine held its power well and another clean climb resulted.

The hill was then approached at about 15 m.p.h. in bottom gear. At this speed the Omega climbed steadily, reaching the summit with ease and without appreciable loss of speed.

A standing start on the 1 in 6 portion did not allow the engine to pick up enough to surmount the steeper gradient on its high bottom-gear ratio, but, restarting with its front wheels 6 yds. from the start of the hill, it would just go over the top.

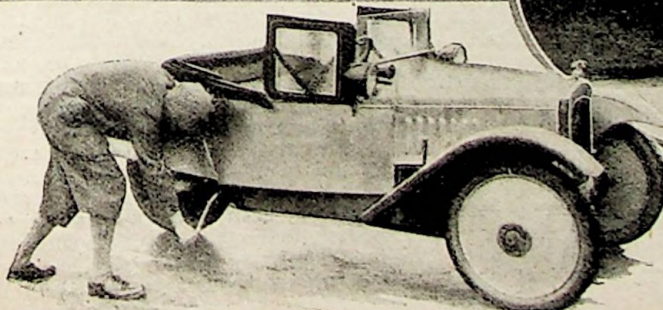
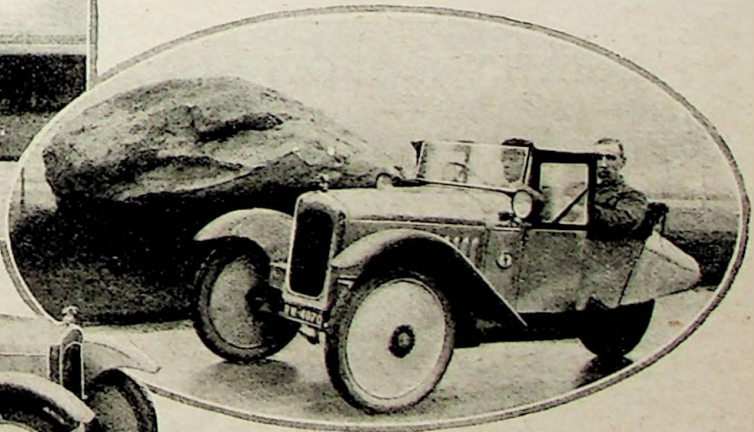
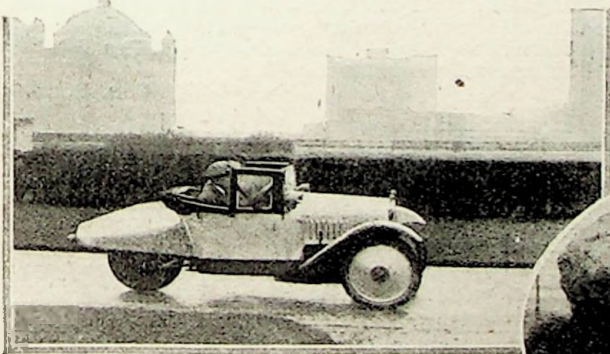
The brakes deserve special praise, for each would hold the car either forwards or backwards on the 1 in 4 gradient. The foot brake was sweet and positive enough for all ordinary work, and the hand brake proved to be even more powerful. It could lock the wheel on any but the roughest surfaces. A small point which might receive attention is that the trigger controlling the hand brake ratchet is liable, unless care is exercised, to scratch the driver's hand when changing gear.

The weight of the Omega in touring trim, with its three-gallon fuel and half-gallon oil tanks about half full, proved to be 7 cwt. 4 lb. The steering lock is good for the length of the wheelbase, and the car can be circled in a reasonably wide road.

The actual turning circles were measured, that to the right being found to be 31 ft. 6 ins. and that to the left 33 ft. 9 ins.

The price of this model is £110 with electric lighting, whilst other types include a popular model at £95 and one with a water-cooled engine. The makers are W. J. Green, Ltd., Swan Lane, Coventry.

SHACKLEPIN.



The lines of the Omega strike a novel note in three-wheeler design, whilst conventional light-car practice is followed in many respects. Side starting is a feature of the car, and the arrangement is quite convenient in practice.

OUR MOTORING HOBOS.

EVERYONE WHO OFTEN DRIVES ALONE ALONG OUR PRINCIPAL HIGHWAYS IS FAMILIAR WITH THE TRAMPS WHO CADGE LIFTS FROM TOWN TO TOWN. HERE ARE SOME SIDELIGHTS ON THEIR HABITS.

AN interesting consequence of the recent increase in motor traffic is seen in the new generation of motoring tramps who now infest our English roads. These gentlemen of the highway, having discovered the pleasures of travel in a well-sprung modern car, have forsaken the more prosaic means of locomotion formerly in vogue with the tramping fraternity, colloquially known as "foot-slogging."

Most motorists have met one of the band at some time or another, for on any cross-country journey he is sure to appear by the roadside, with the pathetic expression and uplifted arm that signals the inevitable request for a "lift."

As with his Australian prototype, the "Sundowner," the motoring hobo favours evening time for his operations, and the main approaches to the big towns and cities are his happy hunting ground. Generally of a better type than the old-time vagrant, he also has a more imaginative tale to tell. His applications for alms, too, are conveyed in the more dignified terms of a request for a temporary loan, and one's card and address.

The soft-hearted motorist, should he heed the pedestrian's hail, soon finds himself saddled with a veritable old man of the sea, who can seldom be got rid of except by the dispensation of hard cash. The story his passenger has to tell varies but slightly from that of all his brethren—yet is always interesting. Invariably he is looking for work, or has been promised a job on the morrow, but, owing to a series of misfortunes, has no money to secure board and shelter for the night. Sometimes he is a broken-down actor, sometimes a journalist, even a doctor; whilst not a few claim association with college and varsity.

A tale which is popular among these gentry is that they have been abroad for some years, have failed in business, and are at the moment en route to some dis-



"Saddled with a veritable old man of the sea."

tant town where they have a son who is a doctor—or following some other profession. They often say that the son in question forwarded the necessary money for fares, but that they were robbed of it on board ship by "some foreigner in the steerage."

An entirely different type of lift cadger represents himself to be a motorist in distress. His car has broken down and he is trying to get home to an anxious wife or

mother. In his most advanced form he declares that he is someone very well known—an M.P., for example—and borrows £5 from his credulous dupe.

Artists in their line, our motor tramps are capable of so playing on one's sympathies that, although palpable frauds, they usually "get away with it." In some manner, too, they can make one feel so ridiculously wealthy that the small loan suggested seems a very trifling affair. It is only after the specious ne'er-do-well has departed that his victim realizes the extent to which he has been "touched"—and by that time his loan in all probability has been transferred into the keeping of some bar-lady.

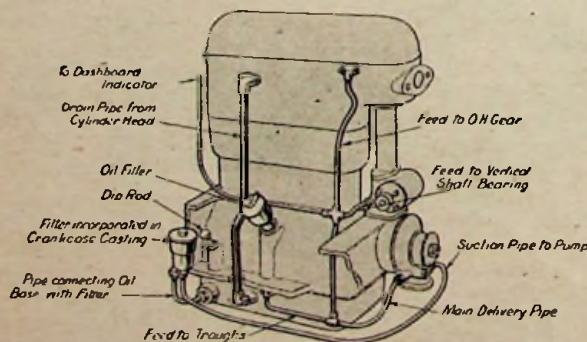
One day's work completed, our friend the hobo takes his night's repose in such place as funds permit, to journey on the morrow wherever fancy leads him. Should he tire of the trail, it is a simple matter to hail a promising-looking car and repeat the performance. Times there are, of course, when the hobo strikes a bad patch, but on other occasions he may "touch lucky" to the tune of a pound or more.

Many motorists "once bitten" have sworn never to give another cadger a lift; yet somehow they fall for it the next time. Perhaps they think of the chance of turning down a genuine case, and prefer to extend the benefit of the doubt. Of maybe it is the attractive story the rascal has to tell—that is always worth a lift, and not infrequently a supper, too.

CON. RODD.

GREATLY IMPROVED 11-22 h.p. WOLSELEY ENGINE.

IT will interest a considerable number of our readers to know that the 11-22 h.p. Wolseley de luxe is now being fitted with a greatly improved engine, the out-



The oiling and general arrangements of the new "All Gear"-type Wolseley engine.

B24

standing features of which are its silent operation and extreme accessibility.

This new engine is known as the "All Gear" type, thus distinguishing it from its predecessors, which, it will be remembered, included a chain as part of the drive for camshaft and auxiliaries, whereas on the new model these are driven by skew gearing.

The whole construction is made up of units which can be dismantled easily and independently. These include the cylinder head, the camshaft and overhead gear, the upper vertical shaft housing and the lower gear housing containing the oil-pump drive. The camshaft and auxiliary drives are carried out entirely through gearing, the dynamo and magneto being arranged at each end of a cross-shaft.

The general layout will be seen from an accompanying sketch. The camshaft drive is taken from the forward end of the crankshaft by spiral gearing to a vertical shaft, which, at its base, is mounted in a pressure-fed bearing. At the lower end of the vertical shaft there is an all-enclosed worm-driven cross-shaft

coupled to the magneto at one extremity and the dynamo at the other. A patented device keeps the spiral-bevel gears accurately in mesh.

The vertical shaft itself is really in three parts, as there is an intermediate and easily removable centre section. The overhead camshaft is driven by skew gearing, and, thanks to the construction of the vertical shaft, the head complete with cams, valves and so on can be removed without losing the setting of the timing.

The bore and stroke of this engine remain the same as in previous types, that is, 65 mm. and 95 mm., 1,267 c.c., tax £11, and the general layout of the crankshaft, pistons and connecting rods is identical with former models.

It should be noted that the starter motor is now mounted on the near side of the engine in a cradle formed in the crankcase. It is necessary merely to slack off two nuts to remove the motor, a great advantage when it is recollected that on previous models the steering column had first to be dismantled.

The general arrangements of the engine also permit easy inspection or removal of such important units as the magneto, dynamo and oil pump, whilst the whole of the brush gear of the dynamo can be inspected by the removal of a single screw, and any adjustments made on the spot.

On former models the oil level in the sump was determined by opening a tap; this has now been replaced

by a dip rod, whilst the oil filler is placed conveniently by the side of the oil-level gauge. A point of interest is that the strainer is of the type which has been used by Wolseleys since 1912, its special feature being that it allows the gauze to be cleaned without a single drop of oil being wasted.

Another improvement which will appeal to the owner-driver is that there is now no necessity to prime the oil pump, owing to the fact that it is sufficiently low down to ensure a "head" of oil at all times.

The comfort of both driver and passenger has been studied in relation to the arrangement of the exhaust pipe, which is now led away from the front of the engine so that the front floorboards do not become uncomfortably hot, especially in summer time.

Particular care has been exercised in the design of the induction system so as to permit the carburetter to work to its best advantage. This, an S.U.-type horizontal instrument, has its body clamped to the exhaust manifold in such a way that two hot spots are formed. The usual S.U.-type taper needle jet is augmented by the improved dashboard-operated variable jet, this device replacing the strangler for starting in cold weather and also permitting of a slight, but very useful, variation of mixture strength for ordinary running.

The prices of the different de luxe models remain unaltered, that is, £275 for the four-seater and £265 for the two-seater.

NEW SENECHAL FRONT-WHEEL BRAKES.

ALTHOUGH Senechal cars were introduced into this country only a year or so ago, they have already established themselves in favour with sporting motorists in search of high speed at a reasonable price. Until recently, however, the Senechal lacked that refinement which is regarded, nowadays, as almost essential on a fast car—the provision of front-wheel brakes.

This oversight, if such it may be called, has now been rectified in no uncertain manner, and, in future, Senechal cars will be supplied with front-wheel brakes of very clever design and undoubted efficiency. These brakes are standardized, but the cars may be obtained without them, to special order, at a reduction of £15 on the list price.

Working in drums of 12-in. diameter, the cast-iron shoes are separately pivoted on pins which pass through the cover plate, and are secured to a casting which embraces and strengthens the steering pivot and axle jaws. A forward extension of this casting carries the boss through which the cam-operating spindle passes.

The shoes are held in contact with the cam faces by two very powerful springs, so that there is no possibility of the brakes binding after application, due to the shoes not returning to their normal position.

The operating levers depend downwards from the cam spindles, and are controlled by wire cables, which are guided over pulleys mounted horizontally under the axle in such a position that the point of contact between the cables and the pulley grooves is immediately under the steering pivot pins. Thus the brake action is unaffected by the movement of the front wheels in steering, and vice versa.

The braking torque is taken by two U-section pressed-

steel members secured at their front ends to the shackle bracket bosses of the axle and at the rear to a spring-loaded bracket bolted to a cross-member which passes under the after end of the crankcase.

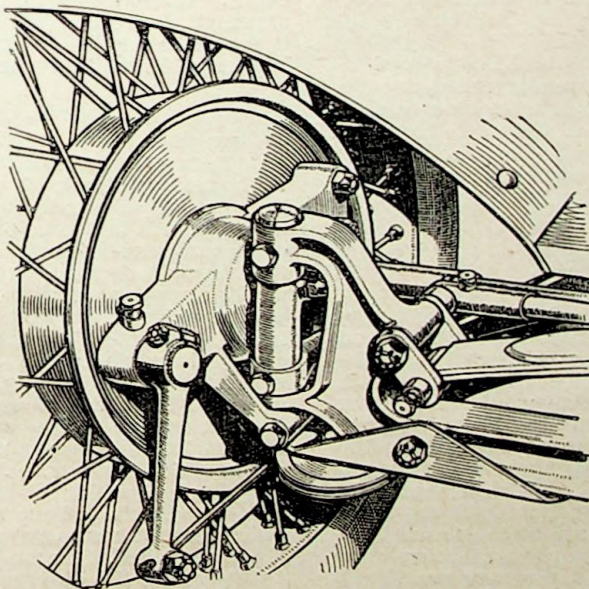
Front suspension is by means of a single transverse half-elliptic spring, the sideways movement of which is restrained by a tubular ball-jointed radius rod running from the off-side shackle anchorage to a central bracket beneath the radiator support. The standard Senechal arrangements for the Hartford shock absorbers remain as hitherto.

Diagonal connection between the front and rear-wheel brakes is adopted, and all four brakes are applied with the pedal, the hand-brake lever operating a separate brake on the transmission. The brake drums are built directly into the wire wheels, which are secured to the hubs with four $\frac{1}{8}$ -in. diameter studs, self-centring nuts ensuring that the drums run true and concentric when a wheel is changed.

This method of using the drums as wheel centres has the merit of making the shoes and so forth extremely accessible, the whole of this portion of the mechanism being exposed merely by the removal of the wheels, the hubs remaining in place on the axles.

The new three-seater sports model Senechal will shortly be available, and it will, of course, be fitted with the brakes just described. We hope to have an opportunity of testing one of these cars in the near future, and we shall then be in a position to say whether the brakes perform in the efficient manner of which their design gives promise.

Senechal cars are handled in this country by A.S.C., Ltd., 166, Great Portland Street, London, W.1.

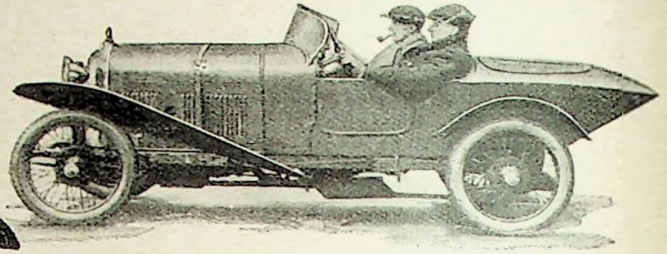
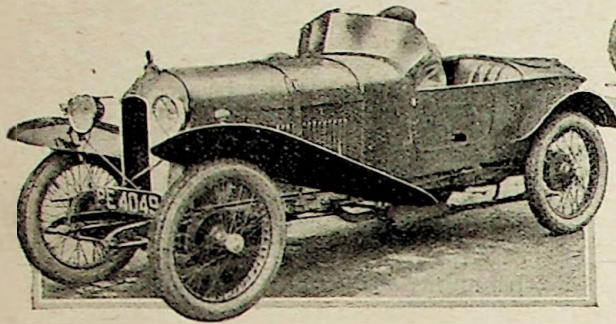


The front-wheel brakes on the sports model Senechal work in 12-in. diameter drums built into the wheels. Great strength is a feature of the somewhat unusual design.

Road Tests of 1926 Models.

THE GRAND SPORT AMILCAR.

A FRENCH LIGHT CAR WITH PLENTY OF POWER AND SPEED—IT IS WELL EQUIPPED AND CAPABLE OF SEATING THREE.



Showing the general appearance of the three-seater model. There is a wide door and the car has quite attractive lines.

ONE of the most popular small cars in France, the sports Amilcar, has gained no small measure of popularity amongst British light car enthusiasts. It has performed with success in our leading competitions for a number of years. Perhaps the favourite model in the range is the Grand Sport, which is available either as a two-seater or as a three-seater. It was one of the latter type which we were able to subject recently to a fairly exhaustive road test.

The outstanding feature of this model is, of course, its speed, the whole design having been produced with that main object in view. Strength and reliability do not, however, appear to have been sacrificed, nor has the comfort of the passengers been neglected. The three-seater body, as the photographs show, has staggered seats in front and a dickey, which is covered by a fabric sheet.

A door, it will be noticed, is provided and a hood of the collapsable type, which is normally rolled up and stowed in the tail, can be erected and gives a fair measure of protection. In a car of this type, however, the need for a hood does not make itself felt to any particular extent, as the high scuttle, close, sloping V-windscreen and tall body sides provide admirable protection.

In Wet Weather.

During the three days that the car was in our possession there was a great deal of rain, but no need was found for the hood whilst the car was under way, and it was more comfortable driving without it, as the forward edge somewhat restricted the view ahead, whilst the absence of a serviceable windscreen wiper was also disconcerting, the screen soon becoming plastered with mud. This was due to some extent to the car being built very low and consequently catching a great deal of mud thrown up by the back wheels of cars which were overtaken, but the mudguards of the Amilcar were also to blame. They are of the flared type, presenting very little wind resistance and being quite easy to clean; but, as mudguards, they are practically useless, the whole car becoming smothered after a drive of even the shortest distance over a muddy road.

We think the car would be materially improved if it were fitted either with the close-up mudguards which to-day are becoming so very popular among sports-car enthusiasts or, alternatively, with the domed guards which figure in the specification of the recently introduced de luxe sports model.

This Amilcar is fitted with the type of windscreen which gives really good protection, and it has the added charm that the driver's eye line is just above it when he is normally seated—a pleasant feature on any sports car and particularly so at night.

There is little to criticise in the general "feel" of the Amilcar when seated at the wheel. The gear and brake levers might perhaps be more robust and the latter not quite so remote from the driver. The need for a hand throttle is also sometimes felt. Apart from this, however, the requirements of the driver have been taken care of in a most practical manner. The pedals are large and well placed, and the action of all the controls is positive and reassuring.

The action of the steering is really splendid, being light and definite, whilst the wheel is well placed and the column nicely raked. We do not think, however, that there is nearly enough steering lock, and this is a matter which might well receive the makers' attention, particularly in view of the fact that many buyers of these models would use them for taking part in reliability trials and would find themselves at a considerable disadvantage on test hills which include hair-pin bends. Without going into the matter very closely, it appeared, however, that by the exercise of ingenuity it would be possible to increase the standard steering lock to some small extent.

Speeds on the Gears.

Gear changing is easy and the box does not appear to mind any amount of misuse. To obtain a nice getaway from a standstill with dead-quiet changes it is best to gain about 18 m.p.h. in first and wait about three seconds in neutral en route for second; 30 m.p.h. or so can then be comfortably gained in second, and a further wait of two or three seconds made in neutral whilst changing to top. If one is in a hurry 30 m.p.h. can be achieved in first (12.5 to 1), second (8 to 1) forced home and 50 m.p.h. attained before a lightning change is made to top (4.5 to 1). These very high maximum speeds on the indirect ratios are achieved at an engine speed of approximately 4,000 r.p.m. and without undue noise or vibration, whilst "racing changes" of the gears are accompanied by only a slight clash, which appears to do little harm to the pinions.

Owing to Brooklands track being closed, it was difficult to test the all-out speed of the car, but over a quiet mile of roadway, with a rather heavy surface, the car clocked 68 m.p.h. in one direction and 61 m.p.h. in the other, the difference being due to a very strong wind blowing along the course. With the throttle wide open and the speedometer well above the mile-a-minute mark the car "sits down" well on the road, is very well behaved and appears to be quite at ease.

On the latest model, such as we tried, there is an oil pump driven off the end of the camshaft, and as this maintains a pressure of 5 lb. or 6 lb. on the main crankshaft bearings and keeps the big-end troughs well filled, one has no reluctance in revving the engine up to its maximum; it is, in fact, able to continue running at 3,500 r.p.m. and upwards without any suggestion of drying up or tiring.

We have remarked already that the Amilcar holds

the road well at speed, and its suspension is also quite good whilst travelling slowly. Hartford shock absorbers are fitted all round, and these control the action of the front half-elliptics and the rear quarter-elliptics in a very satisfactory manner.

Turning to the brakes of the Amilcar, we come to its strongest point, for they are certainly as good as the best which have passed through our hands. In addition to the immense power of this four-wheel braking system, which is the design of the Amilcar manufacturers in France, the action is delightfully sweet, and very little pressure is needed on the pedal. However violently the brakes are applied, the steering is not affected in any way, and the front wheels can, in fact, be brought almost to the locking point whilst the car is rounding a corner without there being any noticeable effect at the steering wheel.

Following the usual Continental practice, the brake pedal and the lever are both coupled up with the four-wheel braking system, so that application of either brakes all four wheels.

The particular car which we tried had been in use for several months, and has taken part in about half-a-dozen reliability trials, in addition to having been in daily use for demonstration purposes and so forth. It was therefore by no means new; but, in spite of this, it showed no undue signs of wear, whilst it was noticeably free from rattles. The back-axle drive, however, was a little on the noisy side, and second and first gears were not so silent as they might have been.

Fuel Consumption.

The engine, which has received no attention during its life, apart from having been twice decarbonized, appeared to be in quite good fettle, although rather too inclined to oil up its rear plug. This we had to clean a number of times.

The petrol consumption of the particular car which we tried was disappointing, being no more than 25

m.p.g., but, as we know owners of these cars who are obtaining a regular 40 m.p.g., our figure must not be taken as representative for this model. Oil consumption is quite moderate for a sports engine, being in the neighbourhood of 800 m.p.g.

The engine is very well cooled, and it appears never to be necessary to add any water to the radiator. Whilst the car was in our possession no amount of hard driving would bring the temperature of the cooling water anywhere near boiling point.

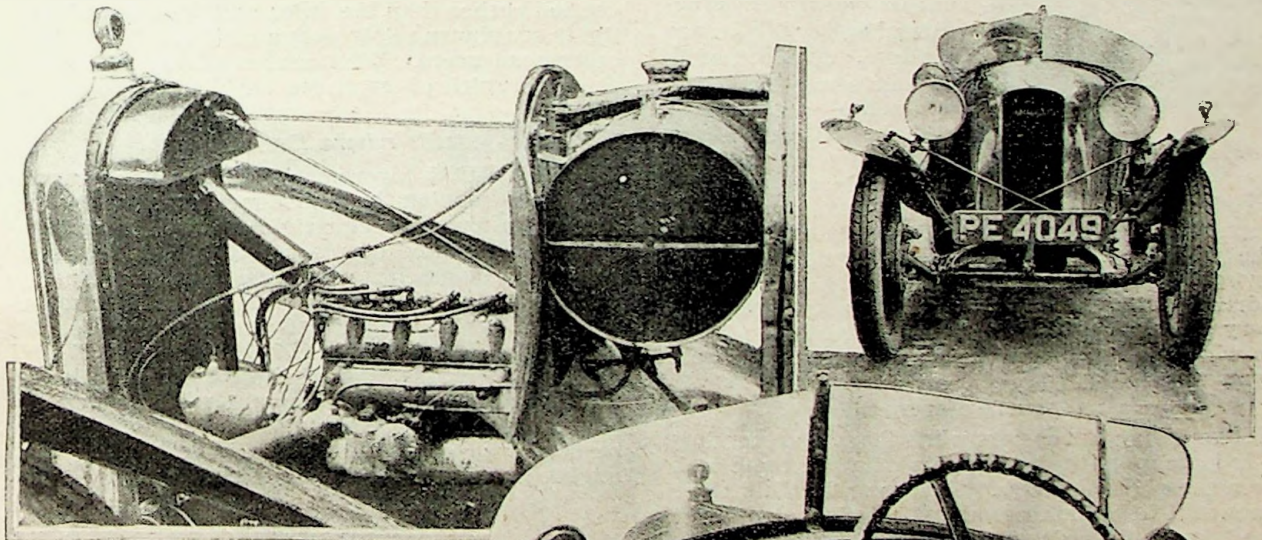
Details of Design.

The Amilcar engine is in one respect almost unique—it has side valves. These, of course, are nowadays very uncommon for small sports engines, but that an engine employing them can be made extremely efficient is clearly proved by the performance of the Grand Sport Amilcar, for there are few other engines under 1,100 c.c. which are capable of dealing in such a convincing manner with a load (unladen) of 12½ cwt. This figure was obtained by putting the car which we tested on the scales, but it is not a true figure for the model, as a considerable amount of odd tools and impedimenta was aboard, whilst there was a spare two-gallon can and the six-gallon tank was full.

Outstanding details of the Amilcar design are the use of a unit-constructed gearbox and a system of transmission which is novel in that the propeller shaft is supported by a ball race midway along its length. To the presence of this much of the sweet running at high speeds may doubtless be attributed. The final drive is by spiral-bevel gearing, and the clutch employs three metal plates operating in an oil bath.

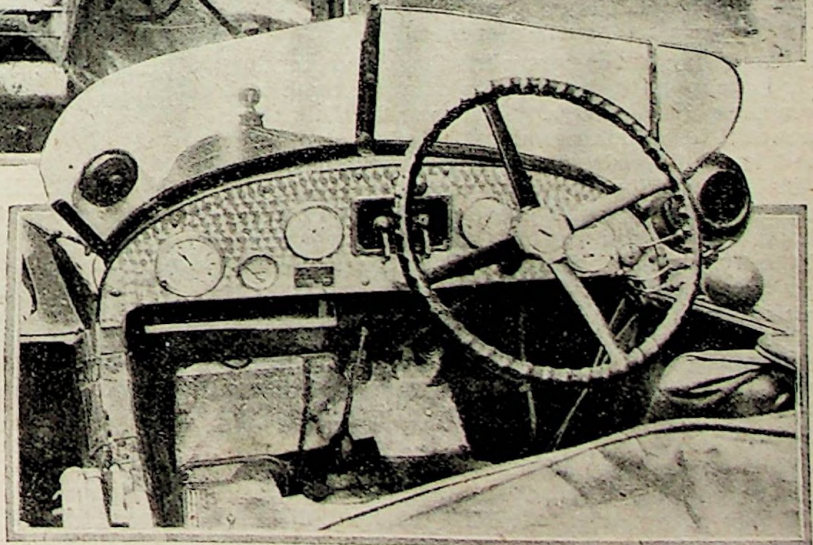
The equipment of the model illustrated, which is priced at £300, includes a bulb horn, five-lamp lighting set, grease-gun lubrication and a lavishly equipped fascia board.

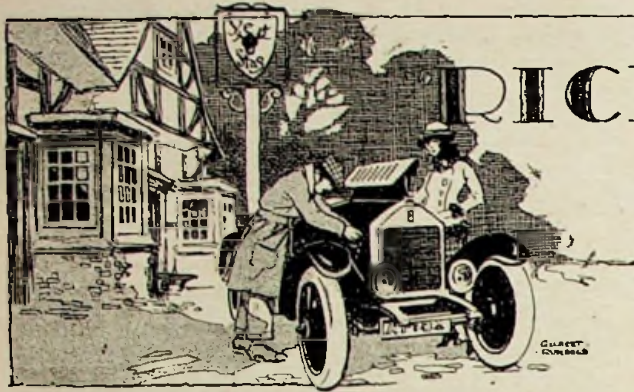
Amilcars are handled in this country by Boon and Porter, Ltd., 159, Castelnau, Barnes, London, S.W.



ACCESSIBLE AND WELL EQUIPPED.

The Amilcar bonnet extends well back, and the side-valve engine is particularly accessible and compact. The small photograph shows the elaborate trussing of the front wings and the low build of the car. The instrument board carries (from left to right) clock, oil gauge, petrol gauge, switchboard, revolution counter, speedometer, and ignition control.





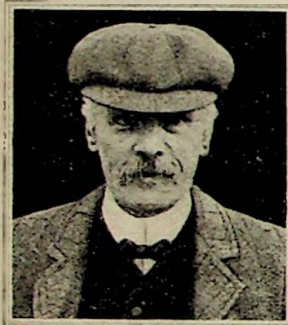
RICH MIXTURE

Light Car Comment —
— and Advice.

By *Fous*

The Passing of a Pioneer.

BROOKLANDS, that gigantic oval of concrete at Weybridge which set a fashion to the world, will be a lasting tribute to the foresight and initiative of Hugh Fortescue Locke King, whose death, I regret to record, took place last week. One realizes that the late Mr. Locke King was gifted



Mr. H. F. Locke King.

with wonderful imagination or it would have been impossible for him to have conceived the idea of a great motor racing track so far back as 1907.

It cost him many thousands of pounds, but he had the satisfaction of seeing his dream realized. Brooklands became a wonderful experimental workshop and the Mecca of the world's fastest cars; it still holds the premier

position as the largest, most elaborate and most popular track in existence. After its construction the track became almost the lifework of this energetic pioneer; he took an active part in the administrative side, and in this he was assisted very greatly by his wife, Dame Ethel Locke King, to whom, in her bereavement, I tender my deepest sympathy.

Learn to Reverse.

IN watching car owners when they are reversing, it is interesting to note how many of them look over the right shoulder. Some consider this to be wrong. They think the safest rule is to look over the left shoulder down the centre of the car.

In this position the hand seems automatically to follow the eye, and one does the right thing almost without knowing it. One also has the whole of the rear part of the car under view instead of only one side of it. Of course, with an enclosed car or a car with the hood up, it may be necessary to look over the side.

Whilst on this subject, I would urge on all new drivers the importance of learning the art of reversing. One never knows when skill in reverse will be wanted.

When on tour last season, I came across a tree entirely blocking the road, and, as deep ditches on each side of the lane precluded the possibility of turning round, I had to reverse for a quarter of a

mile, all downhill, to the nearest side road. A novice might easily have gone into the ditch. I recounted, before Christmas, an even worse experience which I had when it was necessary to reverse four miles after being snowed up on Pickering Moor.

Cyclists, Please Note!

CYCLISTS who refuse to fit rear lamps, and who imagine that motorists have it all their own way, might improve their education by counting the number of cars they meet at night with only an off-side lamp burning. The law—with one or two local exceptions—demands only an off-side light—one on the near side is not compulsory. To meet a car which conforms strictly with the requirements of the law in this connection is the exception rather than the rule; and, be it noted, two lights are shown solely with a view to safeguarding other road users. Why cannot all cyclists reveal the same spirit of sweet reasonableness?

Credit where Credit . . .

FOLLOWING my remarks two or three weeks ago concerning the difficulty I have had in finding an inexpensive electric horn which emits a powerful note and does not need incessant tinkering and adjustment, a reader recommended me to try the 30s. motor-driven Sparton, which is manufactured by Messrs. Alfred Graham and Co., St. Andrew's Works, Crofton Park, London, S.E.4. I have since obtained one of these horns and it certainly appears to be well made, whilst it gives a particularly penetrating and effective note. Other readers who are seeking a reliable electric horn might do much worse than select this Sparton.

Elusive Noises.

I SOMETIMES give details of strange troubles which affect readers, and one living in Derby has sent a couple which must certainly have proved extremely baffling. He writes:—

"I heard a noise whilst driving like a cheap adjustable spanner being dropped occasionally. Sometimes the noise was repeated for a while and sounded as though it occurred at cardan shaft speed. I therefore suspected the fan belt, the speedometer belt and everything connected with the transmission, but all I discovered was that it was most noticeable when climbing very steep hills. In the end it was traced to the absence of a spring strong enough to keep the starting-handle dogs out of engagement.

"My other elusive noise was also of a tinkling nature, and sounded rather like someone lightly tapping a bicycle frame. It sounded as though it occurred at about the same intervals as the previous trouble set up by the starting handle, and was noticeable only when the engine was accelerating. It was traced to the pinion of the self-starter occasionally making its way along the quick thread and touching the teeth of the flywheel."

The Misuse of Four-wheel Brakes.

THERE lives near me a woman whom I followed not long ago along our local shopping thoroughfare. Her new car bore a red triangle, but I was none the less taken rather by surprise when she stopped with startling suddenness outside a haberdasher's. One might have supposed that she had remembered some necessary purchase at the very moment of passing the shop, but I have since observed that this is her normal method of pulling up.

I fear that women are not the only drivers who habitually misuse the power of their four-wheel brakes in this manner. It reveals a woeful lack of mechanical feeling. "This is the thing you push when you want to stop," they seem to say, referring to the brake pedal. "I want to stop, so I push it," and to them the operation is like flicking on an electric switch.

They think nothing of the strains imposed on tyres, transmission, axles, springs and so forth by habitual violent braking. One does not want motorists to be chary of using their brakes; but,

unfortunately, these unmechanical drivers are often the very ones who in a real emergency leave go of everything in despair.

Looping the Loop.

IT will be a sorry day when State control spreads to A.A. Scouts! Not that anything of the sort is likely to happen. I am referring, of course, to the threatened enlistment of scouts as point-duty policemen, and I sincerely trust that the powers that be will realize that these men are Good Samaritans first and point-duty men afterwards.

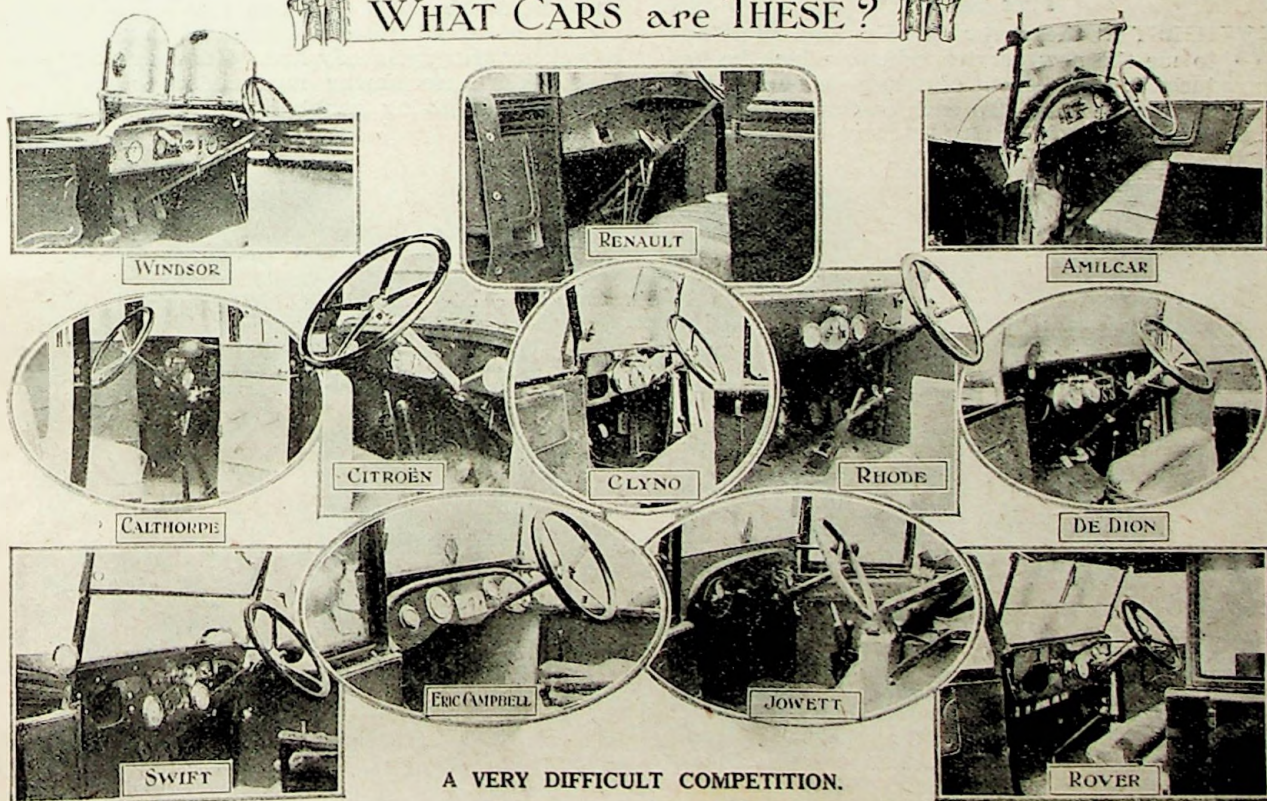
What the authorities might do is to relieve the energetic A.A. from some of its self-imposed duties, such as the erection of readable loop-way signs when roads are up. Why on earth should it fall to the lot of the A.A. to have to supply an obvious want like this which benefits annually not only its 250,000-odd members, but literally millions of non-members as well?

Novel Coachwork.

I SPENT a day last week at the works of Gordon England, Ltd., Felsham Road, Putney, where Mr. Gordon England, the chief, has established his headquarters. He is concentrating now upon a new style of coachwork, which, as it is very much lighter than any other I know, naturally interests me exceedingly. As Mr. England says. Why should one waste petrol and tyres in carrying about the country several hundred pounds of quite unnecessary weight?

The underlying principle of the new Gordon

WHAT CARS are THESE?



A VERY DIFFICULT COMPETITION.

When we invited readers, a fortnight ago, to name these cars, only four were able to do so correctly. Their names and addresses and particulars of the awards are given on a news page this week, whilst the names of the cars are now printed in the panels.

England bodies is that they are subjected to no loads whatever due to flexing of the chassis, and consequently will give perfectly satisfactory service, although, perhaps, not more than half the customary weight of timber is used in their construction. Instead of bolting the body to the chassis frame side-members, Mr. Gordon England believes that the correct procedure is to make the body a self-contained, separate, rigid and easily detachable unit secured to the chassis at only three points—two in front and one at the rear.

The Body Off in Ten Minutes.

THE body sides come outside the chassis frame members, and no part of the body except at the three attachment points is even in rubbing contact with the frame. The floorboards are simply laid upon the top of the frame members, with a generous supply of Sorbo rubber matting to damp out engine and transmission noise.

In practice this novel system of construction works extremely well. It allows the coachwork to be built on aircraft lines and yet never to give at the joints, and, as I have already mentioned, it effects an immense reduction in weight. Even in the case of such a tiny body as that of the Austin Seven no less than two hundredweight can be saved without sacrificing strength. The cost of Gordon England bodies is, I am told, about the same as that of other coachwork of similar quality and finish. Not the least of their charms is that they can be removed *en bloc* from the chassis in ten minutes or so, whilst every floorboard is "lift-out-able."

Free Service.

WHILST at the works, Mr. England explained to me the new service scheme which he has introduced for the benefit of customers buying new or second-hand cars. To each customer he issues a free service booklet, on the cover of which the

head of the sales department writes the amount of free service to which the customer is entitled under the scheme.

The customer then knows his exact position from the outset; he always knows how much service he has had and to how much more he is entitled, and there is the added advantage that these service books are transferable with a car, so that, if advantage has not been taken of the full amount of the free service, it can be enjoyed by a subsequent owner.

The only thing I have against the scheme is that I very much question whether agents to-day can really afford to give something for nothing. I have yet to hear of a motor agent whose profits are so high that he can give even the smallest part of them away without risking the arrival of a summons for non-payment of the rates, or for some other such mundane, but nevertheless important, matter.

Patching Balloons.

WHO dare deny that balloon tyres puncture much more frequently than the normal-pressure variety? My own experience, and that of all my friends, is that they do. The fault lies, perhaps, in their flabbiness proving specially attractive to horse nails and sharp flints, or because the large area of each tyre in contact with the road adds to the probability of puncturing agents being picked up.

There are compensations, however. Balloon tyres are very easy to remove from the rims, their tubes are correspondingly simple to change and, however clumsily a patch is applied, it seems never to give trouble. Not long ago I asked if anyone driving a car with balloon tyres had experienced a broken spring. Nobody had. I now ask whether there is a case among my readers of patched balloon tubes giving trouble in the ordinary course of events.



A group of revellers at the Sydenham and District Motor Club's carnival and dance at the Crystal Palace last week. Miss Edna Maud, of the Midnight Follies, acted as judge and gave away the prizes.

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"THE LIGHT CAR AND CYCLECAR" WAS
FOUNDED IN 1912 TO CATER FOR THE
NEEDS OF USERS AND POTENTIAL
PURCHASERS OF LIGHT CARS AND
CYCLECARS, AND IT HAS CONSIST-
ENTLY ENCOURAGED THE
DEVELOPMENT OF THE ECONOMICAL
MOTORING MOVEMENT FOR OVER
THIRTEEN YEARS.

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

Out in the Cold.

IS there anyone in high office who has at heart the interests of the small car owner? We imagine that there is not, or that if there is he must be a very secretive person, for he has never been known to air his views in public. During the year there are many important gatherings at which the "big" men of motordom are present. They are always willing to speak—often at very great length—but they never speak about the affairs of the small car man.

They view motoring—many of them—from the rear seat of a limousine, and they clearly are quite unable to appreciate that there are to-day thousands of car owners who have to be more careful of shillings than are they themselves of pounds. The consequence of this relative plutocracy at headquarters is that the very people who could and should be fighting for a reduced and more equitable system of taxation are either doing nothing or are content to protest that motorists are not so much concerned with how much they pay as with how the money is spent. Nothing could be farther from the truth.

The Private Club Member.

AT this season of the year, when clubs are holding their annual general meetings, committees are finding that the "private" member can be a very troublesome person. He is, of course, the backbone of every club. As a rule, he cheerfully pays his subscription year after year, never interferes with the constitution of the committee, and demands very little, apart from a receipt, for his money.

This year, however, there are indications that the worm has come to a stage when it feels inclined to turn. It did so at the Motor Cycling Club's A.G.M., and also at that of the Junior Car Club, whilst it has been reported as having wriggled in a rather troublesome manner at many annual general meetings which have recently been held in the provinces. Perhaps because he is

Topics of the Day

which he can take part with reasonable enjoyment, and that they seem unable to visualize the requirements of anyone save professional trade experts for one class of event and grandmotherly Rip Van Winkles for the other.

In many cases we believe this accusation to be absolutely unjust, but club committees would do well to bear them in mind if the prestige of their clubs and the fullness of their coffers are to be maintained.

"One-way" Streets.

THE success of circular traffic control appears to be obscuring the possibilities of "one-way" streets. Experiments in connection with them have been proceeding in the Metropolis for over twelve months, and their success cannot be doubted for a moment by anyone who has taken the trouble to follow them. Compare Long Acre, London, for example, under the old régime and the same thoroughfare to-day. This admittedly was a case where special treatment was essential, but there are many other areas in London and the provinces where one-way streets are called for imperatively and none where the need is so obvious as in narrow, busy thoroughfares made additionally awkward by a gradient. A road of this kind may become dangerous if traffic is held up—as it very often is—and a free passage is essential.

A factor which must be borne in mind, however, is that the success of one-way thoroughfares is threatened if tradesmen are permitted to take advantage of the comparative freedom of traffic by using the sides of the road as a parking place for small vans, carts, and so on. One-way streets are not peculiar to London. Like circular-traffic control, the system has been well tried in Paris, where it is giving every satisfaction. Are there any good reasons why it cannot be materially extended in this country?

The Difficulties of the Novice—

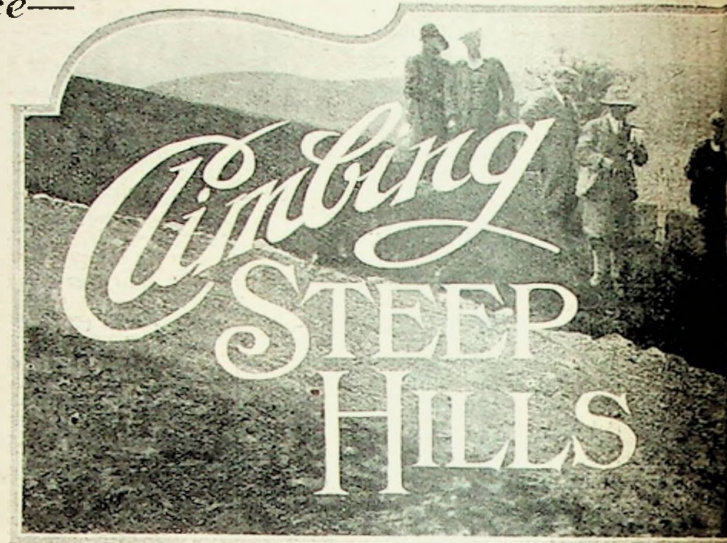


AN attractive photograph reproduced on our front cover this week depicts two Rover Nines storming the steepest gradient of Countisbury Hill, which rises out of Lymouth in Devon, and it will doubtless remind many readers of occasions when they, too, have been passed on steep hills by cars apparently identical with their own. In the case in question, to make matters worse, the faster car has two up, whilst there is only the driver aboard the slower.

Doubtless most motorists in this position would blame their engine, or would cherish a secret regard for the other man who had managed to find the few additional horses necessary to give the extra m.p.h.

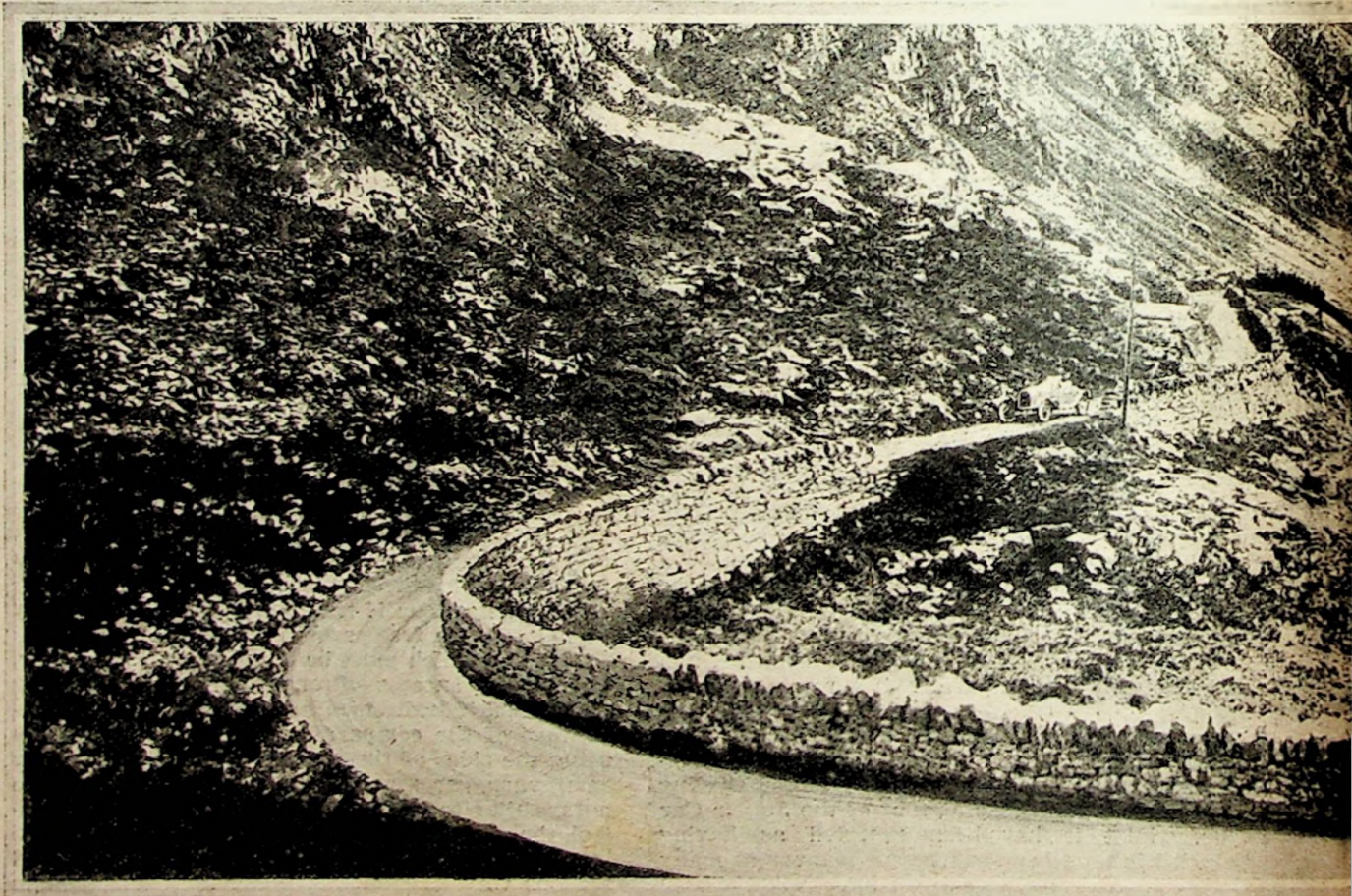
All too often, however, one finds oneself in the embarrassing position of being passed by another car on a hill simply because proper advantage is not being taken of the power which is available. The case may be cited, for example, of the man who believes that it is wise to keep in top gear as long as he possibly can. This type of driver will retard the ignition to the last notch before shifting the gear lever to second. Rather like him is the driver who can never trust himself to change down. He wastes several seconds hesitating to take the plunge, and before the lower gear is well and truly engaged has lost so much speed that a further change down is soon necessary.

In each case, of course, a slow climb results, for a modern light car engine gives very little power except when it is turning over at a fairly high speed. This means that a late change down results in a slow climb right to the top of the hill. An engine which is given



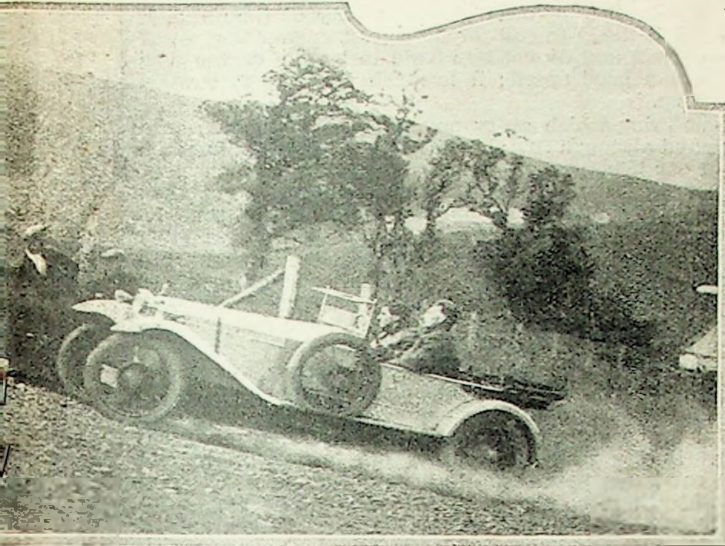
the benefit of a lower gear only when its revs. have dropped too low is seldom able on a steep hill to recover them.

A sound rule for changing down on steep hills is to begin to make the change when the car is travelling at the maximum speed of which it is capable on the gear about to be engaged. For example, if the best speed in second gear on the level is 25 m.p.h., start changing down from top (three-speed box) at that speed, and it



A panoramic view of Tornapress, which is perhaps the best test hill in Great Britain.

—The Methods of the Expert.



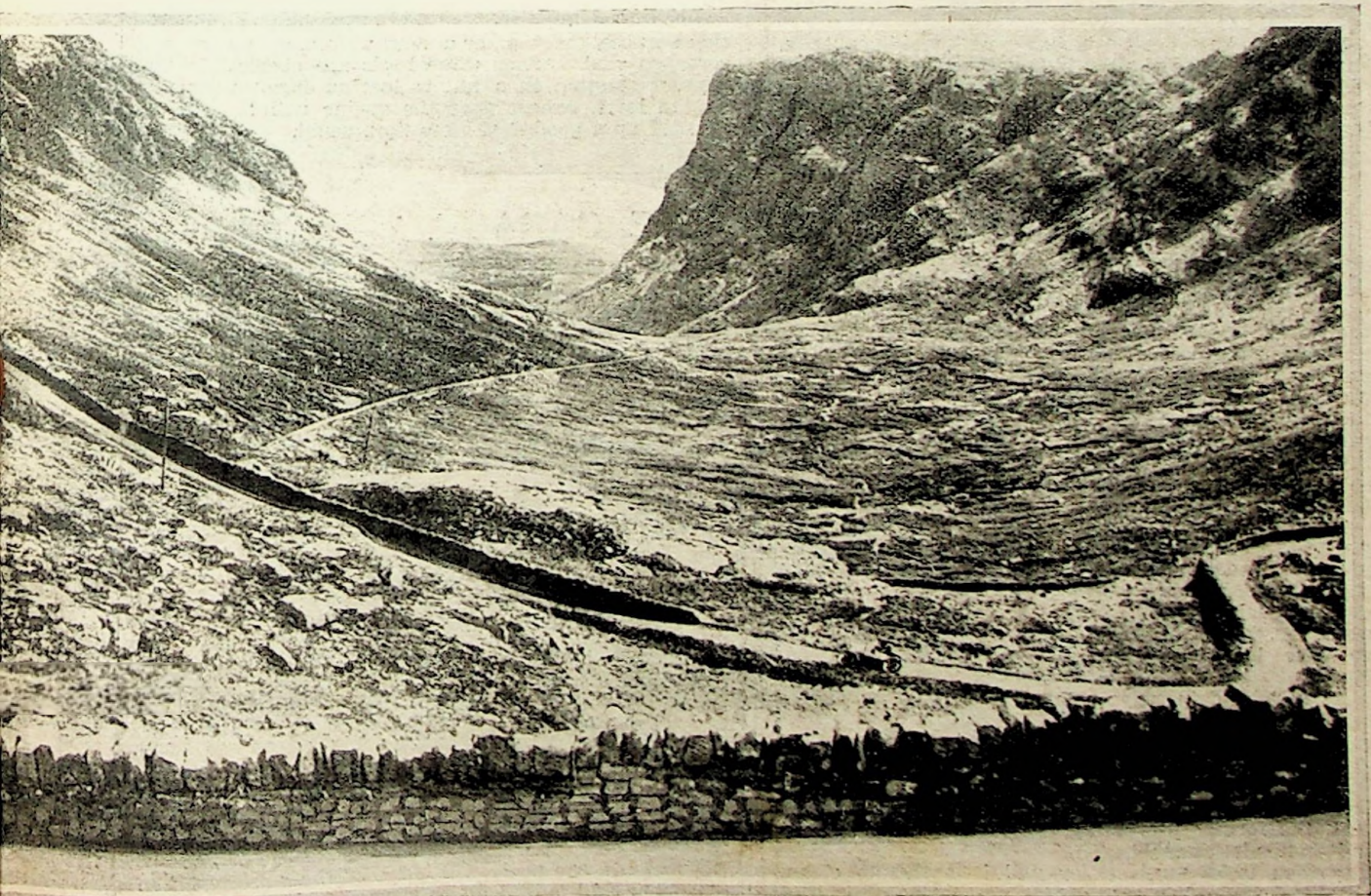
will be found that the gear will be home and the engine again pulling before the gradient has reduced the road speed below 15 m.p.h. or 18 m.p.h. A car slows down very quickly whilst a gear change is being made on a hill of the nature of Countisbury, and if one delays to start to change until the speed is 15 m.p.h., it may, perhaps, be no more than 6 m.p.h. or 7 m.p.h. by the time that the engine is again pulling, when a further change to bottom gear will be required at once.

Apart from the question of gear-changing, the handling of the throttle and ignition controls when climbing a hill plays a very important part. In connection with the ignition control it must be borne in mind that whilst the engine is turning over at high r.p.m. as much advance as possible should be given. There are many drivers who believe that the ignition control should be operated in accordance with the road speed, but this, of course, is quite erroneous, as piston speed—that is, engine speed—is the only factor which has to be taken into account. Thus, retarding is necessary below, say, 20 m.p.h. in top gear, 12 m.p.h. in second and 7 m.p.h. in bottom.

Retarding at higher speeds than these simply causes slow burning of the charge with attendant overheating and needless waste of power. Heat, it must be remembered, is the propulsive agent, and if it is allowed, by excessive retarding of the spark, to escape into the exhaust pipe, a big power loss is bound to result.

Most drivers believe that the farther the throttle is opened—which is synonymous, of course, with saying the farther the accelerator pedal is depressed—the greater the power which will be given off by the engine. This, however, is not necessarily the case with touring cars, as a carburetter setting which met this apparent requirement would prove too extravagant. A compromise, therefore, is generally struck which makes it necessary, when the engine is pulling hard, to have the throttle not quite open if the maximum amount of power is to be obtained. A wider opening may admit more gas to the cylinders, but the quality will be wrong and the power reduced.

Probably nearly every car owner has discovered this



Britain. Loch Kishorn is seen at the foot of this magnificent six-mile climb.

apparent phenomenon himself: he has found that if he is climbing a hill at, say, 25 m.p.h. in top gear with the accelerator hard down, a pronounced improvement in pulling power is obtained by easing the pressure of his right foot and thus allowing the throttle to close a trifle. The effect of this is to reduce the bore of the mixing chamber and slightly to curtail the speed and quantity of the air rushing through the choke tube.

It must be assumed that the jet, with the throttle wide open, has been delivering the maximum quantity of petrol which its aperture will permit, and, allowing that it will continue to do so with the throttle closed back a trifle, it is clear that the strength of the mixture will then be increased, as the quantity of air flowing through the choke is curtailed.

Sports and racing engines, the carburettors of which are set for maximum power, are hindered if the throttle is closed slightly on a hill, because the jets and choke tubes used are deliberately planned to give a perfect mixture under these very conditions, and for the privilege of enjoying the last quarter-inch of the travel of his throttle the owner cheerfully sacrifices anything from 5 m.p.g. to 20 m.p.g.

Another factor, as distinct from mixture strength, which enters into the question of the power delivered by an engine on full throttle, is what is known as its pumping efficiency; that is, its ability to suck in a full charge and to dispose of its exhaust gas with a minimum of delay.

Touring engines are laggards in this respect, and consequently take little heed of the last half of the travel of the accelerator pedal; for this reason, on the German Mercedes cars, a supercharger is arranged which is automatically engaged by a friction clutch when the accelerator pedal is half depressed, and which, thereafter, until the throttle is wide open, makes up for the inability of atmospheric pressure to fill the cylinders, by forcing in the gas at an additional pressure of some 5 lb. per sq. in.

So far, we have dealt principally with making speedy, impressive ascents of steep hills rather than the safest and surest means for reaching the summit. It is to these that a novice would be well advised to confine himself.

As in the case of a fast ascent, it is important to change down to a lower gear in plenty of time and, if the hill is likely to call for first gear, engage it right at the bottom and do not be afraid to let the engine turn over at a good speed; it is much more at ease when doing so.

The thing which every novice fears is stopping on a hill, and although this should never occur with a modern light car if bottom gear is engaged at the foot, there is, of course, just the possibility that a car may be baulked by a stray animal or another vehicle and thus be brought to a standstill.

Many beginners believe that a stop like this on a hill incurs a grave risk of the car running backwards out of control, but there is absolutely no reason why this should happen if the driver keeps his head and behaves in a rational manner.

Most old hands at the wheel when they find themselves about to stop on a hill allow the engine to keep pulling almost to the last second and then apply the hand brake vigorously whilst simultaneously declutching. Before restarting, if the hill is very steep and the car is not possessed of ample power, they generally consider it to be a good plan to ask the passengers to dismount. The driver can then engage first gear, speed up the engine and very gradually free the hand brake as the clutch begins to bite. This is how all expert drivers restart on a hill. If, however, the hand brake is not very powerful and will not hold the car, they use the throttle to speed up the engine, thus leaving the right foot free to work the foot-brake pedal.

New drivers who feel that the art of freeing the hand brake "as the clutch begins to bite" would be rather difficult can overcome the need for the somewhat skilled handling of the controls which is necessary in these circumstances by getting a passenger to put a brick, large stone or any other convenient object behind one of the back wheels. If there is nothing suitable for this purpose, the jack, or a stout well-filled tool-roll will serve as well. When the wheels are chocked in this manner starting on a hill is just as easy as starting on the level, except that the engine will have to be speeded up a good deal more than usual.

CLEANLINESS IN THE GARAGE.

IN a recent article a writer in *The Light Car and Cyclecar* emphasized the importance, from a practical as well as a health point of view, of keeping the garage clean. Nothing is more conducive to an untidy appearance, and eventually to a great deal of trouble in clearing up, than the drips from the engine and the overflow pipe of the radiator. Eventually they form a thoroughly unpleasant puddle, which, day by day, grows larger.

The solution—apart from preventing such leaks—is to provide a drip tray. The price of a commodity of this description is anything from about 12s. 6d. upwards, a useful size being 36 ins. by 18 ins.

As a rule, drip trays are metal lined, and are all ready to place in position on the garage floor, but it is a good plan to sprinkle the floor of the tray with sand or sawdust, the former preferably, as it is non-inflammable. The tray then looks much tidier and is easier to clean.

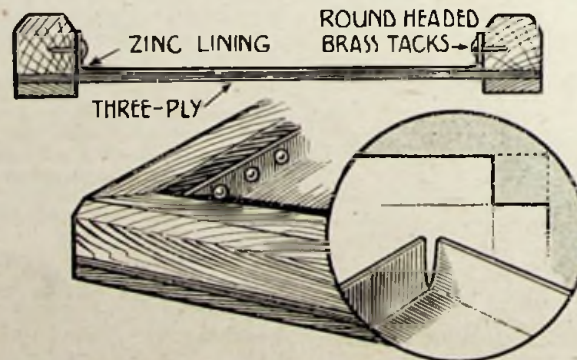
A home-made drip tray should present no difficulties in its construction, and the following design is recom-

mended:—The floor is made of fairly stout three-ply wood sandwiched between a light wooden frame beneath and a similar but deeper frame with bevelled edges above. The latter frame forms the sides of the shallow basin in which the drips of oil and water are caught.

The lining should consist of thin-gauge sheet zinc, cut to a size which allows of turned-up edges and having a small rectangular piece removed at each corner so that, when the sides are bent, neat corner joints will be obtained. The zinc should be secured to the inner sides of the frame by about two dozen round-headed brass tacks of the type used by upholsterers. Such a large number is not, of course, necessary, but the resulting appearance will be better.

One big advantage of a drip tray may be mentioned. It effectively prevents oil spreading across the garage floor until it is impossible to avoid leaving one or more of

the tyres in the pool. Oil is one of the worst enemies of rubber and is difficult to remove from it, even with petrol.



The top sketch shows the home-made tray in section, the finished appearance being depicted by the view of one of the corners. How to cut each corner of the zinc lining so that the edges can be turned up neatly is shown in the circle.

NEW 7 h.p. MODEL SUÈRE.

OLD-ESTABLISHED FRENCH FIRM PRODUCES
A NEW AND ATTRACTIVE LIGHT CAR.

The Latest
from
France.

THE tendency in France towards smaller and lighter vehicles continues. One of the latest French light cars is being produced by the old-established firm of Suère. The new model, which was seen for the first time at the recent Brussels Salon, is now in full production.

Rated in France at 7 h.p., the chassis is an attractive and workmanlike job. The engine is a cleanly built four-cylinder monobloc, 63 mm. by 96 mm. (1,200 c.c.), with side valves. The cylinders are slightly offset in relation to the crankshaft.

A single-plate clutch running dry transmits the power to a four-speed gearbox, clutch casing and gearbox being built up in one with the engine. A Zenith carburettor is fitted, thermo-siphon cooling is employed, and the radiator, which is similar in form to that used on the larger Suère models, has a very ample water capacity. Neat volute spring dampers protect the radiator from vibration.

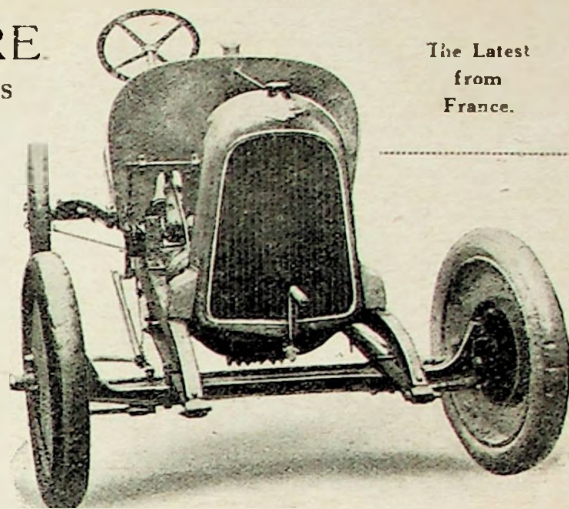
The frame is a very substantial piece of work. It is narrow and straight, with a slight upsweep over the rear axle. The side members have a very deep section, the whole being suitably braced.

An enclosed propeller shaft, fitted with a large fabric joint at the forward end, conveys the drive to the rear axle.

Workmanlike Suspension.

Suspension arrangements are really excellent. Rear springing is by very long quarter-elliptics with wide, flat leaves; front springing is by semi-elliptics. The rear axle is bevel-driven and has no differential. Four-wheel braking is fitted, the front brakes being operated by shafts beneath the front axle. A transmission brake is also included.

The control levers for hand brake and gear change are mounted centrally on top of the gearbox. Ordinary worm and sector steering is employed, and the rake of the steering column is particularly easy to adjust. Petrol is gravity fed to the carburettor, a six-gallon tank being mounted in the scuttle between the dash and the instrument board. The car has Michelin detachable steel wheels with 710 mm. by 90 mm. tyres, whilst Supless shock absorbers can be fitted to front and rear axles at a small extra charge.



The chassis is commendably light and well designed. The radiator is similar to that used on the larger Suère models, a feature being the large-capacity header tank employed.

The Supless is a proprietary type of shock absorber manufactured by Messrs. Suère. One shock absorber per axle acts for both sides of the car at the same time. The friction discs with their housings are anchored to the centres of the axles, the arms extending outwards transversely to each side of the chassis. Movement is transmitted through universally jointed cranks in the usual manner.

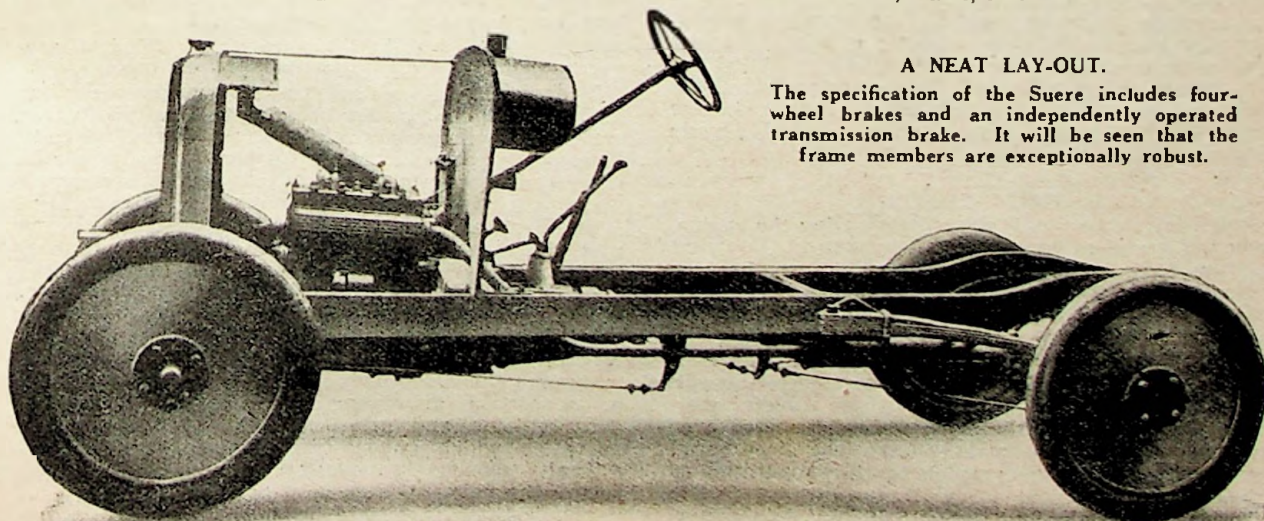
The finish on the 7 h.p. Suère is really good, especially in view of the very low price of the car. The chassis is marketed in France at 12,200 francs; as a two-three-seater at 14,290 francs. From the point of view of the English buyer, it will be seen that Messrs. Suère have very nearly succeeded in producing the much vaunted £100 car—in this case complete with front-wheel brakes.

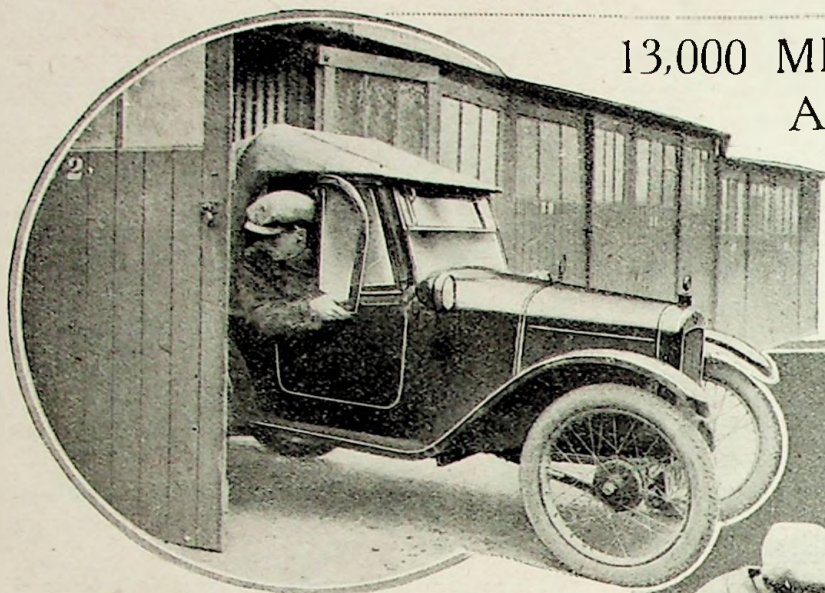
The coachwork is typically Continental, the lines of the bodies being rather severe but nevertheless pleasing. As a two-seater cabriolet, selling for 17,800 francs, it will make a direct appeal to the all-weather motorist. The rear sides of the head on this model have oval windows, the effect being striking.

The address of the manufacturers is 85, Avenue du Général-Michel-Bizot, Paris, 12^e.

A NEAT LAY-OUT.

The specification of the Suère includes four-wheel brakes and an independently operated transmission brake. It will be seen that the frame members are exceptionally robust.





13,000 MILES WITH AN AUSTIN SEVEN.

THE EXPERIENCES OF A MEMBER OF THE STAFF WHO HAS USED ONE OF THESE POPULAR CARS FOR EIGHTEEN MONTHS.

BELIEVING an Austin Seven to be the cheapest car capable of sustained hard work, the writer bought one eighteen months ago, and it has since covered 13,000 miles. During this period the work which the car has done has included following the competitors around many difficult reliability trial courses, climbing nearly all the well-known test hills often under severe weather conditions, and working daily on business journeys in the Midlands.

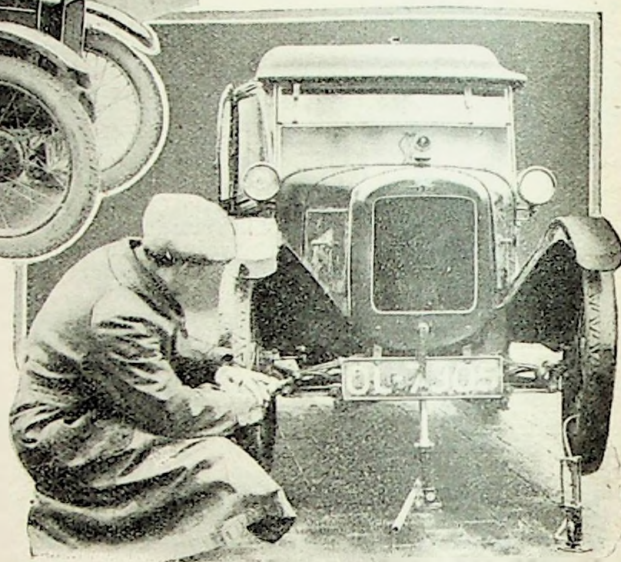
Many fast runs have been made, including 160 miles at 32 m.p.h., 80 miles at 35 m.p.h., and 10 miles at 44 m.p.h.

The car, when purchased, was not new, having covered about 700 miles in the hands of its first owner, evidently a careful driver, for it was in excellent condition. The first few hundred miles were of a trouble-free nature, and, lulled into a false sense of security, the writer allowed pressure of business to deprive the car of that general tightening-up of nuts which should be accorded to every new vehicle after 1,000 miles or so. As a result of this, on a journey into the wilds of Devonshire, the engine holding-down bolts began to work loose and a petrol pipe broke on the wilds of Dartmoor. One of the rubber rings securing the high-tension leads and a bit of gorse bush as packing served as a makeshift repair, which carried the car as far as Princetown, where rubber tubing and wire were substituted. The pipe was repaired, but shortly afterwards broke again, when some inflator tubing was substituted for a section of the petrol pipe. This certainly cured the trouble, but shavings of rubber became detached from the inside of the pipe, resulting in ten stops being made on the homeward journey to clean the jet.

Early Troubles.

Following this episode, the bolts securing the engine, front wings and radiator were all tightened firmly, and a gauze filter included in the petrol system, but for several thousand miles periodic breakages of the petrol pipe occurred, the trouble being finally cured only by the insertion of two sections of petrol-proof rubber tubing in the system. The oil pipe, too, from the crankcase to the tell-tale broke on two occasions, the efficiency of the pump being proved by the rapidity with which the contents of the sump were distributed over the whole engine. The makers have long since cured these troubles on all their models by the substitution of a different pattern pipe.

The car was originally fitted with 26-in. by 3-in. motorcycle-type tyres, and after 2,000 miles punctures became



The special equipment in use. It includes Calso side curtains for easy reversing, an Autoram gun, an Enots hydraulic jack and a Goodrich foot pump.

frequent, while at 3,000 miles a change of covers became necessary. The question of tyre pressures was a rather difficult point, as the tyre makers then recommended 30-35 lb. per sq. in., which nearly shook the car to pieces over rough roads, so it was decided to fit oversize tyres, which could be run at a more reasonable pressure without rapid wear. The choice fell on 27-in. by 3½-in. Traxions, and proved to be one which was never regretted, for four of these tyres completed 10,000 miles with but one puncture between them.

Tyre Pressures.

They have been kept at an average pressure of about 18 lb. per sq. in., never being more than 20 lb., and sometimes even as low as 12 lb., which resulted in an immense increase in comfort, a hardly perceptible decrease in speed on perfect surfaces, and a very marked increase in speed over rough roads.

The car was fitted with a Smith speedometer, which was checked against a stop-watch and found to be correct. The maximum speed was in the neighbourhood of 46 m.p.h., so investigations were made and two of the valves found to be slightly bent, possibly due to careless handling at some period, and on these being replaced 50 m.p.h. was attained. Thereafter, as the maximum speed fell owing to the engine becoming carbonized, it was always possible to regain this speed by decarbonizing and grinding-in the valves, a simple operation which anyone could undertake. The only difficulty consists in replacing the split cotters which secure the valve springs, as it is by no means easy to persuade these to remain in place while the spring is lowered on to them.

To be successful, this operation must be carried out with scrupulous exactitude, the greatest care being taken to see that the spring is held absolutely central by the compressing tool, and that the cotters and the valve stem are clean and dry. The cotters may then be smeared with a little stiff grease and gently pressed into place with the fingers, where they will be held by the grease while the valve spring is lowered into place. Those who wish to save themselves trouble may be interested to note that a device known as the Robley bush tongs may be purchased for the modest sum of 5s., which makes the replacement of these cotters easy.

A point to remember is that when decarbonizing the cylinder head gasket should be well smeared with graphite grease before the head is replaced, so that there shall be no danger of damaging it when lifting the head on future occasions. Once only has the cylinder block been lifted for the purpose of inspecting the pistons, but this should not be lightly undertaken, as even an experienced fitter will be hard put to replace the block without damage unless a pair of special clamps for compressing the piston rings is available.

Engine Replacements.

Up to the time of writing, the only engine replacements have been the two valves mentioned above, a cylinder head gasket and a set of top piston rings, while as regards the rest of the chassis, troubles and replacements have been confined to the petrol pipe breakages already mentioned, one or two of the bolts securing the radiator, a leaking oil-pressure tell-tale which was replaced free of charge, and one set of rear brake linings. Adjustments, too, have been very limited, the front and rear brakes have been adjusted perhaps half a dozen times each, play in the steering has been taken up twice, although this was not really essential, and one of the water connections and the speedometer and fan belts have been renewed.

The electrical equipment has proved extraordinarily reliable, and beyond a periodical "topping up" of the battery about every thousand miles and the replacement of one or two fuses, trouble has been confined to the need for fitting a new set of brushes in the dynamo.

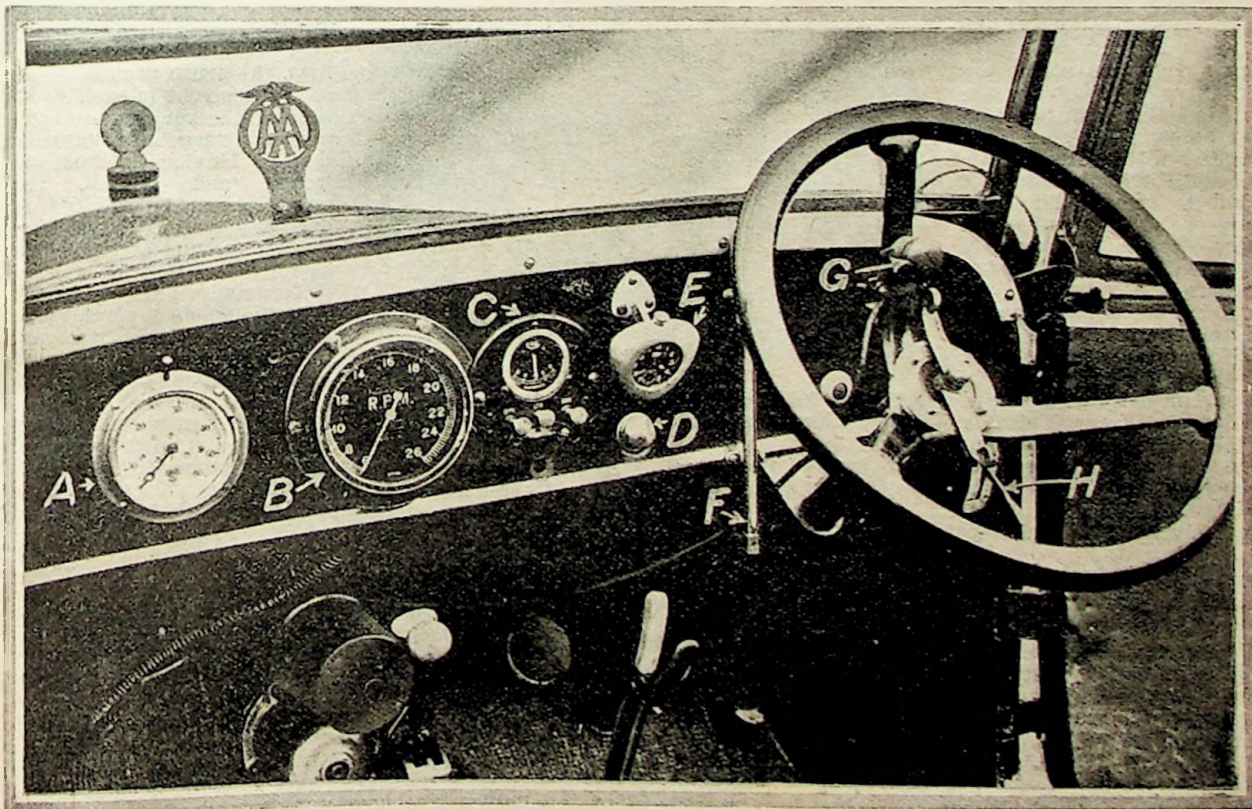
With the battery properly charged, the starter never fails to start the engine, but during the winter months, when the lights are in frequent use, hand starting is advisable in the mornings to lighten the load on the battery.

To Get More Current—

Having a considerable amount of standing to do after dark, some difficulty was at first experienced in keeping the battery properly charged in the winter, so the output of the dynamo was increased by rocking the regulating brush in an anti-clockwise direction, which overcomes this difficulty. Care should be taken, however, that the output under these conditions does not exceed, say, 10 amps. for any length of time, or trouble may result.

So far as general chassis parts are concerned, greasing has been carried out about once a fortnight, or, when the car has not been in frequent use, even once a month, while it is by no means necessary to adjust the oil level in the engine every time the car goes out. When bought, the car was fitted with the old screw-on type of grease gun with a flexible connection. This was later supplanted by an Enots Autoram system, and to those possessing the former type it cannot be too strongly urged that a change over will repay the cost ten times over in time and trouble saved. With the old system half an hour was spent in greasing the car, while the Autoram will do the job efficiently in two minutes.

A tip which makes for more efficient lubrication and easier operation of the gun is to use thick gear oil instead of grease. This appears to retain its lubricating properties far longer than grease, which cakes and hardens in a comparatively short time.



THE INTERIOR EQUIPMENT. — A view of the instrument board showing (A) Speedometer. (B) Revolution counter. (C) Switchboard. (D) Dash lamp. (E) Watch. (F) Enots petrol gauge. (G) Klaxon horn switch and (H) Jet control for Mills carburetter.

The gearbox appears to retain its oil almost indefinitely, and has been refilled only about three times in the life of the car. Care should be taken not to fill the box to a depth of more than 2½ ins. or oil will leak through on to the clutch. Engine oil is suitable and grease should not be used.

Lubrication of the engine is a point which, from the instructions given, would appear to be of a somewhat irksome nature. The handbook, however, is naturally inclined to err on the side of being over-cautious, and so long as the tell-tale is well out, there is nothing to fear, although it is certainly not advisable to cut things too fine in this direction.

A periodical draining of the sump is advisable, as the oil will in time lose its lubricating properties. The mileage covered between each draining will largely depend upon the oil consumption. If this is particularly good, the oil in the sump will be used so frequently that it will have to be replaced fairly often, but if, owing to some faulty joint, leakage takes place, the extra oil required to compensate for this will tend to maintain the quality of the whole, and so the car may be run for longer periods without draining. If no leakage takes place, draining off at intervals of 1,250 miles will be about right.

During the life of the car several non-standard features have been added. A windscreen wiper is, of course, an essential, and one of the duplex type which can be slid along the whole length of the top panel of

the screen, cleaning both sides, has proved most effective. The fittings on the dash were augmented by an Ingersoll watch in an aluminium mounting, an Enots petrol gauge, a disappearing dash lamp, and an aircraft disposal revolution counter, driven from the fan belt through a piece of mechanism composed of a Bonniksen motorcycle speedometer gearbox and a length of flexible shafting. This rev. counter is an exceedingly interesting and informative instrument, but, naturally, had to be recalibrated, as the range of speed of the Austin engine is over double that for which the instrument was designed.

After the first 2,000 miles or so the original carburetter was changed for a Mills instrument with a variable jet controlled by a subsidiary lever on the steering wheel. This carburetter has given good petrol consumption and greatly improved slow running. By fully opening the jet when starting, the need for flooding or strangling has been done away with, and the engine will give its power on a cold morning without spitting or starving.

Special Calso side curtains, hinged in the middle, have also proved a great success, as it is possible to hinge half the curtain back on itself for signalling, and for the driver to put his head outside the body when reversing or asking the way.

The latest addition is an Enots hydraulic jack, by which both front wheels can be raised 4 ins. in less than 10 seconds.

KEEP YOUR NUMBER PLATES CLEAN.

THE title to this article surely represents one of the most easily followed injunctions; yet how many motorists make a daily practice of giving the number plates a proper wash down? In the summer it may be unnecessary, but in the winter mud will be thrown up on to the plates even during the shortest run, and the driver will lay himself open to the attentions of the police.

As a rule, the plates are painted so hurriedly in the first place that their legibility soon becomes impaired. Cleaning with water is useless, and there is nothing for it but to remove the front plate—which is always the worst offender and requires treatment long before that at the rear—and repaint it, the same treatment being meted out to the rear plate when the front one comes off for the second time.

Four or five months from the day of delivery is usually sufficient to make the front plate shabby, but if care is taken in the repainting 12 months may then elapse before attention is again required.

As only a small quantity is involved, use the best

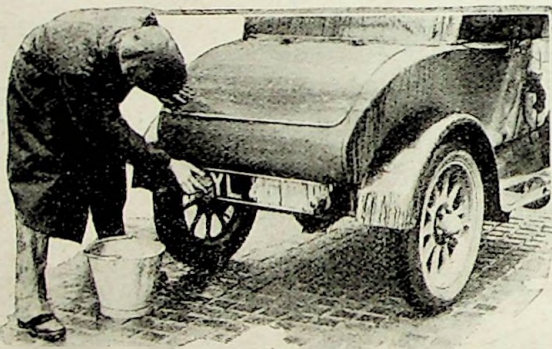
enamel and take the precaution of thoroughly cleaning the surface of the plate with a solution of hot water and soda, giving a final wash with clean water before commencing the work. The plate must, of course, be quite dry before the enamel is applied.

Use a fairly fine, round brush, and turn the plate round so that the brush is always being drawn towards you. The stroke should be firm, the brush pressed down so that a stroke in each direction will be sufficient to complete one "leg" of a letter or figure. Having finished the letters and figures, the enamel must be allowed to dry for about 24 hours, then the background of black can be filled in.

To make a really good job of it the whole surface, when thoroughly dry after the coat of black, may be given a coat of varnish.

A solution to the difficulties of the painted plate is to use the cast-aluminium variety.

At one time these were expensive, but nowadays prices are very reasonable, and delivery can be given in a very short time; generally, in fact, within twenty-four hours.



An untouched photograph which really does show the difference between a clean and dirty plate.

A TEST OF POWER PETROL.

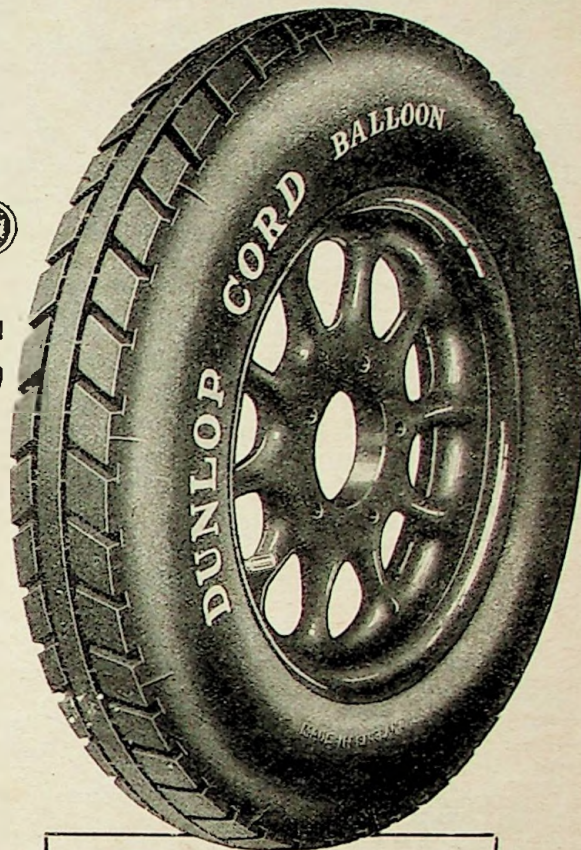
WE have recently been running a staff car on Power petrol, which costs only 1s. 2d. per gallon. This fuel is obtainable from many garages in the Home Counties, and is marketed by the Power Petroleum Co., Ltd., Riverside Wharf, West Street, Charlton, London, S.E.7, from whom readers may obtain the address of the nearest retailer.

The engine in which Power spirit has been tested has a compression ratio of 6 to 1, but in spite of this there has been no trace of knocking or pinking. The consumption has been quite as good as with other

brands of No. 1 spirit, and starting up, even during the extremely cold weather experienced last month, was quite easy.

Power spirit, which, we understand, is manufactured by a cracking process calculated to make it particularly desirable for light car use, has a very distinctive odour, and we understand that almost unlimited supplies of it are available. We have satisfied ourselves that carbonization is no more rapid than with other high-grade spirits, whilst oil dilution—the curse of most cheap fuels—has proved to be negligible.

The
DUNLOP
CORD TYRE
of
to-day-

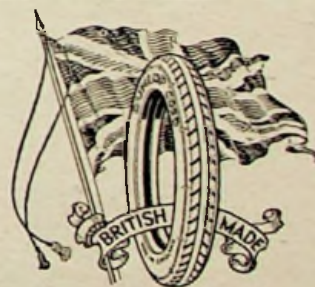


IF you took a census of the tyres used on all the cars in the British Isles, you would find Dunlop Cords in an overwhelming majority. *Quality* is the reason: quality that never varies—that is always perfect and dependable.

Behind Dunlop quality there is the deep well of Dunlop experience—dating back to 1888, when Dunlop made the first practical pneumatic tyre and revolutionised road travel.

Dunlop Cords are daily growing in demand. They give longer mileage because mileage is built into them, and their long service is trouble free—there are constructional reasons for their conquest of punctures and sure grip of the road.

Dunlop Tyres are made in Balloon and High Pressure Types to meet all requirements. Dealers everywhere stock and recommend them.



fit Dunlop and be satisfied'

DUNLOP RUBBER COMPANY LTD., BIRMINGHAM, and Branches throughout the World.

DUNLOP — THE STANDARD by which ALL TYRES are JUDGED

C.F.H. 95

B.S. Marshall Ltd.

You can't have that Car.

SHOWING a keen young business man over my Showroom one day he said "What is that sporty looking bus?" pointing to an attractive and racy looking aluminium two seater.

"That" I explained, "is the new Model air-cooled twin, with enclosed valve gear, and cast iron cylinders."

He was tickled to death when I told him it would do close on 70, and accelerate to 50 m.p.h. in 13 seconds.

On learning that he was married, had a small girl, and used his car a lot for social work, I pointed out the disadvantages of this otherwise excellent car for evening social work and business.

He saw my point eventually, and realised that the four-seater moderate price Saloon, with its cosy body, would suit his purpose much better.

A trial run convinced him that my selection was correct.

He has written since to say that his wife is delighted with "his" choice.

The moral being that your particular taste, unbacked by experience of the advantages and shortcomings of many cars, may often mislead.

I am unbiased—handle all cars—and therefore have no interests to serve other than yours.

Would you like a copy of my interesting Booklet, which illustrates, and gives details, abridged specifications and prices of all the well-known cars? I will send it gladly by return—without obligation.

Yes. Excellent allowance for your present car, and deferred terms ranging from three months to three years can be arranged without difficulty.

Agent for every car that counts.

Send a P.C. or call in for my Booklet.

Goodwill First —Business next

I AM not a "tied house," but can give you an unbiased opinion based on experience on any car that interests you.



17A Hanover Square, London, W.1.

"Woodwright"

Telephones: Mayfair 5906/7
Telegrams: Aumarshano-
Wesda, 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.



We welcome at all times letters sent to 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. To ensure publication in the next issue, letters must reach this office not later than Monday morning. We reserve the right to make any alterations or deletions which we deem necessary.

THE £100 CAR CAN BE BUILT. Facts and Figures which Prove the Contention.

The Cheap Car Will Come.

I should like to try to correct one or two erroneous impressions which I feel that your correspondent "G.A." has created. First of all, let us take his statement that a car at £100 is just the same as one at £150.

Concentration Needed.

Apparently "G.A." is one of those fortunate (?) people who own a fleet of cars and to whom £50 is a mere nothing. Let me inform him that I know people who cannot afford one of the "admirable little cars" at £150, but yet these same folk could afford a car at £100, for the simple reason that, having paid out their £100, they will be able to spend something on upkeep. Perhaps "G.A." thinks they should buy one of the more expensive cars and then start to save up in order to pay tax and insurance!

Secondly, your correspondent thinks that Henry Ford is the only manufacturer who could aspire to marketing cars at £100. Ford did not suddenly start a factory which could sell a car at £100 in the U.S.A. But to-day he has been able to do this, and it is surely not too much to hope that our home manufacturers will soon outdo their foreign rivals in the matter of cheap production.

W. W. BUCHANAN LOPPING.

The £100 Car.

Your correspondent "G.A." is all wrong in believing that if there was a £100 car it would be a waste of money to buy one as it could not be a success. It does not appear to have occurred to him that the 7 h.p. Citroën, which sold last year for £130, could have been marketed quite easily for £100 if it had been shorn of the fittings which appear in the accompanying list.

- Five lamp lighting set,
- Electric starter,
- Big battery,
- All-weather equipment,
- Balloon tyres.
- High-class finish,
- Various accessories.

If "G.A." would care to go to the trouble of costing these items, he would find that they amount to quite £30. The balloon tyres alone must cost over £20, whilst serviceable high pressures of, say, 650 mm. by 65 mm., which should be quite big enough, would not cost more than £10, and even less if the spare wheel was an "extra." I agree, of course, that in present values are very good, but surely I am not alone in believing that it is a better plan to put down £100 cash for a stripped car and buy the various fittings as I can afford them rather than have to make a deferred-payment transaction in the first instance.

T.SIMONOCE.

Cars Costing Less than £100.

In your issue of January 29th I note that in the correspondence column "G.A." states that the £100 car is impossible, and on another page of your most interesting paper an announcement of the coming of the "Pixie Three" at £50. Also, I think I am right in saying that one of the Morgan range of cyclecars is sold at £95 or thereabouts. If these are not cars, what are they? I know nothing about the Morgan, except for what I have read in your paper; I have never even ridden in one, but I should imagine from the power-weight ratio that their performance is just as good as that of cars of twice the price.

Several Available.

Of course, I am quite ready to admit that a miniature luxury car, at the price mentioned, would be an impractical proposition, but, after all, these little cyclecars get along, and, apparently, one is protected from the weather.

W. H. DONNS.

The Low-priced Cyclecar.

As manufacturers of low-priced utility cyclecars, we beg leave to take somewhat violent exception to the statements of your correspondent, "G.A." In the first place, he argues that "the man who could pay £100 for a car could spring the other £50." On the same lines it might be demonstrated that the £200 man could "spring" £250, the £250 man £300 and so on—until, in fact, we all bought Rolls-Royces and the light car movement ceased to exist.

Arguments in its Favour.

Obviously, there are many hundreds of potential purchasers of small cars whose financial resources do not extend beyond half the sum necessary to purchase one of the £150 cars which "G.A." rightly terms admirable. At present most of these purchasers either buy second-hand cars in somewhat dubious condition, or they gravitate to the motorcycle movement to the detriment of our own.

"G.A." says of a car produced to sell at £100 that, ". . . people buying it would be wasting their money." As he is satisfied to make the bare statement, without adducing evidence in support of it, it is difficult to see exactly what he means; but he would scarcely, we think, venture to suggest that every purchaser of a £70 motorcycle combination is wasting his money.

If the combination, with its unscientific frame design, lack of protection for the driver, unsociability and absence of luggage accommodation, is worth £70, why should the purchaser of a cyclecar, embodying a similar engine and transmission, with a similar power-weight ratio and with its enormous advantages in comfort, appearance, sociability and weather protection, be accused of wasting his money?

OUR READERS' OPINIONS (contd.).

That such a car at such a price may be a practical proposition we have proved to our own satisfaction. We hope in the future to demonstrate to the public that it is not only a practical proposition, but that it is also the most economical form of enjoyable motoring.

Finally, may we be allowed to correct a small error that has crept into your description of our Pixie Three, in which you give the weight of the car as 5 cwt.? The actual weight unladen is a trifle over 3 cwt., giving a power-weight ratio of, roughly, 1 lb. per c.c. of capacity—a figure which compares favourably with many small cars, and practically all sidecar combinations.

GILBERT AND SKINNER.
HILTON SKINNER, Production Manager.

Why Not a Cheaper Morgan—

I beg to differ from your correspondent "G.A." when he states that a car produced at £100 would be useless. The makers of the Citroën, despite the heavy import duties, offer the public marvellous value at £145.

—Or a Redesigned G.N.? Having owned and driven several of the 7 h.p. models, I can write from actual experience as to the all-round soundness and reliability of these little cars. My present 1925 model has exceeded 14,000 miles, and is mechanically better than new. A Citroën factory in England might be able to give us the £100 car.

Perhaps one day a manufacturer will come forward and produce a car on the lines of the G.N. and priced about £80-£100. I see no reason why this could not be done by mass-production.

When is Mr. Morgan going to produce a three-wheeler

with a water-cooled twin-cylinder engine, dynamo lighting, with head and side lamps, detachable wheels with spare wheel, self-starter and reverse gear to sell at £100?

If the Morgan could be sold at £60-£90 in its present form, it would sound the death-knell of that makeshift passenger vehicle, the motorcycle combination.

CIT. LATE DAIMLER.

Talking Won't Help.

I am very glad to see that the question of the £100 car has again been raised. There is little use, however, in making statements to the effect that such a car can or cannot be made. What we want is a manufacturer who will go flat out and market the car without more ado. "G.A." seems to think that we expect a six-cylinder luxury saloon for our money, but I think it will generally be agreed that a cyclecar fitted with an air-cooled motorcycle-type engine, a simple gearbox and chain transmission is all that is required.

I am inclined to think that four wheels might prove more popular than three and, if it means serious sacrifices in other directions on the score of cost, there is no real need for the wheels to be detachable and interchangeable. Apart from reliability, in my opinion comfort and weather protection are the most important features.

The maximum speed need not be high, but with carefully chosen gear ratios there should be no difficulty in climbing hills of reasonable steepness. Let us stop talking and get busy.

A POTENTIAL BUYER.

* * A large number of very interesting letters regarding the £100 car are unavoidably held over until next week. Amongst these is one from Mr. T. B. Andre, whose name is known to all our readers.—Ed.

The Headlamp Controversy.

When to Black Out.

As a member of the trade, whose business makes driving up to between 18,000 to 20,000 miles a year a necessity—a large portion of which has to be undertaken at night-time—

Safety First.

may I be allowed to say that I have no definite ruling to black out or not to black out, but follow rigidly the following procedure:—If a car approaches me with headlights burning, I keep mine on; if the oncoming driver's lamps are much stronger than mine, then I must make the best of it, but I do not "black out" as an invitation to him to do the same. On the other hand, if I meet a lorry or other vehicle poorly lighted by perhaps only oil side lamps, then, without hesitation, I immediately slow down, "black out" and ensure safety, so far as I am able, both to its driver and myself.

I should think from the above suggestion that your correspondent, R. Willis, must agree that there is a time after all when to black out and when not to black out. Surely it is not a question, as he suggests, of comfort or discomfort, but rather of safety or the reverse.

W.N.H.

The Dazzle Problem.

As a constant reader of your splendid journal, I am sorry to say that in my opinion motorists are getting divided into two camps over this vexed question of headlights. Permit me to say there is one point which

Use Only One Headlamp.

appears to be lost sight of, which is, the King's highway is for the benefit of all His Majesty's subjects, irrespective of class, and no one has the right to be of annoyance to others whilst using same (Highway Act).

I have been experimenting with my lamps to try to solve the dazzle question. I find that by having one powerful lamp on the near side and an ordinary light on the off side, I can travel at a fast rate of speed with safety, having a splendid view of the road well in front of me, and at the same time the light does not cause any inconvenience to approaching traffic.

I should like other drivers to try my method with their lamps, and I feel confident that the result will be the means of uniting all motorists into one camp of good fellowship.

J. H. BUCKEE.

Ringing the Changes—Troublesome Extras.

Substituted Components.

The recent case of tyre changing on an exhibition stand has prompted me to relate the following experience of mine: Quite recently I entered a garage the proprietors of which are agents for a famous light car. I

An Unpleasant Possibility.

desired to see this particular car with a certain type of body. After some hesitation I was shown a new car of the type I desired to see, but to my amazement, the engine, gearbox, radiator and steering column had been removed. I was quite casually informed that the engine had been removed for the purpose of replacing that in another car which had been damaged in transit from factory. The damaged engine had been returned and the car in the garage was waiting for a new engine to arrive.

Thus two new cars are sold or offered for sale and their buyers are denied the protection afforded by factory assembly and inspection.

The incident was an eye-opener to me, and I could not help considering the possibility of the engine to be fitted not being even a new one.

B42

I should be glad of any advice that may be offered in order to secure that I may get a car which is as turned out by the manufacturer—as it seems impossible to buy direct from a manufacturer—and a journey to take delivery at works is out of the question.

LEWES.

Inferior Accessories.

I was pleased to read your frank remarks last week concerning the poor quality of much of the equipment with which so many of the present-day light cars are delivered. My

Cheap and Nasty.

own new car has a speedometer which gave trouble before 1,000 miles had been covered, whilst the electric horn gave out at about the same time. The wind-screen wiper with which the car was delivered was also absolutely useless, whilst the spring gaiters seem to be made of a very cheap material. I quite agree that it would be much better if, instead of so much cheap paraphernalia, we were given few accessories and those of better quality. Personally, I should very much prefer to buy a "bare" car and equip it according to my own ideas.

P.B.



The New Sign on the Shell Pump will Guarantee Certainty

From February 8th next every petrol pump bearing the Shell Guarantee sign, as shown above, will be sealed by a representative of Shell-Mex Limited each time the tank is filled with Shell Motor Spirit.

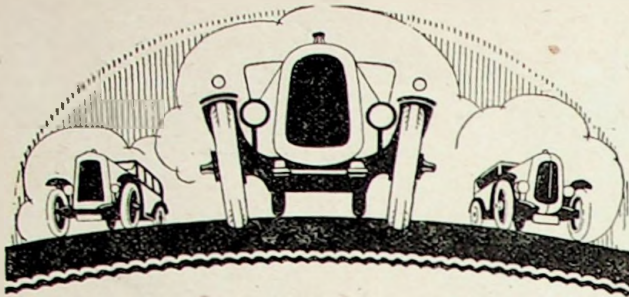
This policy is being put into effect with the full co-operation of the proprietors of Service Stations and Garages concerned.

The pump will be—as it should be—a positively sealed container, as the can has always been. No question can ever arise as to the quality of motor spirit so sold.

Guided by the guarantee sign motorists may enjoy the convenience of pump supply, certain that they are getting nothing but pure undiluted Shell—the well-balanced spirit, containing all the elements essential to perfect production of power.

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Once again let us urge you to place your instructions with us to reserve that new car you need. We are daily booking orders for forward delivery—and we can assure you it is a wise precaution. It's the only certain way of securing the car of your choice *when you want it!* Manufacturers are getting busier and busier in order to cope with the usual Easter rush, and, as the days pass, it will be more and more difficult to please everybody on the question of prompt delivery. You can definitely avoid disappointment in this respect by choosing your car now at our showrooms. We will reserve any car for you upon payment of a small deposit. And if you need that car two weeks or two days before Easter, it will be ready for you to drive away. Take advantage of our pre-Easter booking scheme now!

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

OUR READERS' OPINIONS (contd.).

S.O.S.

Oh, list! ye Morganists from near and far,
And help me o'er my trouble with my car.
I sally forth upon the broad highway
When ominous the clouds and dark the day.
The chains are nicely oiled when we depart,
But when the rain descends we're "in the cart."
These chains are washed with water and with dirt;
I'm sure a state like this my car must hurt.
Please tell me, you, who "Morgan" every day,
A lubricant which when I "put" will stay.

XW 6526.

Another Mileage Record.

Whilst I was filling up with petrol in Glasgow a fortnight ago, the owner of a very old pre-war Morgan pulled up. As I had a new Aero model, we naturally entered into conversation, and I learned from him that his car had covered 115,000 miles. Surely this must be a record mileage for a cyclecar? The wonderful mileage put up by the Unic, on which "Senrab" commented last week, of 170,000 miles, was also achieved with a two-cylinder engine. Does not this suggest that the twin is the longest-lived type of power unit?

J. L. F. McPHERSON.

* *In *The Light Car and Cyclecar* dated January 22nd a reader who owns a 1926 Singer pointed out that he knew of a 1914 Singer two-seater which has run 107,000 miles. This car, of course, has a four-cylinder engine, and our correspondent remarked, "it is still in service."—ED.

Leather Tyres—

"Focus" asks for opinions concerning leather tyres, and, as one who has used them, I can speak with some feeling. The time I refer to was about 1909, when I got a pair of leather tyre treads with steel studs embedded in them, and these were designed for lacing on to the existing rubber tyres. The trouble with them was that the leather soon rotted, thus allowing the steel studs to fall out, whilst, when the rubber tyre underneath it burst, it was an extremely tedious job removing the leather casing and cover to get at the damaged tube beneath. So far as I remember, the leather, after the steel studs had worn down and fallen out, skidded even worse than a plain rubber tread—but then we had not the glossy asphalt which is so common to-day.

OLD-TIMER.

Steel-studded Tyres and—

I cannot say that, so far as walking is concerned, I have found much difference between crepe rubber soles and leather ones on the particular class of grease from which we suffer locally, but, granting "Focus's" premises to be correct, tyres could easily be made with a band of leather affixed to the tread. In the days when one always used steel-studded tyres, one maker supplied a non-skid tyre on which the studs were fixed on such a band practically inset in the rubber of the tread.

— Another Matter of Interest.

The drawback would be that such a tyre would hold only on asphalt and similar surfaces, and one would need a wheel fore and aft shod with heavily grooved rubber tyres for ordinary macadam, which is still to be met with on most secondary roads.

Incidentally, your readers who are rather intrigued with the idea of "close-up" mudguards may be interested to know that the earlier models of the Bèbé Peugeot of 1914-15 were fitted with mudguards of this type, which proved so unsatisfactory that the makers reverted to the splayed kind fixed to the chassis.

I owned one of the earlier models, and, apart from the nuisance of the frequent breaking of the stays fixing the mudguards to the axle—due to vibration—they were so inadequate as guards that I had them replaced by the later type.

A DWELLER IN THE VALE OF AVALON.

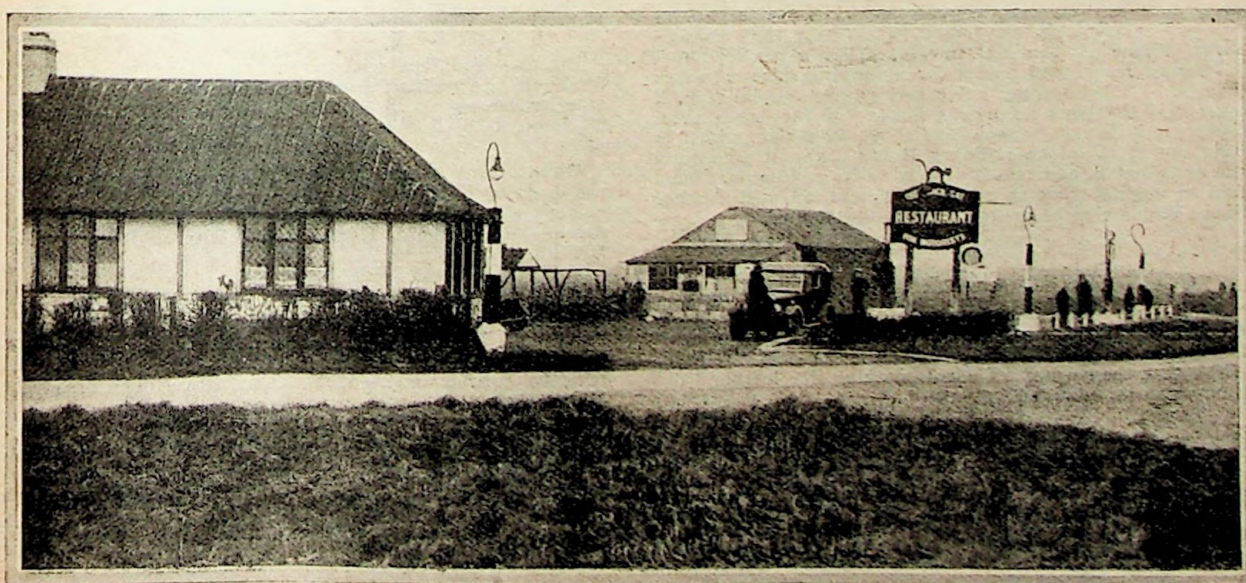
An Elusive Knock.

I should be much obliged if any Belsize-Bradshaw owner or other driver could diagnose the following fault and indicate a cure:—Occasionally my B.-B. engine develops a knock; sometimes when cold and at other times after many miles of running. Without any preliminary warning, the knock will be heard, and in a few seconds, say, in 100 yards, will develop to a loud hammering. This is curable by easing up the car to a bare crawl, when the knock disappears as rapidly as it came, and may not recur for many miles or may happen again almost immediately.

The knock is definitely in the engine. I know of nothing that is loose. It has occurred after examination of the oil filter (which was not clogged), My oil consumption is very heavy indeed. The only thing I can think of is the oil-pump system. There is a leak when the engine is hot—apparently from the pump.

The knock appears to be in or near the off-side cylinder. When the engine is cold—at starting—the sound is like light hammer taps, but it disappears on warming up. When the car has run a good distance and the engine is hot the sound is like heavy hammer blows, and is cured only as explained above.

J. TAYLOR.



A WELCOME OASIS. — The Black Cat Restaurant, garage and filling station, a popular port of call for those en route to the north. It is situated at what is known locally as "the Bedford turn," and actually lies a mile or so north of Tempsford.

OUR READERS' OPINIONS (contd.).

The Design of Worm Gearing.

In the issue of *The Light Car and Cyclecar* for January 29th a writer discussing the question of "Will engine speeds increase?" seems to dismiss the worm drive in very short

High Ratios
Possible.

space as being quite unworthy of consideration where high ratios are required. His conclusion is as erroneous as are the statements which he makes regarding this form of transmission, and in order to refute this conclusion it will perhaps be desirable to quote "L.M." the writer in question, in full.

"Worm drive might be thought to offer a solution, but it must be remembered that axle worm gearing must be reversible, and it cannot be made so unless the pitch is fairly coarse. Worms, also, cannot be made much smaller than they are at present, whilst the size of the worm wheel is necessarily limited by the amount of ground clearance desired.

"Manufacturers of motor lorries have been up against the axle-gearing problem for many years, a top-gear ratio of between 7 and 8 to 1 being common. This can be obtained only by a two-stage reduction."

First let us examine the question in its more general aspect, leaving a citation of examples from actual practice to follow.

The "axle gear must be reversible" without doubt, but this presents no difficulty whatever. Those familiar with the design and performance of modern worm gearing know perfectly well that any worm gear designed for an automobile rear axle will be reversible; in fact, the efficiency when the wheel drives the worm is practically identical with the efficiency during transmission. The "irreversibility" idea is a remnant of the impressions on worm gearing current in about 1860, when the design of worm gearing was in a no more advanced stage than was that of spiral bevel gearing. To say that "the pitch must be fairly coarse" is quite meaningless, although this is perhaps hardly the place in which to discuss technical questions on worm-gear design.

The statement, however, that "worms cannot be made much smaller than they are at present" shows that "L.M." has failed to grasp one of the fundamental advantages of the worm gear, namely, the fact that the ratio and gear diameters are quite independent of each other. With bevel gearing,

the diameter of the pinion is controlled by the ratio, and, as "L.M." correctly states, it is impossible to reduce the diameter of the bevel pinion below a certain amount and that further increase in ratio must be accompanied by an increase in the diameter of the ring gear and consequently in the dimensions and weight of the axle.

With worm gearing, however, the worm can always, and for any ratio, be made of ample strength. In fact, it is common practice to find that the same "blanks," or uncut gears are used in worm-driven axles to provide a wide range of ratio merely by altering the shape and angle of the worm threads.

Again, the limit to the diameter of the worm wheel by reason of ground clearance is not a factor which enters into the design, for, generally speaking, there is room not only for the worm wheel (which, owing to the large dimensions of the teeth as compared with those of bevel gearing, is amply strong), but for the worm as well without sacrificing ground clearance. Not only is this so, but as the diameter of the worm wheel is less than that of a bevel gear of the same strength, the depth of the axle casing is reduced and the floor level of the car can be lowered by an appreciable amount.

The statement that "a top-gear ratio of between 7 and 8 to 1 can only be obtained by a two-stage reduction" is strangely at variance with current practice. At least 80 per cent. of the commercial vehicles in this country and abroad are fitted with worm drive and a ratio of about 8 to 1 is quite common. Many vehicles, in fact, have a ratio of more than 10 to 1, again obtained with a simple worm drive. The type of drive fitted to the London buses, to which "L.M." refers, also embodies a worm drive for the right-angle stage.

It is particularly worthy of note that on a car which made a considerable impression at the New York Motor Show this year the designer has discarded the bevel drive in favour of the worm drive. The maximum speed of this car is at least 80 m.p.h. and the worm is mounted underneath, so that here is tangible evidence that neither questions of ground clearance nor possible ratio present any difficulties in the hands of a competent designer. H. E. MERRITT, M.Sc. (Eng.).

A 50 m.p.h. Rover Eight.

A friend of mine claims that his 1923 Rover Eight chummy model can "just touch 50 m.p.h." It would be interesting to hear if there are any other equally speedy Rover Eights on the road, and, if so, how their owners

Are There
Others?

tuned them. My friend's car is standard except for aluminium pistons, extra strong valve springs and special K.L.G. plugs. Not the least surprising feature of the car is that, although it is rather "rough" at about 40 m.p.h., which is the flat-out speed of an ordinary Rover Eight, it gets quite sweet at 45 m.p.h. and remains so up to its maximum. This seems to suggest that it might be hotbed up still further without undue risk of serious trouble developing.

G. N. J. Moss.

CONDENSED CORRESPONDENCE.

"A.M." does not think that leather can be used successfully for tyres in the manner suggested recently by "Focus." His experiences with a leather-treaded motorcycle tyre went to show that the slogan, "There is nothing like leather," did not apply in its accepted sense.

INFORMATION WANTED.

G.N.—It is desired to borrow or buy an instruction book dealing with the 1922 model.—S. Clare, 44, Aston Avenue, Fallowfield, Manchester.

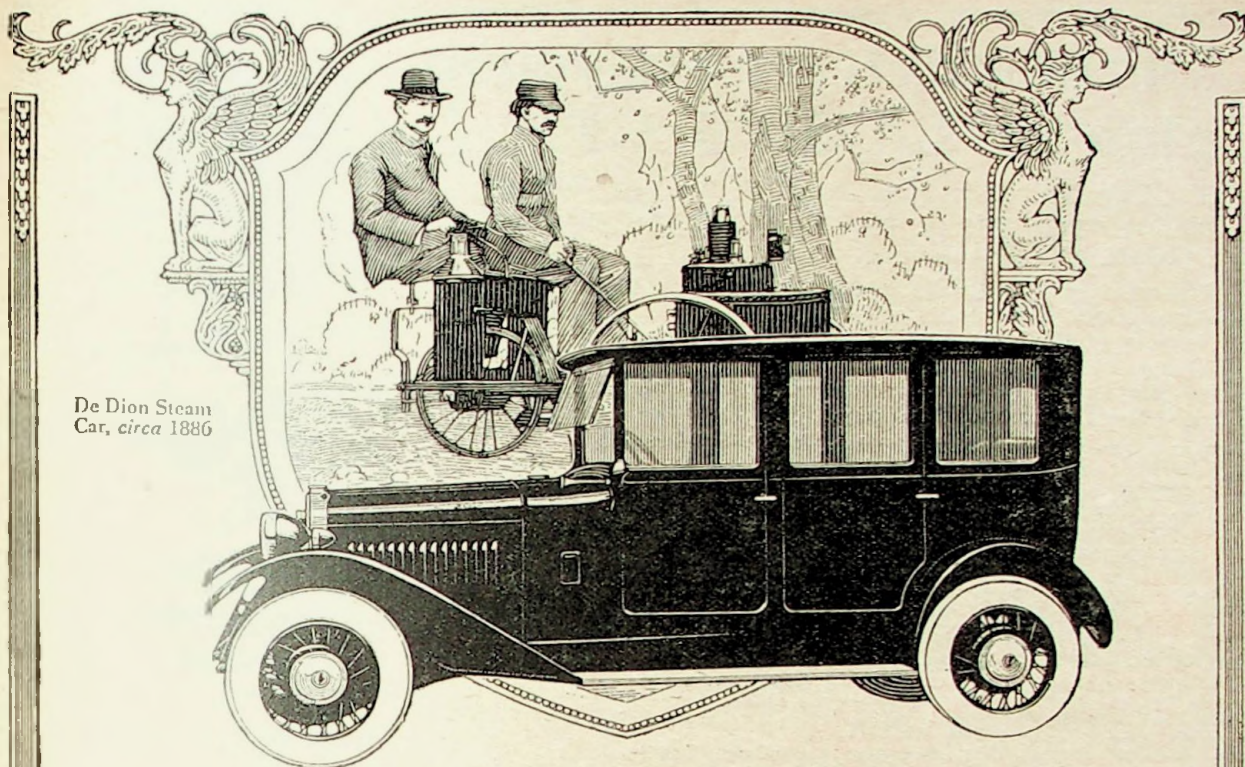
OMEGA.—Opinions with regard to the general reliability, road-holding qualities, comfort and so forth of this three-wheeler are requested.—"Omega," c.o. *The Light Car and Cyclecar*, 7-15, Rosebery Avenue, London, E.C.1.

CHOICE OF A CAR.—A 7-8 h.p. car with a closed body, the doors of which can be locked, and having a door on the driver's side, is required. Readers' suggestions will be welcome.—Estate Agent, Estate Office, Smyrna Road, Barnes, S.W.13.

BLERIOT-WHIPPET.—Particulars as to mechanical performance, overhauling, and so forth, of the belt-drive model are requested. What accessories may advantageously be fitted by an amateur and are there any little improvements which may be carried out?—A. E. Sims, Roseville, Broadway, Worcester.

The Light Car
and
Cyclecar

On Friday, February 19th, we shall publish a Special Buyers' Number. It will contain a wealth of information of the utmost importance to potential light car owners. Those who already own cars will find that their interests also have received careful attention with regard to the choice of accessories and so forth.



De Dion Steam Car, circa 1886

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If you would experience the thrills of rapid acceleration in traffic—the power and elasticity of an engine before which main road hills pale into insignificance—the restful comfort and safety of a generously proportioned body, ride in a De Dion. Ten minutes at its wheel will convince you of its outstanding merit.

Illustrated above is the new 10/20 Model J.P. 4-door Fabric Saloon - price £375

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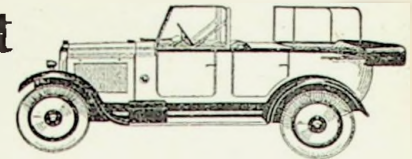
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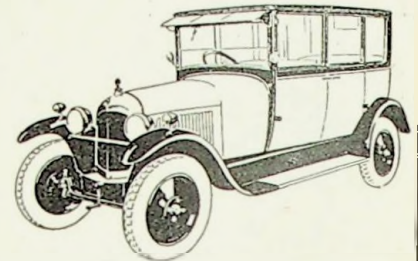
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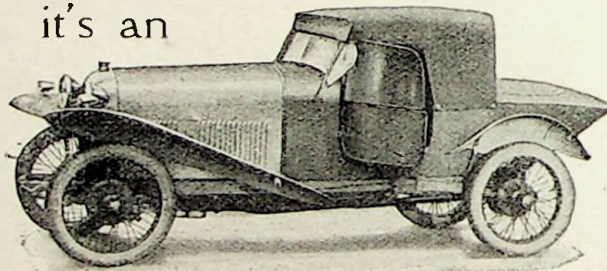
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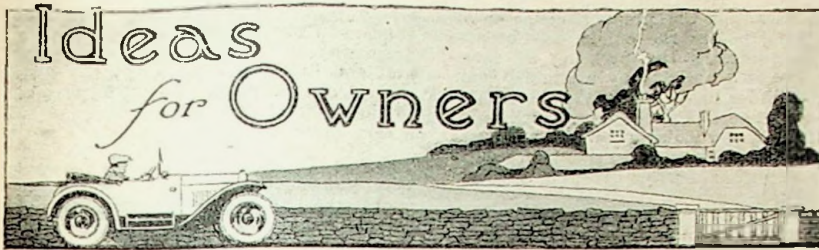
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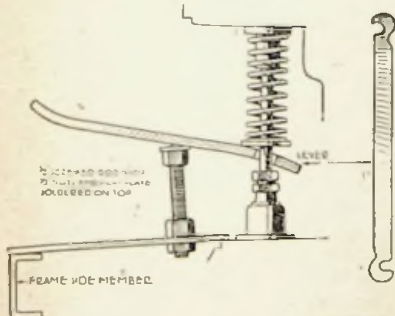
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

For Changing Valve Springs.

On the majority of small high-speed engines the valves are of necessity set so close together that replacing a broken valve spring becomes a matter of some difficulty. There are several tools on the market which function well, but for the most part they have ordinary forked ends, which make it difficult to insert the cotter. The accompanying illustration shows an easily made device which will simplify the task. The method of operation will be clearly seen, a feature of the lever being the hook at each end instead of the more usual fork; this enables the cotter to be easily inserted from the side. The slight bend at each end is for the purpose of getting a good rolling bearing underneath the collar when raising, and it will also be noticed that the ends of the lever are hooked and bent in opposite directions, making it possible to get at the spring either from the right or from the left.



How to use the valve-spring lifting outfit described in an accompanying paragraph. Note the shape of the lever which permits of easy withdrawal of the cotter.

Checking Wheel Alignment.

It is often difficult to ensure that the rear wheel of a three-wheeler is central, especially if for any reason it has to be removed whilst on the road. A very useful tool for this purpose is an ordinary carpenter's marking gauge. This consists of a half-round piece of wood about 8 ins. long with a small wood block fitted with a clamping screw sliding on it; at one end is a sharp pin. A gauge of this type may be purchased quite cheaply, and to make it suitable for this purpose it is merely necessary to withdraw the metal pin. In use, the rod is placed on top of the back forks with one end resting

against the rim of the wheel; the sliding block is then pushed close to the back fork and the clamping screw tightened. The gauge should then be transferred to a similar position on the other side, when it can be seen at once whether or not the wheel is true, for, if the sliding block does not fit exactly up to the back fork on the second side, it means that the wheel is out of alignment. An advantage of this tool is that the amount a wheel is out of alignment can be readily seen and the required adjustment made—a great improvement on the "hit-or-miss" method.

Roadside Repair of a Silencer.

On many light cars the silencer end-plates, one of which carries the tail pipe, are fixed to the barrel of the silencer by means of a long rod, on each end of which are nuts. It happened in one case that these nuts slacked off during a run, and the ends and tail pipe were lost. The trouble occurring in a rather desolate spot, it seemed at first that no repair was possible until it was recollected that a well-known picnic spot was a short distance away, and tins were there in plenty. The place was accordingly visited, and on arrival two suitable tins were easily found; holes were punched in them, and they were then fixed in position by threading some iron wire through the holes and twisting the ends. This repair proved very effective, and lasted for a considerable time before being replaced by a more orthodox arrangement.

In Answer to your Query



Queries of general interest will be answered under this heading whenever possible, but a stamped addressed envelope must be enclosed for reply by post. Telephonic inquiries cannot be answered.

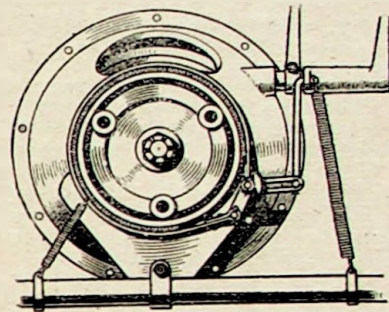
B.C.W. (Folkestone).—The standard carburettor setting for your 7 h.p. Austin is: choke 15 mm., main jet 70 and compensating jet 75.

G.S.H. (London, W.11).—No, you are overestimating the gradient of Leith Hill. The steepest portion is about 1 in 6 and the average rise is 1 in 12.

S.F.B. (Leatherhead).—The position of the oil filler on the gearbox of your A.C. prevents overflowing. Immediately the correct level is reached the oil will overflow.

Obtaining Sweeter Braking.

After a little wear has taken place there is a tendency to chatter on the part of the external-contracting band transmission brake used on 7 h.p. Jowett cars. This is probably due to the temperature attained by the steel band during prolonged braking and its effect upon the temper of the metal. As the drum rotates, when travelling forwards, in the direction of brake application a servo motion is set up, and this, coupled with the reduced "springiness" of the band, gives rise to the chattering.



The method of arranging two auxiliary springs to sweeten the action of a Jowett transmission brake.

To overcome the trouble, the band should be removed and, at the point shown in the accompanying illustration, a knife blade should be inserted between the band and the lining. By levering up the latter slightly a few turns of copper wire may be threaded through and used to secure one end of a light coil spring. After refitting the band, the other end of this spring should be clipped to the tubular cross-member by means of a water hose clip.

Another expansion spring may be fitted to the arm of the brake pedal and similarly fixed to the cross-member. More pedal pressure is, of course, required to apply the brake, but sweeter action is obtained.

M.E.McD. (Edinburgh).—A whining noise from the engine when running in neutral is generally set up by the timing gear. As the engine of your car has just been overhauled it is probable that in taking up the crankshaft main bearings the centres of the crankshaft and camshaft have been altered with a consequent upsetting of the meshing of the timing wheels.

J.W. (London, S.E.1).—You can estimate the number of ampere-hours life remaining in a battery by testing the specific gravity of the electrolyte. When fully charged the hydrometer reading will be 1.250 and the rated capacity will be available; when discharged the hydrometer will show about 1.150. Between these figures the density will be in proportion to the remaining "life" in the battery.

IN ANSWER TO YOUR QUERY
(contd.).

T.B.W. (Bristol).—A driving test is necessary before one can tour abroad. It can be arranged with either the R.A.C. or A.A. Membership of one of these bodies will save you much trouble in preparing for your trip.

H.C.H. (Birmingham).—You have erred on the generous side in giving the tappets of your 7.5 h.p. Citroën such excessive clearance. The correct adjustments are four-thousandths of an inch for the inlet valves and six-thousandths in the case of the exhaust valves.

P.D.F. (Sheffield).—The unequal light given by the headlamps of your new car is most probably due to the need of focusing in one of the lamps. As the lamps are of Lucas manufacture, you should find which of the three notches in the bulb holder gives the best results.

H.W.M. (London, N.13).—To adjust the tracking of the front wheels of your Jowett, first inspect the track rod and find which yoke end is split and clamp on the threaded end of the rods by means of a bolt. Slack off this bolt, remove the clevis pin from the yoke and move the track rod clear of the steering arm. By turning the yoke end on the screwed rod one way or the other, the necessary setting may be obtained and locked by the clamping bolt.

C.M.M. (Northampton).—The fact that cleaning the plugs at once cures misfiring before the engine has become warm indicates the presence of moisture, caused possibly by a slightly leaking cylinder head gasket. As the trouble is not experienced when the engine is hot, the water leakage cannot be serious, but the head should be attended to without delay as further trouble may be caused.

E.R.G. (London, W.1).—There is no reason why you should not dismantle your 12-20 h.p. Calthorpe rear axle for overhaul. The job is quite straightforward, the first step, after draining the axle, being to remove the rear wheels and then the brake drums. Draw the axle shafts and remove the nuts holding the front cover plate of the axle. The differential is carried by this plate and will come away with it.

L.M.E. (Erdington).—When you have tightened up the bolt on your hub drawer as tightly as possible against the end of the axle shaft you will find in all probability that a smart blow on the head of this bolt with a fairly heavy hammer will result in the hub being jerked off the taper of the shaft. You must take care, however, to be sure that the hand brake is not on, because the pressure of the shoes inside the drum would be sufficient to prevent it from being drawn with the hub.

J.K. (Edinburgh).—There is no law which prevents you driving a car because you are partially disabled; there are many light car owners who have artificial limbs. To convert a car with central control so as to bring the levers to the right of the driver should not be a very difficult job.

O.S.R. (Walsall).—We see no reason why you should not arrange for the spare wheel to be carried at the rear of the car instead of on the running board. Your suggestion that the rear body panel be drilled to accommodate a bracket would not work, as there is usually no member at that point sufficiently strong to carry a heavy wheel. A stout metal bracket bolted to the chassis is a practical way of overcoming the difficulty.

A.B.T. (Burnley).—The overheating and loss of power about which you complain with your Rover Eight is due probably to the air vent in the petrol tank cap being stopped up, thus restricting the fuel supply to the carburetter, which results in a low level and an unduly weak mixture. An alternative cause of the trouble is that when the valve stems lengthen due to expansion, they bear on the tappet heads and thus the valves do not close properly. This causes loss of compression and consequently loss of power and overheating. The cure for this is obvious.

CLUB ITEMS AND SPORTING EVENTS.

SHIRLEY AND DISTRICT M.C.

A carnival dance will be held by the Shirley and District Motor Club at the George Hotel, Solihull, on Saturday, February, 20th. Full particulars may be obtained from the hon. secretary, Mr. F. H. Chambers, Kerri, Blakesley Road, Yardley.

MIDDLESEX COUNTY A.C.'S EVENTS.

The following is a list of the events of the Middlesex County Automobile Club for the 1926 season:—
April 10th, opening run; April 24th, competition; May 15th, speed-judging competition; May 27th, hill-climbing competition and speed trials at Brooklands; June 12th, crippled children's outing; June 26th, 100-mile reliability trial; July 10th, gymkhana; July 24th, efficiency trial; August 21st, distance-judging competition; September 5th, treasure hunt and picnic; September 18th, closing run; October 28th, A.G.M.; December 4th, annual dinner and dance.

TO CLUB SECRETARIES.

Reports and announcements intended for inclusion in next Friday's issue of "The Light Car and Cyclecar" must reach us by the first post on Monday morning

BLACKPOOL AND FYLDE M.C.

A supper and dance, during which the annual prize distribution will take place, will be held by the Blackpool and Fylde Motor Club on Wednesday, February 17th, at the Imperial Hydro, Blackpool. Application for tickets, which cost 10s. 6d., should be made not later than February 10th. The hon. secretary is Mr. Albert H. Hindley, Abbots Brook, Clifton Drive, St. Annes-on-Sea.

A closed reliability trial will be held by the club on February 21st, starting at the club headquarters, Springfield Road, Blackpool, at 9 a.m. The route includes Lancaster, Kendal, Windermere, Bowness, Newby Bridge, Levens Bridge, Lancaster and Blackpool. The event is open to motorcycles, three-wheelers and cars. Entries, which close on Friday, February 19th (first post), should be sent to the hon. secretary of the meeting, Mr. A. Taylor, Blackpool and Fylde Motor Club, Springfield Road, Blackpool.

WAKEFIELD AND DISTRICT CLUB.

The new hon. secretary of the Wakefield and District Motor Cycle and Light Car Club is Mr. T. L. Merley, 6, Green Lane, Alverthorpe, near Wakefield.

FORTHCOMING EVENTS.

- February 5.**
Surbiton M.C. Annual General Meeting and Dance.
- Middlesbrough and District M.C. Annual General Meeting.
- February 6.**
West Kent M.C. Annual Dinner.
- February 11.**
Leighton Buzzard and District M.C. Dance.
- February 12.**
Oxford M.C. Annual Dinner and Dance.
West Kent M.C. Annual General Meeting.
- Portsmouth District Jowett Club. Whist-drive and Dance.
- February 13.**
Sutton Coldfield and N. Birmingham A.C. Colmore Cup Trial.
- February 14.**
Morgan M.C. Opening Run to St. Neots.
- February 16-19.**
Paris-Nico Reliability Trials.
- February 17.**
Blackpool and Fylde M.C. Annual Prize Distribution.
- February 17.**
Essex M.C. One-day Winter Trial.
Shirley and District M.C. Carnival Dance.
- February 21.**
Blackpool and Fylde M.C. Reliability Trial.
- February 28.**
Rochdale and District M.C. Reliability Trial.

MIDDLESBROUGH AND DISTRICT M.C.

The annual general meeting of the Middlesbrough and District Motor Club will be held to-night, February 5th, at Hinton's Cafe, Middlesbrough, at 7.30 p.m. The election of officers will take place during the evening.

ROTHERHAM M.C.'S ANNUAL MEETING.

At the recent annual meeting of the Rotherham Motor Club, Mr. C. E. Smith, of Bramley, was elected secretary, and Mr. G. Hodgson treasurer. The club decided to hold more long-distance trials, and a number of events for the coming season were arranged, including an additional all-night trial. It was decided that in the future the club should cater for cars of any horse-power, car membership no longer being confined to owners of cars under 11.9 h.p. The club wishes to make it clear that it has no connection with the Rotherham and District Motor Club.

SPECIAL BUYERS' NUMBER.



February 19th.

SOUTHERN JOWETT L.C.C.

The next social evening organized by the Southern Jowett Light Car Club will be held at Slater's Restaurant, 34, High Holborn, London, W.C.1, at 7 p.m., on Thursday, February 11th. Whist will commence at 7.30 p.m., followed by refreshments, music and dancing. Tickets may be obtained from the hon. secretary, Mr. L. A. Dudley-Ward, 16 Albany Park Road, Kingston-on-Thames. Members' tickets cost 2s. 6d., the price for non-members being 3s. Those members who have not paid their 1926 subscriptions are asked to do so, as they were due on January 1st.

J.C.C. ANNUAL MEETING.

Over 60 members attended the annual general meeting of the Junior Car Club held on January 27th, when it was decided that the club should re-affiliate with the R.A.C. for the year 1926. All members are, therefore, entitled to the advantages of associate membership of the Royal Automobile Club. The annual subscription remains at 36s. per annum, but the entrance fee has been raised from 5s. to 10s. After February 1st, membership will date for one year from the date of joining instead of from January 1st to December 31st, as was the case previously. This arrangement, however, does not affect present members of the club whose subscriptions become due on January 1st, but applies only to members joining after February 1st, 1926. The address of the club's headquarters is the Clock House, Arundel Street, London, W.C.2.

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FOR FAST TOURING UNDER ARDUOUS CONDITIONS.

To prove the reliability of the Lea-Francis under the worst possible conditions, cars are entered in all the principal reliability trials in the country. The consistent success that rewards these entries is a byword in the motoring world, especially as every car entered is a perfectly standard model.

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Write for particulars and catalogue.

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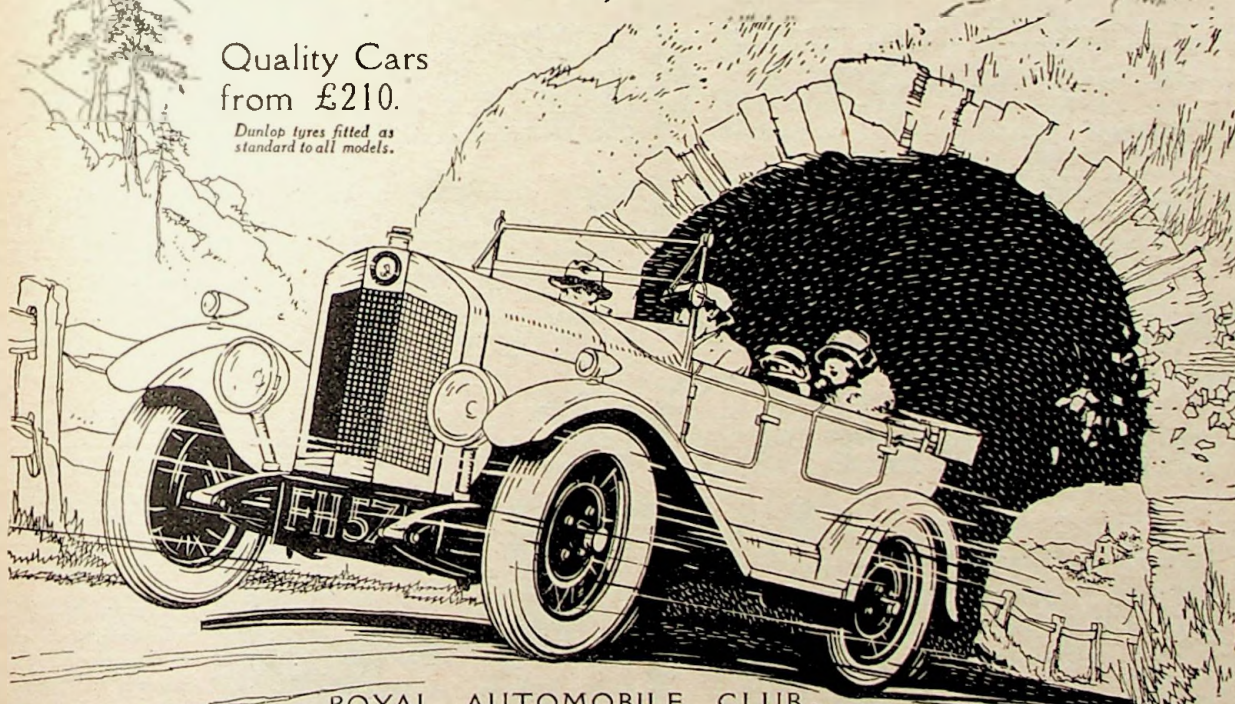
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SPECIAL GOLD MEDAL
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*This opportunity
IS
a fine thing.*

THIS is a fine opportunity to get a year's motoring for next to nothing. Save your depreciation for 1926 by securing one of these models. There are but a few left!

CALTHORPE BARGAINS.
1926 MODELS, FULLY GUARANTEED,
DEMONSTRATION AND SHOW MODELS.

£40 SAVED. 10/20 h.p., latest type 3-door Four-seater, Dynamo Lighting, Self-starter, Speedometer, Clock, Balloon Tyres, All-weather Equipment, as makers' list and full guarantee. List Price £215. **Our Price £175**

£50 SAVED. 10/20 h.p., latest type 4-door Saloon, Royal Blue, Bedford Cord Upholstery, Balloon Tyres, Specification as latest list. List Price £275. **Our Price £225**

£70 SAVED. 12/20 h.p., latest type Four-seater, Mulliner Body, Real Leather Upholstery, Dynamo Starter, Speedometer, Clock, Dash Lamp, Adjustable Front Seat, Balloon Tyres, 4-Speed Gearbox, Right-hand Change, as makers' list. Usual Price £295. **Our Price £225**

£70 SAVED. 12/20 h.p., latest type, Standard Model Two-seater, Dickey Seat, Specification as above. List Price £295. **Our Price £225**

£70 SAVED. 12/20 h.p., De Luxe Model Two-seater, Specification as above but including longer stroke engine, front-wheel brakes, etc. List Price £325. **Our Price £255**

BAYLISS-THOMAS. 12/27 h.p., 1925, O.H.V. Engine, Five-seater, Maroon, Leather Upholstery, Dynamo Lighting, Self-starter, Speedometer, Clock, Balloon Tyres, etc., as makers' specification. List Price £300. **Our Price £255**

CROUCH. 12/30 h.p., 1925, 2-door All-weather Model, Maroon, Fitted with Anzani Engine, Dynamo Lighting, Self-starter, Speedometer, Clock, Dash Lamp, etc., as makers' specification. List Price £295. **Our Price £245**

WE have a very comprehensive stock of good Used Cars. Every one is open to A.A. or R.A.C. examination. Prices range from £75. Write for current list.

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of Austin, Clyno, Cal-
thorpe, Fiat and Rhode
Cars.*



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to give Service.**

AROUND THE TRADE.

Mr. A. J. McCormack, late managing director of Wolseley Motors, Ltd., has joined the board of A.C. Cars, Ltd.

The Vulcan Motor Co., Ltd., have adopted Parabolite anti-dazzle headlamp lenses as standard equipment on their 12 h.p. o.h.v. model.

Shell-Mex, Ltd., have issued a leaflet dealing with the Marchese de Pinedo's seaplane flight from Rome to Melbourne, Tokio and back to Rome. Shell was the fuel used throughout the journey.

The Vacuum Oil Co., Ltd., Caxton House, Westminster, London, S.W.1, have published a folder entitled "Winter Motoring Hints." Copies will be sent gratis to readers of *The Light Car and Cyclecar* who apply to the address given.

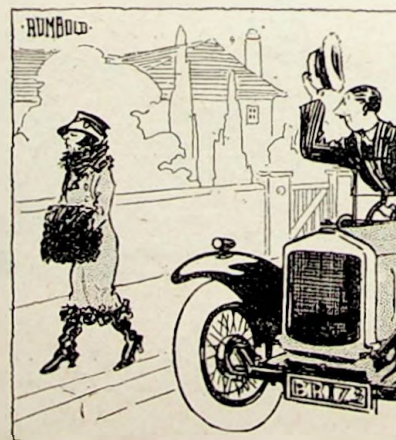
A mass of interesting information concerning worm drive for rear axles is contained in a treatise entitled, "Automobile Worm Gearing," which has just been published by David Brown and Sons (Huddersfield), Ltd., Park Works, Lockwood, Huddersfield.

During the past 18 years Mr. G. P. Mathieu, one of the test drivers of the Goodyear Tyre and Rubber Co., Ltd., has driven approximately 720,000 miles—an average of about 40,000 miles a year. The Goodyear concern has some 14 test cars on the road, each car having two drivers, who work in 12-hour shifts.

Fredk. Ward (Motors), Ltd., 6, 7 and 8, Allsop Street, Upper Baker Street, London, N.W.1, advise us that they can regrind four-cylinder monobloc castings (bore up to 75 mm.) for £4 7s. 6d. Aluminium pistons can be supplied at prices ranging from 6s. extra per piston. Cylinder regrinding can be effected from a price so low as 6s. per bore.

A few weeks ago a set of Morgan side screens was ordered from Messrs. Sidney Hall, 91, St. Peter's Street, St. Albans, by the owner of a Grand Prix Morgan, who did not leave his address. The screens, which have been specially made, are now ready for fitting, and the above concern would be glad to hear from the gentleman who placed the order.

The Letter-Filing Appliances Co., 25, Masshouse Lane, Birmingham, have sent us a sample of one of their Spring-back binders, pointing out that these should be very useful to readers who are anxious to bind for themselves either complete copies of, or individual articles from, *The Light Car and Cyclecar*. The binder in question appears to be a very practical device and an improvement of the arrangement advocated by the writer of "A Simple Filing System," which was published recently.



LIGHT CAR PROVERBS—No. 5.

The winner is Miss
F. M. Patricia Byrne,
11, Kent Road,
Swindon.

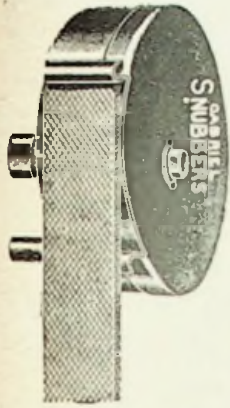
The prize of £1.10
will be sent to her
in due course. Her
proverb is quoted
below the subjoined
drawing.

(See news paragraph
for new rules.)

Hope springs eternal in the human breast.

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

Rough or Smooth— it's all the same!



"Five Reasons why it pays to fit Gabriel Rebound Snubbers" is the title of an interesting and instructive brochure. May we send you your copy? Free and post free on request.

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'GABRIEL' SNUBBERS

Rebound Shock Absorbers.

The extraordinary control exercised by these comfort distributors takes out all trace of bounce and vibration, giving to all roads a level surface, and to the car occupants a sense of ease, comfort and security which more than repays you your initial outlay.

Gabriels are supplied for all cars from £6 6s. per set of four.

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- 1922 Coventry Premier (2) £55
- * 1923 Gwynne "8" Chummy (2) £98
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- * 1924/5 Rover "8" 2-str. dky. £75
- 1922 Salmson, 2-str. (3) £88
- 1922 Salmson, 2-str. (3) £88
- * 1923 Singer, 4-str. (C.P. Model) (2) £88
- * 1923 Singer, 2-str. £95
- * 1921 Singer, 2-str. £48
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- * 1922 Swift, 4-str. £88
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- 1923 Wolseley "7" (2) £75
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* Cars marked thus have starters.

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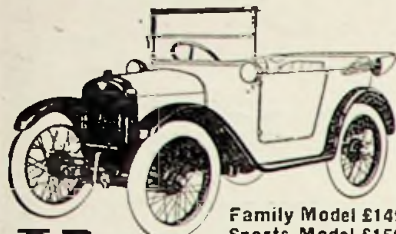
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MORGAN

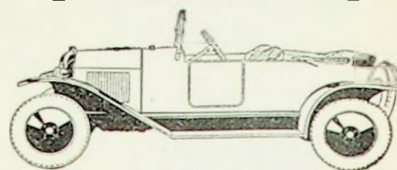
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Family Model £149
Sports Model £159



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3-seater Cloverleaf. £145

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"Anyone who cares to make a series of progressive pint tests from cold with a small auxiliary tank will be astonished at the difference between the mileage covered on the first pint and, say, on the fourth."

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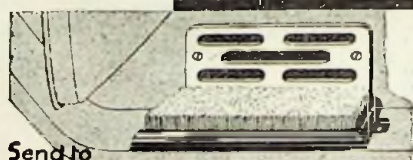
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HUMBER, 6-18 Chummy, Front	25/-
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Carriage Paid.	



STEP MATS
with polished aluminium holder.
4 in. x 7 1/2 in. 2/- each.
Valance Protector 5/6

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Send p.c.
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Size 16 ft. x 9 ft. x 7 ft. x 9 1/2 ft.
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G.N., 1921, 2-seater, fully equipped, splendid condition, re-coachpainted
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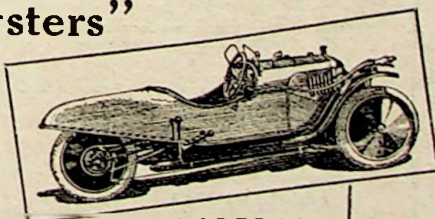
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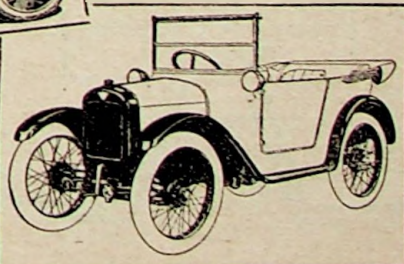
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Morgan Runabout or Austin Seven—it's just a matter of choice—they're both sturdy little cars that will give you endless pleasure without constantly reminding you of costs. Each will cover about 50 miles on a gallon of fuel. The Morgan Tax is only £4. The Austin oil consumption is about 4,000 m.p.g. Either will go anywhere any car can go—

And with Colmore Service behind them, each is worth more than its costs. That is why people come from all parts of the country to buy it.



The Morgan "Aero" Runabout.
Price £130

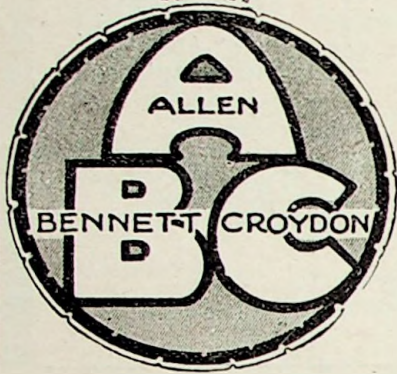


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24, Paradise Street, Liverpool.
209, Deansgate, Manchester.

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.



Some more ALLEN-BENNETT Bargains

More and more clearly is it being shown that there is nowhere quite like ALLEN-BENNETT'S for thoroughly satisfactory BARGAINS in Second-hand Cars. A big and quick market enables us to quote prices that are really low, and yet, at the same time, fair to ourselves. Nowhere else can you find so varied a selection, and so many advantages. All the cars listed below are guaranteed to be in sound running order. Many are as new.

UNPRECEDENTED VALUES—HERE ARE MORE THAN 50 BARGAINS—MANY OTHERS.

CC
 Any of these cars can be purchased on Allen-Bennett's **REALLY CONVENIENT** terms—payment spread over 18 months. Tax, Insurance, can be included in the instalments if desired.
Example:
 Singer de Luxe 4-str. £90
 Tax for year £10
 Comprehensive Policy (say) £10
 £110
 Deposit (say) £30
 £80
 Financial charges at 5 per cent. per annum £6
 £86
 Payable in 18 monthly instalments of £4-15-6

NOTE.
 Second-hand Cars can be inspected, and demonstrated at A.-B.'s Special Showrooms: **GRIGG WORKS, Sanderstead Road, SOUTH CROYDON (Near Red Deer),** but please address all postal enquiries as below.
 Open till 7 p.m. every day (including Saturdays).

ROVER.

- 1924-5, 9 h.p. 4-str., only run 5,000 miles, as new £129
- 1924, 8 h.p. 4-str., very good condition £70
- 1923, 8 h.p. Chummy 4-str., exceptional condition £60
- 1923, 8 h.p. 2-str., finished blue £55
- 1922, 8 h.p. 2-str., starter £55
- 1922, 8 h.p. 2-str., splendid order, 2-door body £48
- 1921, 8 h.p. 2-str., very nice £42 10s.

SINGER.

- 1924, 10 h.p. De Luxe 4-str., only run 4,000 miles £120
- 1923, 10 h.p. De Luxe 2-str., perfect £75
- 1923, 10 h.p. Coventry Premier model, 4-str., unsold £75
- 1921, 10 h.p. 2-str., very good order £37
- 1921, 10 h.p. De Luxe 4-str., original owner since new, really exceptional car £80

A.-G.

- 1924, 12 h.p. Royal, indistinguishable from new, run 4,000 £175
- 1922, 12 h.p. Royal 4-str., perfect condition £110
- 1921-2, 12 h.p. Royal 2-str., very nice order £90
- 1921, 12 h.p. Royal 4-str., excellent order £85

RILEY.

- 1925, 11/40 h.p. Tourer, rear screen, run under 2,000, 1926 List, £395 Our price £285
- 1925, 11/40 h.p. Coupe, 2-6 str., unsold, 1926 List £500 Our price £335

CLYNO.

- 1925, 11 h.p. 2-str. and dickey, indistinguishable from new £120
- 1925, 11 h.p. 4-str., very nice order £120
- 1924, 11 h.p. 2-str. and dickey, perfect £80

RHODE.

- 1921, 10 h.p., Special Competition engine, Chummy 4-str., excellent order £100
- 1922-3, 10 h.p., Chummy 4-str., very nice condition £65

MORGAN.

- 1925, GRAND PRIX, Anzani engine, as new £100
- 1924-5, Aero, O.H.V. Blackburne, 4-speed, F.W.B., 24 in. s.s. tyres, hood, Aero screen, speedo, clock, etc., exceptionally fast £105
- 1924, Aero, O.H.V. Blackburne, F.W.B., speedo, excellent condition £85
- 1924, Aero Anzani, magnificent condition £90
- 1925, De Luxe Special Sports, J.A.P. engine, as new £87 10s.
- 1923, De Luxe, M.A.G., w.c., very good condition £80
- 1923, De Luxe, J.A.P., most carefully used £55

MARSEAL.

- 1924, 12 h.p. special 4-str. Sports, polished aluminium body, red wings, red leather upholstery, as new in every respect £120
- 1923, 11 h.p. 3-str., polished aluminium body, perfect £72
- 1923, 11 h.p., 2-str., in very nice order £60

CALCOTT.

- 1923, 12 h.p. De Luxe 4-str., rear screen; cost to day £265; only run 4,000, as new £175
- 1923, 12 h.p. De Luxe 4-str., rear screen, perfect £100

LAGONDA.

- 1923, 12 h.p. De Luxe 4-str., perfect £110
- 1923, 12 h.p. 4-str., very carefully used £75
- 1920-1, 12 h.p. coupe, perfect £60

A.B.C.

- 1921, 10 h.p. Sports, perfect condition £40
- 1922, 10 h.p. Sports, perfect condition £45
- 1923, 10 h.p. Special G. England 4-str., self-starter, overhauled and repainted, new hood, etc. And 5 others £60

DEEMSTER. 1923, 12 h.p., Anzani Special Competition Sports engine, Touring 2-str. and dickey, magnificent condition £110

T.B. 1923, 8 h.p., W.C. Blackburne, in magnificent condition, only £4 tax £45

NEW HUDSON. 1923, 10 h.p., w.c. M.A.G., many extras, cost £250, most carefully used. Tax £1 £70

LEA-FRANCIS. 1923, 10 h.p., 2-str. and dickey, very well equipped, perfect £85

CITROEN. 1923, 11 h.p., 4-str., very good order in every respect £85

CROUCH. 1923, 9 h.p. 2-str. and dickey. In really very good order £62 10s.

MATCHLESS. 1924, 10 h.p. 4-str., very small mileage, good order £55

ALVIS. 1922-3, 11/40 h.p. De Luxe Tourer, rear screen, shock absorbers, very fine condition £165

SWIFT. 1920, 10 h.p. 2-str. and dickey, good order £40

LE ZEBRE. 1921, 8 h.p. 2-str., very good £45

CALTHORPE. 1922-3, 11 h.p. De Luxe 2-str., just overhauled, remarkably fine condition £76

BAYLISS-THOMAS. 1922-3, 11/9 h.p. De Luxe 2-str. and dickey, very nice condition £75

HANDS. 1922-3, 10 h.p. 2-str. and dickey, most carefully used £75

DOUGLAS. 1921, 10 h.p. 2-str. and dickey, perfect order £40

QUARTER MILE FROM WEST CROYDON STATION. ON OR NEAR A DOZEN BUS ROUTES

ALLEN-BENNETT Motor Co., Ltd. - - - - - 8, 9, 10, 11, Royal Parade, WEST CROYDON. Croydon 2450-1, 968.

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

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

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

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 net.

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.

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. The Publishers will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever.

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 definite contracts, copy must be supplied without application from the Publishers, and current copy will be repeated if new copy is not received by the published closing time. Series orders are only accepted as firm contracts, and no cancellation will be accepted by the Publishers either on payment of difference in rate or otherwise. Contracts relate to advertisers' own goods or services, and the space may not be sublet or disposed of in any way. Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors or for errors arising out of telephonic instructions relating to advertisement copy; 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 1½ per cent. (5d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

WARNING.—Acknowledgments of deposits or instructions to forward goods advertised are only written on our special headed paper, which bears a facsimile of the title of this journal. To prevent fraud, the advertiser should ACKNOWLEDGE IMMEDIATELY any such letter apparently coming from us, and delay forwarding the goods for a day or so. Should we, on receiving such an acknowledgment, find that no letter has been sent by us, we will wire the advertiser not to part with the goods advertised.

CLOSING TIME.

Copy for and all matter relating to advertisements must reach our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "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."

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

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.

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. Phone, repairs manager, Esbar, 540 and 541. Repairs, conversions and renovations to A.B.C. cars carried out by experts at the factory. A.B.C. owners should write for catalogue of improvements. zzz-609

A.B.C., 1926 model super-sports, used for demonstration only, £185. Below.

1923 A.B.C. sports, overhauled, repainted, new condition throughout, £68. Below.

1922 A.B.C. 12-volt lighting and starting, electric and bulb horns, overhauled, £65. Below.

Two second-hand super-sports A.B.C.s in stock, absolutely as new. Exchange car or motorcycle. Below.

Cash, deferred, exchange. Below.

Ward and Co., 51 Upper Richmond Rd., East Putney. 689-k728

A.B.C.s and 80 others. See page 33. Benmotors, Battersea 1509. 689-285

A.B.C.s. Sprosen, Ltd., for A.B.C. Exchanges, deferred payments. 1922 special sports, dynamo lighting and starting, taxed, mechanically tyres, appearance as new, 55 gns. 111 Gt. Portland St., W.1. Phone Langham 1212. 689-354

A.B.C., Surbiton model, starter, alloy pistons, good tyres, many extras, well cared for, fast, taxed; exchange with cash for good make 4-seater; offers. Robinson, 7a Temple Rd., Croydon. 689-k810

A.B.C., £65; 70 m.p.h., sports 1922, exceptionally smart car; many extras. Denman, 4 Denman Place, Piccadilly Circus. Reg. 926. 689-392

A.B.C. H. F. Edwards offer 1924 Regent 2-seater, sunk dickey, completely equipped, balloons, superb condition, 75 guineas. Below.

1923 Regent A.B.C. 2-seater and dickey, completely equipped, excellent condition, 70 guineas. Below.

1922 A.B.C. Regent, 2-seater, sunk dickey, completely equipped, good condition, 45 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-252

A.B.C. sports 2-seater, £63; exchanges, balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 689-474

A.C. Harold Simons for bargains. See "Miscellaneous Cars." 689-492

A.C. cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone, 2623. zzz-17

A.C., 105 guineas; 1922, Royal 4-seater, fully equipped, splendid condition throughout. Vivian, 35 Spenser St., Victoria St., S.W.1. 689-227

A.C.s and 80 others. See page 33. Benmotors, Battersea 1509. 689-284

A.C., 1920-21, 2-seater, dickey, starter, clock, speedometer, painted maroon, fine order, accept £80. 35 Liddell Gardens, Kensal Rise, N.W.10. 689-k775

A.C., 1921, 11.9hp, 2-seater and dickey, starter and lighting, specially tuned and very fast, in excellent condition throughout, £72; cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 689-356

A.C. 2-seater, starter, dynamo, very clean, £11, and 10 monthly payments of £11, or cash £110; 4-seater, £120; coupe, £150. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 689-k830

A.C. We have several excellent second-hand models for sale at attractive prices; particulars on request. Newham Motor Co., 245 Hammersmith Rd., W.6. 689-271

A.C. H. F. Edwards offer the following bargains:—

1923 11.9 Royal 2-seater, concealed dickey, completely equipped, painted A.C. blue, unholstered antique leather, 150 guineas. Below.

1920 11.9 2-seater, starter, clock, speedometer, painted blue, 70 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-255

ALBERT, G3 model 4-seater, C.A.V. lighting and starter, clock, speedometer, rear windscreen, new tyres, total mileage 9,143, excellent condition, cost £450, accept £125. Alderton, Kelgate, Surrey. Phone 154. zzz-482

ALBERT car overhauls; guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 689-804

ALBERT, 1921, 2-seater, starter, good condition, £50; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone, 3265. 689-435

ALBERT, 1923, 4-seater, all-weather, Beatonson body, mileage 5,000, excellent condition, C.A.V. lighting, starter, speedometer, clock, 2 spare wheels, scarcely used, windscreen wiper, petrol can carrier, spring gaiters, taxed March, accept £85 quick sale; seen any time. C.W.J., c/o London Road Works, Kingston. Phone 3610. 689-k645

ALBERT, 1921, 4-seater, 11.4hp, 4 speeds, self-starter, dynamo lighting, clock, speedometer, 2 spare wheels, good tyres all round, in perfect running order and very good appearance, £43. Teddington Garage, 160 High St., Teddington. Kingston 2562. 689-k825

AMILCARS. Vernon Balls. Phone, 1995 rutney.

AMILCAR spares. Vernon Balls, London.

AMILCAR service. Vernon Balls.

25 High St., Fulham. zzz-30

AMILCAR, 1922, 7.5, red, sports 2-seater, nickel-plated, engine just overhauled, very good condition, speedy, £88. Write or phone, Bercsford Park 7580. 689-k644

AMILCAR, 9.50hp, Grand Sport 2-seater, 1925 model, small mileage, perfect condition, owner going abroad, £175, or offer; view by appointment. 17 St. George's Rd., Golders Green, N.W.11. 690-k453

AMILCARS and 80 others. See page 33. Benmotors, Battersea 1509. 689-291

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.

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

AMILCAR.

Boon and Porter, Ltd.,
Sole concessionaires.
Offer the following guaranteed second-hand models:—
1925-26 Grand Sport 5-seater, new condition, many extras.
1925-26 Grand Sport 2-seater, choice of 2.
1925 Sports 2-seater, very little used.
Deferred towns and exchanges.
159-161 Castelnau, Barnes, London, S.W. 13. 689-320

AMILCAR, 1923, 2-seater sports, 60 m.p.h., splendid condition, £65.
Brayson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloane 2838. 689-378

ARIEL 10, de luxe 4-cylinder, 4-seater, completely equipped, starter, speedometer, etc., small mileage, splendid condition, £125. 82 St. Mary's Rd., Peckham, S.E.15. 689-k717

ARIEL 10, 1925, de luxe 2-seater and dicky, painted maroon, very fully equipped, nearly new balloon tyres, whole in exceptional condition, £140. Telc., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 689-377

ARIEL 9, 1924, occasional 4, all-weather equipment, splendid condition throughout, dynamo lighting, £65. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 689-248

ARIEL 10, H. F. Edwards offer 1925 4-cylinder 4-seater, completely equipped, starter, speedometer, all-weather curtains, superb condition, 130 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977 689-254

ARIEL, 1924, chummy, £80; official inspection invited. Jacksons, Park St., Croydon (2023); 35 Surbiton Rd., Kingston (2815). 689-490

AUSTIN 7, 1926, demonstration model, absolutely as new, makers' full guarantee, tax paid, deferred payments, £135.
Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 3511, Museum 2000. zzz-788

AUSTIN 7, 1925, done only 1,000 miles, fitted speedometer, new condition, £117 10s.; cash or deferred; terms one-third down, the balance, plus 2½ per cent. on the purchase price, in 12 monthly payments; a similar car, slightly more mileage, £112 10s., Harrods Garage, 159 Draycott Avenue, Chelsea. 'Phone, Sloane 1254. 689-826

AUSTIN 7, new and second-hand models in stock. D. B. Rea, 27 Victoria Grove, Gloucester Rd., W.8. Telephone, Kensington 8572. 715-1954

AUSTIN, 7hp, 1924, starter, step mats, coachpainted dark blue, all-weather, splendid condition, taxed March, absolute bargain, £88. Fryer, Dove Walk, Uttleseter. 'Phone 112. 690-215

AUSTIN 7, 99 gns.; chummy, absolutely as new, starter, one owner; exchange; inspection week-ends. Ewers, Newton Rd., Burton-on-Trent. 689-211

AUSTIN, 1925 model 4-seater, in beautiful condition, £110. The Telephone Motor Works, Ltd., Allsop Pl., Upper Baker St., N.W. 689-196

AUSTIN 7, 1923, chummy, repainted, reconditioned as new, £90 cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. 'Phone, Cheetham Hill 102. 689-206

AUSTIN 7, 1926, 4-seater, absolutely as new, makers' full guarantee, only driven 20 miles, excellent reason for selling, price £139. Box No. 3637, c/o "The Light Car and Cyclecar." 689-137

AUSTIN 7, 1925, demonstration model, 3,000 miles, taxed, 100 guineas, no offers. Cyclemotors, Trevor House, Leckhampton, Cheltenham. 689-k740

AUSTIN, 1925, chummy, faultless condition, 105 guineas. Clark 225 Hammersmith Rd., W.6. 689-236

AUSTIN, 1925, 2-seater sports, black body, red wings, disc wheels, concealed hood, 60 m.p.h., run 3,000 miles only, £120. Members, Young's Corner, Hammersmith. 689-231

AUSTIN 7, 1924-25 sports, starter, lighting, speedometer, dashlamp, jack, pump, tools, smart, fast, luggage grid, shock absorbers, perfect, 99 gns.; exchange Morgan combination, similar. 89 East Hill, Wandsworth. 'Phone, Battersea 445. 689-k715

AUSTIN, 7hp, 1926 model, tax paid, as new, guaranteed, £126. Ratcliffe Bros., 200 Gt. Portland St., W.1. 689-219

AUSTINS and 80 others. See page 33. Benmotors, Battersea 1509. 689-285

AUSTIN, 'Safety first' Ernest Grimaldi, Ltd., offer 1924 Austin 7, sports, 1926 tax paid, shock absorbers, spotlight, Triplex glass, speedometer, 5 new tyres, £115. Ernest Grimaldi, Ltd., 82 Gt. Portland St., W.1. Museum 3931. 689-305

AUSTIN 7s Several 1924 and 1925 models in stock, condition as new, small mileages only, from £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1898. 689-236

AUSTIN 7, 1924, self-starter, clock, speedometer, all-weather equipment, luggage grid, shock absorbers in new condition, 92 guineas, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 689-k729

AUSTIN 7, late 1923, chummy, all-weather equipment, new tyres, perfect condition, excellent running order, appearance as new, tax paid, £78. 83 Penshurst Rd., Thornton Heath. 'Phone, 1572. 689-k843

AUSTIN 7hp sports, painted yellow, red wings, £10 worth of accessories, £110. Sumner Bros., Barrack Square, Coventry. zzz-441

AUSTIN 7, 1925 model, in excellent condition, licensed and ready for the road, £112. Motor, 9 Shoe Lane, Fleet St., E.C.4. 'Phone, Central 5168. 691-442

AUSTIN 7 coupe, 3 months' old, mileage 700, beautiful little car, taxed until March, owner has purchased Austin 12, £115 or near offer. 31a Hydehorpe Rd., Ballham. 689-463

AUSTIN 7, 1925 model, complete as makers' specification, mileage 3,000, almost as new, many extras, guaranteed, tax paid, £112. 7 Sylvan Hill, Crystal Palace. 'Phone, Sydenham 223. 689-457

AUSTIN 7, unused and shop-sold only, balloon tyres, £139; exchanges. Nerringtons, 116 Hampstead Rd., N.W.1. Museum 9078. 689-454

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

AUSTIN 7, 89 guineas, 1924 (October), dynamo lighting, self-starter, as new, bargain; exchanges. Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 689-350

AUSTIN 7, 1925, chummy, starter and lighting, all-weather equipment, spare wheel, shock absorbers, tyres almost new, colour peacock blue, taxed, £117 10s.; another at £105, guaranteed sound; cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 689-357

AUSTIN 7, 1924, very fine order, £80, no offers. Reading Car Mart, 37 Erleigh Rd., Reading. 689-k817

AUSTIN 7, 1924, chummy, shock absorbers, self-starter, fully equipped, splendid condition, £98; another at £95. Exchanges, terms. Allery and Bernard, 544 King's Rd., Chelsea, S.W. Kensington 4653. 689-416

AUSTIN 7 saloon, genuine Gordon England demonstrator, £45 under list, also 1926 coupe, fitted Triplex, clock, etc., under 3,000 miles, £145. Gordon England, Ltd., 28 South Molton St., Oxford St., W.1. 689-281

AUSTIN 7, 1924, choice of 2, £97 10s. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. 'Phone, Avenue 5548. 689-276

AUSTIN 7, 1925, chummy, small mileage, £98; also 1924 chummy, in excellent condition, £85, exchanges or deferred terms. Hiscott, 173a Westbourne Grove, W.11. 'Phone, Park 525. 689-491

AUSTIN, 7hp, fitted with 2-seater saloon body, cost £250, our price £150 cash or £13 and 10 monthly payments of £13. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 689-k829

AUTOCRAT, 1922, sports o.h.v., 4 speeds, new tyres, 75 m.p.h., 68 gns., or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 689-k732

A.V. Runabout, 8hp J.A.P. engine, 3-speed and reverse Sturmey-Archer gearbox, dynamo lighting, speedometer, Hartford shock absorbers, 2 Aero windscreens, detachable wheels, painted red, very fast, price only £35. Below.

A.V. Runabout, 8hp Blackburne engine, 3-speed and reverse Sturmey-Archer gearbox, dynamo lighting, speedometer, 2 dashlamps, 2 Aero windscreens, detachable wheels, spring gaiters, hood, etc., in very good condition, price £45. Below.

A.V. Blears, 8hp J.A.P. engines, 2-speed gear, lamps, etc., hood and upholstery in good condition, 3 at £28 each. Below.

A.V. Motors always have a large stock of A.V. and other cars at exceptionally low prices. Deferred terms and exchanges arranged to suit clients' requirements. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710 689-200

BAYLISS THOMAS, 1925, 4-seater, as new, lighting, starter, all-weather equipment, screen cleaner, luggage carrier, many extras, insurance paid, mileage 2,500, £165 or offer. Arthur Bray, 79 Davies St., London, W.1. 689-174

BAYLISS THOMAS, 10-22hp, 4-seater, 1925, very little used, new condition, £150. 49 Little Albany St., N.W.1. Museum 5515. 689-k780

BELSIZE, 1923, 4-seater, self-starter, all-weather equipment, £55. deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 689-406

BELSIZE, H. F. Edwards offer 1924 10-20 2-seater, double dicky, starter, speedometer, balloons, all-weather equipment, excellent condition, 95 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-255

BELSIZE-BRADSHAW, 1923, 2-seater, £60; coupe, £85; exchanges, deferred payments. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 689-243

BELSIZE-BRADSHAW, 1923, coupe, dicky, self-starter, clock, speedometer, new tyres, balloons on rear, as new, 68 gns. 51 Upper Richmond Rd., East Putney. 689-k733

BELSIZE-BRADSHAW, 1923, 2-seater and dicky, perfect order, £60. Ratcliffe Bros., 200 Gt. Portland St., W.1. 689-220

BELSIZE-BRADSHAW, 69 guineas, 1923, 10hp, 4-seater, starter and lighting, all-weather equipment, speedometer, clock, beautiful condition; also 1923 2-seater, taxed, nearly new tyres, electric screen wiper, many extras, £57; exchanges. Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 689-331

BELSIZE-BRADSHAW, 1923, 8.9hp, 2-seater and dicky, starter and lighting, good tyres and spare wheel, balloons on back, appearance and mechanical condition perfect, bargain £52. Cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 689-364

BELSIZE-BRADSHAW, Harold Simons for bargains. See "Miscellaneous Cars." 689-493

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater, taxed, good order, £48. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. 'Phone, Avenue 5547. 689-275

BLERIOT-WHIPPET, 1923, sports 3-seater, 9hp Blackburne, all chain (not belt) drive, 3 speeds and reverse, Magdyno set, just repainted and new hood, £29. 260 Archway Rd., Highgate. 689-187

BLERIOT-WHIPPET, late 1923, all-chain, 3 speeds, reverse, dynamo, plated radiator and parts, spare wheel, electric horn, many extras, splendid condition, genuine bargain, £30. Alroy, Kingsland, Kenneth Rd., Thundersley, Essex. 689-k721

BLERIOT-WHIPPET, 1922, 9hp, 2-seater, dynamo lighting, spare wheel, speedometer, etc., specially fitted with many extras, including aluminum discs to wheels, etc., in splendid order throughout, £16. Teddington Garage, 160 High St., Teddington. Kingston 2562. 689-k820

BLERIOT-WHIPPET, 1923, £22 10s., nice order, a bargain. Jacksons, Park St., Croydon (2023); 35 Surbiton Rd., Kingston (2815). 689-488

BLERIOT-WHIPPET, 1923, 2-seaters, 8hp, electric lighting, spare wheel, £25 to £30; deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 689-406

BUGATTI, 1923, special sports 3-seater body, self-starter, genuine competition car, really fast and in beautiful tune, £145. 6 Putney Bridge Rd., Wandsworth. Putney 2728. 689-403

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

CALCOTTS. Wilkins, Simpson, Calcott specialists, offer the following models with a 3 months written guarantee:—

1923, 2-seater, 10.5hp, doubled dickey, fully equipped, £94 10s.; 1924, 2-seater, 10.5hp, repainted, as new, £125; 1921 2-seater, excellent condition, fully equipped, £89 15s.

Any of the above can be supplied on deferred terms or exchanged for your present car. Calcott spares and repairs depot. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 689-k798

CALCOTT Service Depot.

Calcott spares. Trade supplied. Overhauls of every description. Repairs. Bargains in used Calcott cars. Brand-new 1926 models in stock. Cash, easy payments, exchanges.

Calcott Service Depot, 11 Hammersmith Rd., opposite Olympia, London. Phone, Riverside 238. 689-k781

CALCOTT, 1923, £94 10s., 10hp, 2-seater, double dickey, starter, all-weather, special bargain, cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 689-k782

CALCOTT 1924 10.5hp 2-seater, self-starter, all-weather equipment, petrol gauge, dash lamp, petrol can carrier, screen wiper, aluminium plates, indistinguishable from new, guaranteed, £125. Wilkins, Simpson, opposite Olympia, London. 689-k783

CALCOTT 1922 10hp 2-seater, dickey, dynamo lighting, excellent condition, repainted, any trial, £65. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 689-247

CALCOTT, 1919, 2-seater and sunk dickey, dynamo lighting and completely overhauled, very reliable, any trial, £55. Empire Motor Co., Winton, Manchester. 689-471

CALTHORPE de luxe, 1922, 4-seater, many extras, good condition, £57 10s.; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 689-438

CALTHORPE Specialist. Exchanges, deferred payments. 1922 de luxe 4-seater, all-weather equipment, starter, good condition £79. Exceptionally nice 1923-24 2-seater coupe, all-weather 2-seater, dickey, lighting, starter, 4 speeds, £95; 1923-21 4-seater, £69. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 689-444

CALTHORPE, 1924, 4-seater, small mileage, many extras, £95. Ratcliffe Bros., 200 Gt. Portland St., W. 689-225

CALTHORPE, 79 gns.; 1923-4, coupe, 10-20, tax £11 starter, dickey, beautiful condition, 4 speeds and reverse; exchanges; inspection weekends. Ewan, Newton Rd., Burton-on-Trent. 689-212

CALTHORPE, 45 guineas, 1921, 2-seater, dynamo, self-starter, exceptionally smart; also 1921 sports 4-seater, dynamo, starter, speedometer, very fast, £55; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 689-532

CALTHORPE, 1921, 10hp, 2-seater and dickey, tax paid 1926, garaged 18 months, new tyres, just repainted, new screens, £80. 49 Spital St., Dartford. 689-k763

CALTHORPE, H. F. Edwards offer 1924 12-20 2-seater double dickey, fully equipped, good condition, 120 guineas. Below.

1922 10hp Calthorpe 2-seater coupe, sunk dickey, completely equipped, excellent condition, 79 guineas. Below.

1921 10hp Calthorpe 4-seater, fully equipped, starter, leather upholstery, 55 guineas; exchanges or deferred. 175 Great Portland St., W.1. Mayfair 6977. 689-256

CARDEN, £35; late 1924 4-seater, in new condition, open to any examination, mileage under 1,000. Camden Garage and Engineering Works, 8 and 9 Pratt Mews, Pratt St., N.W.1. Phone, North 851. 689-k321

CARDENS. Cardens. Cardens. 1921 and 1922 2-seaters, 7hp, in thorough running order, fully equipped, £20 to £30; deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 689-407

CHARRON-LAYCOCK, 1921, 2-3-seater and large dickey, tyres as new, luggage grid, very fully equipped, little and carefully used, £68. K.J. Motors, Bromley. 689-67

CITROEN, £179 15s., late 1925, 11.4hp, English body, unused, brand new, very slightly soiled, fully guaranteed, cannot be repeated, cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 689-k784

CITROEN, late 1924, 4-seater, English body, all-weather, rear screens, starter, clock, speedometer, balloons, very nice order, exceptional bargain, £112 10s. Wilkins, Simpson, opposite Olympia, London. 689-k785

CITROEN, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1,400, domed wings, exactly like new, £95. Harvey, Hudson and Co., next George Hotel, South Woodford, E.18. Phone, Wanstead 2395. zzz-770

CITROEN specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Barge Garage. Phone, Hendon 1023. 696-h239

CITROEN, cloverleaf, 1925 model, purchased June, 4,000 mileage, £95, White, Malleson, 40 Maple Rd., Surbiton. 690-k226

CITROEN, 1921, 10hp, 4-seater, starter and lighting, nice condition, £67 10s., cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheekam Hill 102. 689-207

CITROEN, £95; 1925 model 7hp, 2-seater, balloon tyres, exceptional condition throughout, bargain. Arthur Stuart and Co., 16 Little Portland St., W.1. 689-203

CITROENS and 80 others. See page 33. Benmotors, Battersea 1509. 689-286

CITROEN F.O.O.H. Ltd., have several Citroens. Bargains. 6 Heath St., Hampstead. (Tube Station). 689-163

CITROEN, 7.5, 2-3-seater, only done 6,000 miles, practically new condition, £84; taxed for year. Bennett, Ellick House, Blagdon, near Bristol. 689-k739

CITROEN, 1925, 7hp, 3-seater, fully equipped, faultless condition and appearance, offers invited. Beon and Porter, Ltd., 159-161 Castelnau, Barnes, London, S.W. 13. 689-321

CITROEN, 1923 model, 11.4hp, 4-seater, starter and lighting, all-weather equipment, speedometer, many other extras, good tyres, very nice order throughout, £85, cash, exchange, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 689-307

CITROEN, 1925 model, in splendid condition throughout, guaranteed 12 months, £75. Deloford's, North Row, behind Marble Arch Pavilion. Hours 8 to 8. 689-339

CITROEN 1925 7hp 2-seater, balloons, car as new, £95. Bartlett's, 93 Gt. Portland St. 689-343

CITROEN 1924 11.4hp 4-seater, all-weather equipment, mileage 9,000, car new July, 1924, all in fine condition, £110. Bartlett's, 93 Gt. Portland St. 689-344

CITROEN, 1923, 7.5hp, 2-seater, starter and lighting, spare wheel, tyres good, exceptionally smart and in excellent trim, bargain, £57, cash or deferred. Naylors, 406 Garratt Lane, Earsfield, S.W. 18. Phone, Wimbledon 2041. 689-358

CITROEN, 11.4, 4-seater, perfect throughout, any trial, £100. 49 Little Albany St., N.W.1. 689-k779

CITROEN, 7.5hp, 1924, 2-seater, splendid order, only wants seeing, £70. South Ealing Garage. Ealing 2983. 689-366

CITROEN, 11.4, 1924, 4-seater English body, starter, rear and side screens, splendid condition, £105. Below.

CITROEN 7, 1925 (late), 3-seater, starter, balloons, low mileage, excellent condition, guaranteed 3 months, £105 cash; exchanges, terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633.

CITROEN, 2-seater, 1924, 7.5hp, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. Another, 1926 model, at £95. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 689-k832

CITROEN, 4-seater, 11.4hp, excellent condition, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 689-k831

CITROEN 10hp, £80; taxed and insured, 1923 (June), 4-seater, perfect order, 45 m.p.g. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 689-385

CITROEN, 1925, 7hp, 2-seater, balloon tyres, excellent condition, £90; also 1925 7hp coupe Citroen, absolutely as new, £95; also 1924 11hp 4-seater, clock, speedometer, etc., splendid order, £90. All cars open to A.A. or R.A.O. examination. Deferred terms arranged. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 689-404

CITROENS, 11.4hp, English tourers de luxe, 1925, 1924, 1923, £165, £130, £120. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 689-429

CITROEN. H. F. Edwards offer 1924 11.4 English de luxe 4-seater, completely equipped, rear screen, excellent order, 110 guineas. Below.

CITROEN, 1924 model 11.4 English de luxe 2-seater, double dickey, completely equipped, excellent condition, 110 guineas. Below.

CITROEN, 1925 cloverleaf 3-seater, completely equipped, excellent condition, 93 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-257

CITROEN 7hp 1925 drop-head coupe, frameless windows, balloon tyres, taxed, in very nice condition, exchanges and deferred terms, 89 guineas. Hiscott, 175a Westbourne Grove, W.11. Phone, Park 523. 689-267

CITROEN 1925 11.4 5-seater, English body, practically new, £135. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 689-268

CITROEN 1925 7.5 2-seater, balloons, Hartfords, £88. Below.

CITROEN 7.5 1922 2-seater, dynamo lighting, £57. Elce, Ltd., 11-15 Eishopsgate Avenue, E.C.3. Phone, Avenue 5548. 689-277

CITROEN, 1925, 11.4hp, 4-seater all-weather, excellent condition, clock, speedometer, and all accessories, thoroughly overhauled by specialists, £80. Heric Garage, 27 Kew Rd., Richmond, opposite station. Phone, 1751 Richmond. 689-k759

CITROEN 7 1925 2-seater, done 2,000, taxed, perfect, £85. 417a Brighton Rd., Croydon. Phone, 2572. 689-k769

CITROEN, 10hp, 4-seater, excellent order, £85; exchanges; balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 689-477

CITROEN. Harold Simons for bargains. See "Miscellaneous Cars." 689-496

CLYNO, 11hp, 1925 occasional 4-seater, smoke-grey, balloon tyres, dynamo starter, speedometer, clock, spare petrol can and carrier, mirror, electric and ordinary horns, new condition throughout, open examination A.A., R.A.O., etc.; deferred terms and exchanges, £125. Mebus and Mebus (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 689-217

CLYNO. Cass's Motor Mart, Ltd. (Established 1911). 1924 4-seater, rear screens, run 5,000 miles, taxed March, exceptionally fine condition, terms, exchanges, £110. 5 Warren St., W.1. Museum 623. 689-201

CLYNO, 1926, 4-seater, f.w.b., all-weather, mileage 200, otherwise brand new, £175. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 689-269

CLYNOS and 80 others. See page 33. Benmotors, Battersea 1509. 689-287

CLYNO, 1905, 11hp, 2-seater and double dickey, starting, lighting, balloon tyres, very small mileage, appearance and mechanical condition as brand new, a bargain, 117 guineas. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W. 6. Riverside 2230. 689-325

CLYNO occasional 4-seater; terms, £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 689-k833

CLYNO, 4-seater, 1924, rear screen, very fine order, £115. South Ealing Garage, Ealing 2983. 689-370

CLYNO, 1925, de luxe 4-seater, all-weather equipped, condition as new throughout, £127; deferred payments 21 Pennant Mews, Earl's Court. 6684 Western. 689-434

CLYNO, 1924, 2-seater, dickey, self-starter, speedometer, tools, tax paid, perfect condition throughout, £88; deferred payments. 21 Pennant Mews, Earl's Court 6684 Western. 689-432

CLYNO, 1924, light 4-seater, all-weather model, taxed and ready for the road, will drive 50 miles to genuine purchaser, £89. 31a Hyethorpe Rd., Balham. Phone, Streatham 3440. 689-460

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CLYNO, 1925, de luxe 2-seater, excellent condition throughout, taxed, open to any trial, £110. 31a Hydehorpe Rd., Balham. 689-462

COVENTRY-PREMIER, 1922, 8hp, 2-seater, dickey, dynamo lighting, speedometer, mileage 9,500, insured, perfect condition throughout, sacrifice, 50 guineas. Davies, 56 McDonnell Rd., Hargoed. 689-k754

COVENTRY-PREMIER, 1923, 10hp, 4-cylinder, Singer chassis, 4-seater, fine order, £75. Bartlett's, 93 Gt. Portland St. 689-345

COVENTRY-PREMIER, 1922, 2-seaters, dynamo, dickey, spare wheel, in really beautiful condition, several to select from, £44 to £50. Deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 689-408

COVENTRY-PREMIER, 1922, 4-wheeler, oversize tyres, dynamo, starter, £40, exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 689-456

COVENTRY-PREMIER, 1922, £35; official inspection invited. Jacksons, Park St., Croydon (2023); 35 Surbiton Rd., Kingston (2815). 689-489

CROUCH, J. F. Edwards offer 1923 10hp 4-cylinder, 2-seater, all-weather coupe, double dickey, fully equipped, starter, etc., excellent condition, 85 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-258

CROUCH, 60 m.p.h., 1923, Anzani, 11.9, 4-seater, saxe blue, brown leather, £95, perfect order; deferred terms. Denman, 4 Denman Pl., Piccadilly Circus. Reg. 986. 689-584

DEEMSTER, 1920, 2-seater, good order, £35. Kemp, 25 Chatsworth Rd., West Norwood. 689-k762

DEEMSTER, 1922, 10hp, 2-seater, dickey, starter, repainted, £75. Bartlett's, 93 Gt. Portland St. 689-348

DOUGLAS, £29; exchanges, deferred payments: 1920 Douglas 2-seater, dickey, 10hp, lighting, starter, spare wheel, originally cost £500. Scarborough, 35 Hansler Rd., East Dulwich. Spdenham 2452. 689-446

ERIC-CAMPBELL, 1924, 10hp, 4-cylinder 1,496 c.c. Coventry-Simplex engine (not to be confused with the 8hp chummy Eric-Campbell). A powerful de luxe model with clock, speedometer, electric lighting and starting, spring gaiters and combined boot and hood cover, in excellent condition, does 50 m.p.h. easily, 40 m.p.g. in country.

ERIC-CAMPBELL (above). Room for 2 adults and child in front seat, also has a roomy dickey for two, starts easily and gets away in second gear on the flat; top-gear car in the country.

ERIC-CAMPBELL (above), lately been repainted and reupholstered, well worth examination, private or trade, £155 or near offer. Box No. 2924, c.o. "The Light Car and Cyclecar," or phone Finchley 5367 after 7 p.m. zzz-773

ERIC-CAMPBELL, H. F. Edwards offer immediate delivery of brand-new 1926 8-20, chummy, completely equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, best bargain ever offered, 139 guineas. Below.

ERIC-CAMPBELL, 1925 model, 8-20, chummy, completely equipped, superb condition, 98 guineas. Below.

ERIC-CAMPBELL, 1923, 10-22, 2-seater, with sunk double dickey, completely equipped, starter, clock, speedometer, double windscreen, all-weather equipment, leather upholstery, Rudge wheels, superb condition, 96 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-259

ERIC-LONGDEN 1922 sports 2-seater, polished aluminium body, w.c. J.A.P. spare wheel, fully equipped, electric lighting, £45, can be seen in Manchester. Box No. 3534, c.o. "The Light Car and Cyclecar." 689-802

FIAT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-18

FIAT, 1921, 10-16, all-weather, £135. George Newman and Co., 369 Euston Rd., London. 689-314

FIAT, 10-15, 1926, 4-seater, all-weather equipment, as new, makers' full guarantee, excellent reason for selling, price £295. Box No. 3636, c.o. "The Light Car and Cyclecar." 689-144

FIAT, 1923, 10-15, English tourist, sliding front seat, year's tax, £165. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 689-430

FRAZER-NASH. Sprosen, Ltd., for sports cars. Exchanges, deferred payments.

FRAZER-NASH, 1925 super-sports, 85 m.p.h., many extras, small mileage, as new in every way, £216.

FRAZER-NASH, 1925½, 3-seater, Anzani engine, mileage negligible, absolutely as new, taxed, £235. 111 Gt. Portland St., W.1. Phone, Langham 1212. 689-352

G.N. H. R. Godfrey, the original designer and manufacturer, for the best G.N.s. Below.

G.N. Before deciding to purchase a G.N. write for particulars of rebuilt G.N.s. in guaranteed condition. Below.

G.N. Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. Phone, zzz-372

G.N.s Good second-hand cars always in stock. Overhauls. Conversions. Rebuilding. Special tuning. All spares stocked. Expert guaranteed work only. Bring your car to the southern agents and service. The Eastgate Garage, Lewes. 690-8886

G.N.s. We specialize in these cars and can supply overhauled 1922 models, with written guarantee, from £45. Vadum Co.

G.N., 1922 coupe de luxe, absolutely weatherproof, dickey, lavish equipment, includes grease-gun lubrication, dynamo, speedometer, clock, driving mirror, petrol can and carrier, etc., overhauled, taxed, guaranteed, an exceptional bargain, £46.

G.N., 1922, dickey, full equipment, overhauled, guaranteed, £45.

G.N., 1922 model sports, very smart, safety hub caps, good tyres, £38.

G.N., 1922 touring, dickey, good tyres, overhauled, reupholstered, repainted, £38.

G.N.s. Many other 1922 cars in stock; any trial given willingly; deferred terms, exchanges.

G.N. Vadum Co., 37 Beaconsfield Rd. (near "White Hart"), Willesden Green, N.W.10. Telephone, Willesden 692. G.N.s bought for cash, overhauled and sold. Open 6 Saturdays. 689-213

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.N., 1920-1, sports, dynamo lighting, very fast, repainted, £37 10s., cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 689-206

G.N., 1921, 8.7hp, 2-seater, dickey, red with black wings and wheels, spare wheel and tyre, hood, windscreen, Watford trip speedometer, Smith's clock, 4 lamps, spare petrol can and carrier, horn, mat, aluminium number plates, 20 s.p.a. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 689-151

G.N.s, two, 1921, 2-seaters, dynamo, speedometer, spare wheel, £25 cash, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 689-k734

G.N., Frazer-Nash, o.h.v., 1922, very fast, dynamo, repainted, safety hubs, Hartford's taxed, trial, bargain, 47 guineas; also standard 1922 G.N., repainted, dynamo, good condition, trial, £36. Fitch, Bridge Lane, Golders Green. Speedwell 1981. 689-k774

G.N., 1921, 8hp, 2-seater, dynamo lighting, good tyres and spare wheel, hood, in extra special condition, £29, cash or deferred. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 689-359

G.N., 1920-21, taxed, speedometer, dynamo, electric horn, good condition and appearance, £22 10s. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 689-437

G.N.s. Go to Earl's and secure a bargain for the spring.

G.N., Legere, dynamo lighting, aluminium body and pistons, slide mirror, 2 horns, shock absorbers, large steering wheel, £26.

G.N., 1920, dynamo lighting, dash lamp, safety hub caps, etc., bargain, £22.

G.N., 1922, dynamo, dickey, electric horn, balloon tyres, £44.

G.N., 1921, dynamo lighting, speedometer, yellow body, bargain, £20.

G.N., 1922, dynamo, dickey, electric horn, repainted light blue, £42.

G.N.s. We have a good stock of new tyres suitable for these machines; also a few second-hand, at bargain prices.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. Book to Hampstead Tube Station. Open till 9 Friday and Saturday. 689-581

G.N. 1922 2-seaters with dickey, dynamo, speedometer, in first-class running order and appearance, £43; several other G.N.s, fully equipped, from £25; deferred terms, exchanges, many other makes. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 689-409

G.N., 1924, 4-cylinder, chummy model, dynamo lighting and starting, as new, £55. Reading Car Mart, 37 Erleigh Rd., Reading. 689-k816

G.W.K., 1921, 4-seater, very good condition, £45. Jack Pruett, Weston-Super-Mare. zzz-541

G.W.K. Messrs. G.W.K., Ltd., Cordwallis Works, Maldenhead, have a number of second-hand cars for sale at bargain prices. 689-899

G.W.K., 1925, 4-seater de luxe, new last September, cost £260, take £190. 1 Silverbirch Rd., Erdington, Birmingham. 689-k748

G.W.K. 4-seater, excellent condition; terms, £4 and 10 monthly payments of £4, or cash £40. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chisold 6628. 689-k834

G.W.K., 1921, polished aluminium, 2-seater, tyres as new, £25, 151 Kingston Rd., Ilford. 689-k813

GWYNNE car overhauls, bodywork and spares; second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 699-803

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chiswick Specialists, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-929

GWYNNE 8, chummy, 1923, thoroughly overhauled, 4 new tyres, speedometer, very smart, £88; appointment. 37 Whitehall Park Rd., Chiswick. 689-473

GWYNNE, 8hp, 1924, chummy, all-weather equipment, exceptional condition, £82 10s. Brayson Motor Co., 10 Yeoman's Row, Brompton Rd., S.W.5. Sloane 2838. 689-380

HAMPTON, 1921, 9.8hp 2-seater and double dickey, starter and lighting, all-weather equipment, tyres quite sound and spare, finished blue, excellent mechanical condition, £59, cash or deferred. Naylor's, 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 689-365

HANDS, 1923, 4-seater, starter, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chisold 6628. 689-k835

HILLMAN, sports 1921-2, polished aluminium, red wings, disc wheels, recently overhauled and painted, all engine bearings renewed, very fast, private owner will sacrifice at £80. 8 Mill Bank, Church St., Preston. 690-k642

HILLMAN, 1921, 9.8hp, sports, polished aluminium body with black wings, leather upholstery, long outside copper exhaust pipe, polished aluminium discs to all wheels, dynamo lighting, cord tyres throughout (5 practically as new), 2 spare wheels and tyres, hood, windscreen, Honniksen 100 m.p.h. time speedometer, Smith's clock, lamps, large Apollo electric horn, £79 10s.; another, December, 1920, sports, 4-seater, 4-speed, £79 10s. Cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 689-152

HORSTMAN racer, 200-mile, Anzani engine, rev. counter, speedometer, dynamo lighting, very fast, £85. Brayson Motor Co., 10 Yeoman's Row, Brompton Rd., S.W.5. Sloane 2838. 689-379

HUMBER, 1926, 9.20hp, 4-seater, only used for few demonstrations, un-taxed, indistinguishable from brand new, fully guaranteed, list price £260, special bargain, £235, easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 689-k780

HUMBER, 1914, 9hp, 2-seater, a.c., mechanically perfect, £25. Write, 5 Danemere St., S.W.15. 689-k744

JOWETT, 1923, 2-seater, new batteries, Ferodo spring-interleafing, balloon tyres, special silencers automatic screen wiper, extra air, taxed December, 1926, £80. 70 Loudoun Rd., N.W.8. Hamp. 8889. 689-k695

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d. post free.

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).**

JOWETT, 1925, full 4-seater, balloons, used few demonstrations only, unregistered, as new £154. Wilkinson, Motor Agent, Worthington. 689-k696

JOWETT, Guaranteed used cars. 1925, full 4, £87 10s. 1924 2-seaters, 5, from £72 10s. 1924, chummy, £110. 1925 (June), chummy, £155, absolutely as new, taxed year 1926, shop-soiled 2-seater, £140. Jacksons, Park St., Croydon (2025); 35 Surbiton Rd., Kingston (2815). 689-485

JOWETT Service Station (London), main agents and specialists. All models, trial runs; reliable used cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-95

JOWETT, R. G. Gamble, Crystal Palace, authorized agent. I specialize in Jowett cars. Consult me for new or good used cars. 1924, 2-seater, dicky, shock absorbers, good appearance, good tyres, £85. 1924, 4-seater, oversize tyres, many extras, exceptional condition, £105. 1925, 2-seater, dicky, oversize tyres, self-starter, very good condition, £105. All guaranteed 3 months, deferred payments, exchanges. Jowett Service Depot, 16-22a Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. Open till 7 p.m. Saturdays 5 p.m. zzz-95

JOWETTS and 80 others. See page 33. Benmotors, Battersea 1509. 689-288

JOWETT, F.O.C.H., Ltd., the London Depot and Service Station for new and second-hand Jowetts, 5 Heath St., Hampstead. (Tube Station.) 689-192

JOWETT 1925 2-seaters, choice of 2, really exceptional condition, £80 and £90. South Ealing Garage. Ealing 2983. 689-567

JOWETT, late 1923, 2-seater, dicky and self-starter, tax paid, repainted, £77 10s. Ratcliffe Bros., 200 Gt. Portland St., W.1. 689-221

JOWETT, 1925, 4-seater, all-weather, speedometer, shock absorbers, balloon tyres, £110. K.J. Motors, Widmore Rd., Bromley. 691-240

JOWETTS, Maynard's offer special range of second-hand Jowetts. Potential purchasers can save themselves pounds by consulting us. Cash, exchange, deferred. 1922 2-seater, double dicky, £50. 1925 2-seater, self-starter, double dicky, £70. 1925 full 4-seater, starter, £90. 1924 full 4-seater, starter and balloons, no better conditioned 1924 car going, £105. 1925 2-seater and dicky, £92. 1925 2-seater, self-starter and dicky, £96. Call, phone or write us. 368 Hornsey Rd., N.19. 3294 Mountview. 689-x253

JOWETT 1925 2-seater, dicky, starter, balloon tyres, side screens, taxed, excellent condition, guaranteed, £105; another at £98; cash, exchanges, terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 689-415

JOWETT, 1925 model, 2-seater, dicky, electric starter, handsome condition, run to date 3,700 miles, faultless car, owner will give any extended trial over purchaser's own route, price £97 10s. for quick sale. 75 Warwick Rd., Bowes Park, London, N.11. 689-x254

JOWETT, £72; exchanges, deferred payments; 1925 Jowett, 7hp, 2-seater, double sunken dicky, all-weather equipment, dynamo, speedometer, spare wheel, really exceptionally nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 689-448

JOWETT, 1925, 2-seater, dicky, balloon tyres, guaranteed 3 months, as new, £110. Mobery, Young's Corner, Hammersmith. 689-230

LAGONDA coupe, registered 1921, self-starter, beautiful order, sacrifice £45. 57 Beaconsfield Rd., N.W.10. Phone, Willesdon 692. 689-214

LAGONDA, £300, 12-24hp, saloon, painted dark blue, fitted with front wheel brakes and balloon tyres, complete equipment, loose covers to upholstery, small mileage, in excellent condition. Full particulars from Lagonda, Ltd., 195 Hammersmith Rd., London, W.6. 689-145

LAGONDA 1922 coupe, double dicky, starter, 60 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 689-387

LAGONDA, 1919, 11.9 all-weather 4-seater, overhauled, repainted, any trial, £75, offer. 135 High St., Ramsgate, Kent. 689-k711

LAGONDA, £59; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dicky, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 689-447

LEA-FRANCIS, 1924 (August), 10hp, 2-seater, starter, etc., pneumatic leather upholstery, balloons, taxed December, 1926, insured 8 months, many extras, £137 10s.; extended terms. H. Beasley, late Rev (Established 1900), 374 Euston Rd. Museum 7600. 689-190

LEA-FRANCIS, 10hp, 2-seater, 3 speeds, new May, 1925, taxed March, owner-driven, £170. G.D.P., 121 East Sheen Avenue, London, S.W.14. By appointment. 689-j497

LEA-FRANCIS, 1923, 4-seater, taxed year, £115, extras; official inspection invited. Below

LEA-FRANCIS, 1925, 4-seater, new condition, £197 10 Official inspection invited. Jacksons, Park St., Croydon (2025); 35 Surbiton Rd., Kingston (2815). 689-486

MARSEAL, 1923, 10hp, 2-seater, £50. George Newman and Co., 369 Euston Rd., London. 689-311

MARSEAL, 1923, 10hp, sports 2-seater, all-aluminium body, starter and lighting, tyres sound, exceptionally nice condition, £49; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 689-360

MARSEAL 2-seater, 1924 model, lighting and starting, new tyres all round, mechanically and externally first-class, £65; or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 689-k731

MATCHLESS, 73 guineas, 1925 1/2, 10hp, 4-seater, Lucas dynamo, speedometer, all-weather equipment, 4-wheel brakes, mileage under 5,000, appearance and condition equal now; exchanges. Empiro Motors, 325 High Rd., Chiswick. Phone 303. 689-337

MERCURY, 10hp, 1920-21, 2-seater, large double dicky, this car has been carefully driven and is in new condition, good tyres, 5 lamps, dynamo lighting, leather upholstery, 2 horns, dash lamp, speedometer, extra air, petrol gauge, licensed, open to any examination, £45, or exchange. 218 Kingston Rd., Teddington. 689-k771

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued)**

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. Chisold 2403. zzz-840

MORGANS, James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-481

MORGANS, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-h677

MORGAN, 1924, Family model, de luxe, clock, speedometer, dynamo lighting, water-cooled J.A.P. engine, mileage 8,000, as new, bargain, £85; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 689-209

MORGAN, 1925, J.A.P. dynamo lighting, speedometer, hardly used and indistinguishable from new, £78. K.J. Motors, Bromley. 690-71

MORGAN, G.P., 8-10hp, J.A.P., w.-c., new July, 1925, blue, dynamo lighting, unspratched, hardly used, guaranteed given, cost £140 with extras, price £95 net. Write Smith, 163 Sandhurst Rd., Catford, S.E. 689-k697

MORGAN, Anzani, 1925, low mileage, perfect condition, £110 or near offer; seen by appointment. L. Morgan, High Rd., Whetstone, N.20. Phone, Barnet 2059. 689-k700

MORGAN, 1924, de luxe, £85, water-cooled J.A.P. dynamo, speedometer, tyres excellent, purple, beautiful condition. Standard Garage, New Inn-Hall Street, Oxford. 689-k694

MORGAN, 1924, Grand Prix, Blackburne, dynamo lighting, discs, aluminium dash, speedometer, dashlamp, etc., £75. 72 Woodside Park Rd., North Finchley, Tel. Finchley 62. 689-k698

MORGAN, G.P., water-cooled M.A.G. Binks carburettor, electric and D.A. lighting, speedometer, 5 lamps, 2 horns, any trial, finished yellow and black, £55. Summers, Olney, Bedford. 689-k652

MORGAN, Aero, o.h.v. Blackburne, special ball and roller-bearing engine, large tyres on front, 200-Mile Race body, guaranteed over 89 m.p.h., winner of numerous cups and medals, in speed trials and hill-climbs, and capable of holding its own in any competition for the coming season. £110. Bennett's Garage, Shakespearo St., Nottingham. 689-186

MORGAN, 1923, 8hp M.A.G. engine, family model, dynamo lighting, good condition, £75; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-180

MORGAN, F.O.C.H. Ltd., have several Morgans. Bargains. 5 Heath St., Hampstead. (Tube Station). 689-162

MORGAN, Aero, 1925, o.h.v. Blackburne engine, well equipped with speedometer, hood, straight-side tyres, etc., in excellent condition, price £95. Atherstone Garage and Electrical Co., Atherstone. 689-x231

MORGAN, Grand Prix, late 1925, as new, under 1,000 miles, all on, £100. 42a Victoria Rd., Aldershot. 689-k478

MORGAN de luxe, 1924, £75; official inspection invited. Jackson's, Park St., Croydon (2025); 35 Surbiton Rd., Kingston (2815). 689-487

MORGANS, exchanges, deferred payments. 1924 de luxe, w.-c., Blackburne, dynamo, speedometer, electric horn, smart, excellent condition, £75; 1922 de luxe w.-c. dynamo, speedometer, fast, £59. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 689-451

MORGAN 1923 de luxe, M.A.G. w.-c., dynamo lighting, clock, speedometer, splendid order, £65; exchanges. Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 689-455

MORGAN racer, known as "Land-crab," very fast, easy starter, £55; exchanges. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 689-402

MORGAN, 1923, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £75. Below.

MORGAN, 1925, de luxe, o.h.v. Blackburne, straight-sided tyres, front-wheel brakes, speedometer, small mileage, £110. Below.

MORGAN, 1924, de luxe, 10hp M.A.G., speedometer, side curtains, indistinguishable from new, £95. Below.

Maudes' Motor Mart. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 7676. 689-424

MORGAN, 1923, Grand Prix, Anzani, dynamo, electric horn, taxed, mechanical oiling, perfect condition, very fast, £62. 6 Penwortham Rd., Streatham. Phone 5159. 689-k814

MORGANS, Sprosen, Ltd. for Morgans' Exchanges, deferred payments. 1925 1/2 family model, water-cooled J.A.P., many extras, taxed, small mileage, absolutely as new, 95 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 689-355

MORGAN, Grand Prix, 1924, J.A.P., straight-side tyres, inside hand brake, beautiful order, £85. South Ealing Garage. Ealing 2983. 689-369

MORGAN, 1923, de luxe model, 8hp M.A.G., water-cooled, dynamo lighting, hood, good tyres all round, paintwork and upholstery absolutely perfect, genuine bargain, £65; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 689-365

MORGAN, 1925, Aero, J.A.P., w.-c., speedometer, finished claret, small mileage, as new, insured, £105. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 689-297

MORGAN de luxe, late 1920, M.A.G. w.-c., speedometer, new hood, good condition, £58 10s. Matthews, 31 Battersea Bridge Rd., S.W.11. Cam 689-k758

MORGAN, J.A.P., 8hp, sound condition, trial week-ends, £27. 18 Rochford Rd., Basingstoke. 689-k757

MORGAN, G.P., 1921, taxed, good tyres, excellent condition, many spares, price £58. Wilde, Willesborough, Ashford, Kent. 689-k752

MORGAN, £75, G.P., Anzani, 1923, taxed, dynamo, speedometer, discs, mechanically sound, appearance perfect. Bartlett, Peterhouse, Cam 689-l749

MORGANS. 1920 de luxe model, M.A.G. engine, £40. Below. Family model, 1925, w.-c. J.A.P., as new, £100. Below. Grand Prix, 1924, M.A.G. engine, dynamo lighting, discs, side louvres, a most attractive car, taxed for year, £85. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.O.3. Phone, Avenue 55-48. 689-220

MORGANS. If you are contemplating the purchase of one of these runabouts, write for our list and terms before deciding. Remember, all cars offered are overhauled and carry our guarantee. All models and prices. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 55-48. 689-219

"HOW TO DRIVE A CAR." Ninth Edition. The niceties of control. 2s. 6d. net. 2s. 9d. post free.

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
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MORGAN, 1922, family, J.A.P., water-cooled, reverse gear, dynamo lighting, acetylene head, speedometer, tool locker, electric horn, side curtains, hood re-covered, new accumulator, many replacements, ratchet brake, sound order, taxed December, £70, near offer. 2 Crouch Oak, Addlestone. 690-k819

MORGAN, 1924, de luxe, w.c. J.A.P., finished red, dynamo, mileage 1,200, speedometer, hood and cover, condition as new, taxed for year, £85. 59 High St., Wanstead. 'Phone, Wanstead 182. 689-k741

MORGAN, G.P., 1925, w.c. M.A.G., Lucas dynamo lighting, mechanically perfect, new tyres, hood, £62. 104 Malvern Rd., N.W.6. 689-k737

MORGAN de luxe, 1925, 8hp J.A.P., wide body, all-weather hood and side screens, small mileage, perfect, tax paid, price £78. Below.

MORGAN de luxe, 1921, 8hp J.A.P., 3 new tyres, recently repainted, in very good order, tax paid, price £50. Hall, 91 St. Peter's St., St. Albans. 689-228

MORGAN, 1924, de luxe model, 8hp w.c. J.A.P. engine, Lucas dynamo lighting, hood, screen, etc., in perfect condition, guaranteed, £90. Below.

MORGAN, 1918, Grand Prix, 8hp w.c. J.A.P. engine, acetylene lighting, etc., just thoroughly overhauled, guaranteed, £45. Homac's, Morgan Service Depot, 245-7 Lower Clapton Rd., E.5. 'Phone, Clissold 2408. 689-k258

MORGAN Aero, 1925, British Anzani, o.s. tyres, red, almost new, £100, no offers. 70 Lingwood Rd., Stamford Hill, N. 689-k722

MORGAN Grand Prix, 1922, water-cooled Blackburne, dynamo, 5 lamps, special chain, fast and sound, £65; or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 689-k751

MORGAN Grand Prix, 1924, Aero windcreens, louvres, discs, spare tyre, small mileage, only used week-ends, perfect condition, £78. Wayside, Wellesley Rd., Langley Park Rd., Sutton. 689-k736

NEW CARDEN 1924 Family models, guaranteed in splendid running order, condition equal to new, ideal for family man with 2 or 3 children, weather protection for all under same hood, 7hp engine, £40 to £55; deferred terms, exchanges; many other makes. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 689-410

PEUGEOT, £110, 1924, 11hp, 4-seater, overhauled and repainted, runs like a new car. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 689-391

RENAULT, 1923, 8.5hp, 2-seater and dickey, fully equipped, painted blue with black hood and all-weather equipment, 2 doors, £75. K.J. Motors, Bromley. 690-69

RENAULT, £185, 1925, 9hp saloon, absolutely like new throughout, genuine bargain. Arthur Stuart and Co., 16 Little Portland St., W.1. 689-204

RENAULT, 1924, 8.3, cloverleaf, £110. George Newman and Co., 369 Euston Rd., London. 689-315

RENAULT, 1925, 8.3, 2-seater, £95. George Newman and Co., 369 Euston Rd., London. 689-313

RENAULT, 1925, 8.3, 3-seater, f.v.b., £135. George Newman and Co., 369 Euston Rd., London. 689-312

RENAULT, late 1925, 3-seater, cloverleaf, self-starter, 4-wheel brakes, balloons, mileage 1,160, all-weather equipped, year's tax, absolutely as brand new, guaranteed 6 months, £148; cash, exchanges, terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 689-420

RHODE chummy, £57 10s., late 1922, repainted and fitted new hood, good tyres, trial or examination willingly. 241 South Norwood Hill, South Norwood. Sydenham 1424. 689-k828

RHODE, 59 guineas, 1922-23, chummy, dynamo lighting, all-weather equipment, speedometer, clock, screen wiper, appearance as new, any A.A. or R.A.C. examination; exchanges. Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 689-355

RHODE, 1923, 10hp, chummy, £65. George Newman and Co., 369 Euston Rd., London. 689-310

RHODE, 1925, sports, 4-seater, touring body, 4-speed, 4-wheel brakes, Hartfords, wire wheels, leather upholstery, rigid side curtains, starter, clock, speedometer, 5 lamps, automatic wiper, tyres as new, taxed, perfect condition and appearance, £199. Dr. Breese, Stafford Avenue, Melton Mowbray. 691-k825

RHODE. Here's something often heard of but seldom seen. Late model Rhode sports car, 4-cylinder, 4 speeds and reverse, electric lighting, detachable wire wheels, large headlamps, side lamps, dash lamps, search-light and inspection lamp, step mats, petrol tin carrier, leather hood with side curtains and hood cover, 4 new tyres just fitted, copper outside exhaust pipe, Brooklands-type cow ventilators, double windscreen, 2 wind-erecton cleaners, aluminium number plates, whole vehicle painted bright orange and black, without doubt one of the smartest sports cars on the road, 9.5hp, tax £10 per year; this vehicle is open to A.A. or R.A.C. inspection, nearest offer to £160 secures, originally cost £395, clock, speedometer, etc., etc.; part exchange arranged. Empire Motor Co., The Green, Sunderland. 'Phone 924. 689-k714

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. *zzz-881

RICHARDSON, 1921, 2-seater, dickey, 8hp, good running order, £18 or offer. 6 Ruskin Rd., Crews. 689-k743

RICHARDSON, £25; exchanges, deferred payments; 1921 chummy 4-seater, 8hp, 4 speeds, hood, side curtains, electric lamps, good appearance, reliable, economical, any examination, trial. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 689-452

RILEY, Lewins Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. *zzz-162

RILEY, 85 gns.; 1922, 11hp, 4-seater de luxe, starting, lighting, etc., rigid all-weather fittings, exceptional condition, a bargain. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 689-328

ROVER, 8hp, 1924, 4-seater, dynamo lighting, all-weather curtains, finished maroon, like new, bargain, guaranteed, £75. Wilkins, Simpson, opposite Olympia, London. 689-k787

ROVER 8hp 1923-24 2-seater de luxe, speedometer, clock, leather upholstery, all-weather equipment, excellent condition, guaranteed, £65. Wilkins, Simpson, opposite Olympia, London. 689-k789

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

ROVER 8's and 9's. Wilkins, Simpson offer the following models with a 3 months' written guarantee:—
1923-24 2-seater de luxe, excellent condition, £65; 1924 4-seater, maroon, fully equipped, £75; 1925 9-20hp 4-seater, maroon, like new, £129 10s.

1925 4-seater, 9-20hp, finished maroon, fitted with all-weather equipment, mirror, speedometer, leather upholstery, starter, beautiful condition, like new.

Any of the above cars can be supplied on deferred terms or any motorcycle taken in part exchange. Wilkins, Simpson, opposite Olympia, London. 'Phone, Riverside 238. 689-k788

ROVER, 1925, 9hp, de luxe, 4-seater model, slightly used condition, almost equal to new, mechanical condition guaranteed, £155. Taylors, 49-53 Sussex Place, South Kensington. 'Phone, Kon. 8558-9. *zzz-91

ROVER, 1924 model de luxe, 4-seater, speedometer, clock, in beautiful condition, £80. The Telephone Motor Works, Ltd., Ailsop Place, Upper Baker St., N.W. 689-197

ROVER, 1924, 2-seater, £95 cash, or £23 15s. down and 12 payments of £6 4s. 9d., with the option of a special rebate. Also several other Rover cars in stock, ranging from £39 to £115 cash, or can be supplied on similar terms to above. Lamb's, Ltd., opposite The Station, Walthamstow, or at branches by arrangement. 689-147

ROVER 8, 2-seater and dickey, 1925, dynamo lighting, curtains, excellent condition, paint and tyres perfect, any trial, £75. Yate, 26 Ascott Avenue, Ealing, W.5. 689-k641

ROVERS and 80 others. See page 33. Benmotors, Battersea 1509

ROVER, 1924, 8hp, 4-seater, small mileage, guaranteed, £85. Hatcliffe Bros., 200 Gl. Portland St., W. 689-224

ROVER, 1923 chummy, faultless throughout, smart appearance, 65 gns. Below.

ROVER, 1922, de luxe, 2-seater, exceptionally fine condition, taxed, 56 guineas. Clark, 225 Hammersmith Rd., W.6. 689-237

ROVER 8, 1921, 2-seater and dickey, mechanically perfect, dynamo lighting, 5 lamps, electric horn, speedometer, aluminium plates, spare wheel, etc., tyres and paintwork as new, 50-mile trial, nearest £37 10s. 19 Lucerne Rd., N.5. North 3403. 689-k258

ROVER 9, 1925, 4-seater, balloons, speedometer, etc., in first-class order, £130. 51 Upper Richmond Rd., East Putney. 689-k750

ROVER 8, 1921-22, 2-seater and dickey, excellent condition throughout, £58. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 689-401

ROVER 9, 1925, 2-seater and dickey, 105 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 689-386

ROVER 8s. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E., have the following in nice condition, fully equipped and ready for a trial run:—
1924 Rover 8, full 4-seater, £75.
1924 Rover 8, occasional 4-seater, £72. *zzz-373

ROVER. The South Ealing Garage has the following guaranteed Rover 8s, which must be cleared; part exchanges, deferred payments:—
1922 2-seater, £50.
1923 2-seater, £60.
1923 2-seater saloon, £75.
1924 4-seater, £85.
These are not crows but thoroughly good cars. South Ealing Garage, Ealing 2985. 689-369

ROVER, 4-seater, 1924, 8hp, terms £9 and 10 monthly payments of £9, or cash £90; occasional 4 at £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 689-k836

ROVER 8, 1924, 2-seater, dickey, starter, splendid condition, £69; exchanges, terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. 689-418

ROVER 8s. Send your inquiry to us. We can supply the car you want on deferred terms from £40 to £60. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 689-411

ROVER 8, 1922, speedometer, side curtains, exceptionally fine condition, £39. 6 Penwortham Rd., Streatham. 'Phone 5159. 689-k815

ROVER 8. Finchley Motors offer 1922 de luxe model, 2-seater, all-weather, lavishly equipped, excellent condition, £49; exchanges, deferred terms. 152 High Rd., E. Finchley. 'Phone 2358. 689-351

ROVER 8, 1925, 3-5-seater, in splendid condition throughout, guaranteed 12 months, £65. Deleford's, North Row, behind Marble Arch Pavilion. Hours 8 to 8. 689-340

ROVER 8, 49 guineas, 1923, chummy, dynamo lighting, self-starter, speedometer, side screens, good tyres, runs perfectly, splendid appearance, several others in stock; exchanges. Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 689-334

ROVER 8, £38, 1922, 2-seater, dickey, dynamo lighting, good tyres, in exceptional smart condition. Exchanges Empire Motors, 325 High Rd., Chiswick. 'Phone 303. 689-333

ROVER 8, 1922, 2-seater, dynamo lighting, clock, licence, splendid condition, £36, deferred. 63 Solon Rd., Brixton. 689-k776

ROVER, 1925, 9hp, de luxe model, 2-seater and double sunken dickey, starter and lighting, balloon tyres and spare, all-weather equipment, speedometer, finished Nile blue, in absolutely new condition, £125. Below.

ROVER, 1923, 8hp chummy, Lucas dynamo lighting, good tyres, spare wheel, reocoupainted and in exceptional order, £57. Below.

ROVER, 1921, 8hp, 2-seater, dynamo lighting, good tyres, overhauled and in excellent mechanical condition, £32. Below.

ROVER Specialists. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W. 18. 'Phone Wimbledon 2041. 689-361

ROVER, 9hp, 1925 (July), 4-seater de luxe, 4 doors, taxed, practically new, £165. Pickworth and Hull, 107 Gl. Portland St., W.1. Lambham 1998. 689-288

ROVER 8, 1921, 2-seater, perfect order, £37 10s. Chester Mighall, Stourcliffe St., Edgware Rd. Fadd. 3553. (Fourth turn right from Marble Arch.) Always open. 689-324

ROVER 8, 1924, de luxe, dark blue, only 7,000, £75. 106 Byron Rd., Wealdstone. 689-k775

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**SECONDHAND
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(continued).

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE**
(continued).

ROVER, 1924, 8hp, 4-seater de luxe, electric starter, lighting, real leather upholstery, clock, speedometer, etc., as brand new, 75 guineas; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W. 6. Riverside 2250. 689-327

ROVER 8, de luxe, 2-seater, late 1922, new tyres, £42 10s., no offers. 10 Percy Rd., Hampton, Middlesex. 689-k764

ROVER, 1921, 8hp, chummy body, good order, £38. Elce, Ltd., 11-15 Bishopsgate Avenue, Canonic St., E.C. 3. Phone, Avenue 5548. 689-278

ROVER 8, 1921, 2-seater, completely overhauled, repainted, new hood, good tyres, any trial, £59; exchanges, extended terms. 470-478 Oxford Rd., Reading. 689-249

ROVER. Sydney G. Cummings has the following Rovers in stock, each of which is guaranteed. Exchanges or easy terms.
1925 Rover 8, chummy, 4-seater, £65.
1923 Rover 8, chummy, 4-seater, balloons, etc., £67 10s.
1924 Rover 8, de luxe, full 4-seater, £75.
1924 Rover 8, ditto, with starter, £80.
1924-25 Rover 8, 2-seater, with double dickey, £80.
1925, nearly new, 9-20, de luxe, long chassis, 3-door body, 5-lamp set, etc., £150. Seen and tried at 101 Fulham Rd., South Kensington, London, S.W. 3. 689-251

ROVER 8. H. F. Edwards offer the following bargains:—
1924 de luxe 4-seater, completely equipped, clock, speedometer, leather upholstery, excellent condition, 79 gns. Below.
1924 4-seater, starter, etc., excellent condition, 70 gns. Below.
1925 de luxe 2-seater, completely equipped, starter, clock, speedometer, leather upholstery, dicky, excellent condition, 79 gns. Below.
1922 2-seater, completely equipped, good condition, 45 gns. Exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 689-260

ROVER 8, late 1922, 2-seater, dynamo lighting, spare wheel, smart appearance, £55 10s. 55 Perrers Rd., Hammersmith. 689-k738

ROVER 8s and 9s. Several to choose from. Deferred payments; exchanges. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 689-242

ROVER 8, late 1924, 4-seater, blue, starter, original tyres, speedometer, all-weather, unscratched and as new, £75. K.J. Motors, Widmore Rd., Bromley. 691-241

ROVER. Harold Simons for bargains. See "Miscellaneous Cars." 689-497

ROVER 8, 1924, 4-seater de luxe, self-starter, splendid order, £90; extended. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 689-485

ROVER, 1921, 2-seater, 8hp, smart, maroon finish, £59; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 689-480

ROVER 8 2-seaters, several 1921-5 models, cheap; exchange motorcycles, balances deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 689-475

ROVER, 1921, 2-seater, date guaranteed, spare wheels, dynamo lighting, good tyres, in good running order, price £29, must be sold. 31a Hydeborne Rd., Ballham. Phone, Streatham 3440. 689-461

ROVER 8, 1925, chummy, speedometer, nice condition throughout, £58; exchanges. Norringtons, 116 Hampstead Rd., N.W. 1. Museum 9078. 689-463

ROVER. £62; exchanges, deferred payments; 1923-24 Rover chummy 4-seater, dynamo, speedometer, all-weather equipment, luggage grid, spare wheel, smart, exceptionally good condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 689-450

ROVER, 1924-25, de luxe, 2-seater, sunken dickey, self-starter, speedometer, tools, tax paid, etc., £70. 21 Pennant Mews, Earl's Court. 6884 Western. 689-433

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-283

SALMSON, 1925, 10hp, 2-seater sports, very last, excellent condition, guaranteed, £115. Taylor's, 49-53 Sussex Pl., South Kensington. zzz-775. Phone, Ken. 8558.

SALMSON, English 2-seater and dickey, 1923, very nice condition throughout, £70. K.J. Motors, Bromley. 690-70

SALMSON 1925 Sports, blue, starting and lighting, clock, speedometer, £95. Below.

SALMSON, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured, £275. K.J. Motors, Bromley. 690-68

SALMSON. H. F. Edwards offer 1924, 10hp, English de luxe 2-seater, double dickey, starter, clock, speedometer, all-weather equipment, superb condition, 88 guineas. Below.

SALMSON, 1923, 10hp, sports 2-seater, starter, speedometer, good condition, 70 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 689-261

SALMSON, de luxe, late 1924, 10-15hp, 4-door 4-seater, £365 model, perfect, £130. 417a Brighton Rd., Croydon. Phone 2572. 689-k768

SALMSONS and 80 others. See page 33. Benmotors, Battersea 1509. 689-290

SALMSON, 1923, sports aluminium body, in excellent condition. Ames, Lynn Rd., Wisbech. 689-k745

SALMSON sports, very fast, £100, deferred payments, exchanges. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 689-244

SALMSON, 1923, 10hp, semi-sports 4-seater, starter and lighting, English body, all-weather equipment, clock, speedometer, recently overhauled, £78, cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 689-362

SALMSONS. Sprosen, Ltd., for Salmsons. Exchanges, deferred payments.
1922, delivered 1923, 2-seater, dynamo, in perfect condition, clock, speedometer, £65.
Special latest type sports, front-wheel brakes, taxed, extra large lamps, absolutely as new, £115. 111 Gt. Portland St., W. 1. Phone, Langham 1212. 689-353

SALMSON 1925 10hp 2-seater sports, fitted special hood, new appearance and condition, fullest trial, 100 guineas. Doon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 13. 689-322

SALMSON, 1923, 2-seater de luxe, dickey, starter, good condition, taxed, £68; exchange terms. Allery and Bernard, 544 King's Rd., Chelsea, S.W. Kensington 4633. 689-419

SALMSON, 65 m.p.h., 1924-25, Brooklands type, streamlined body with fish wings and fairing, very attractive car, outside exhaust, 85 guineas. Denman, 4 Denman Pl., Piccadilly Circus. Regent 93. 689-388

SALMSON, 10hp, 2-seater, dickey, English body, new April, 1924, starting, lighting, insured till April, new condition, any trial, £100 or near offer. B. 51 Grove Park Rd., Chiswick. 691-k856

SENECHAL sports, 1925, 2-seater, fully equipped and exceptionally fast, tyres very good, and whole car in excellent order, £165. Tele. Museum 6626. A.S.O., 166 Gt. Portland St., W. 1. 689-375

SILVER HAWK, 13.9, special Sago engine, overhead camshaft and valves, beautifully beaten aluminium body, very long tail, this body cost £65 few weeks ago, hardly used, good tyres, £150; taxed and insured. Write, Box 129 at Horncastle's, 60 Cheapside, E.C.2. 689-k379

SINGER, £195, 1925, latest improved model de luxe 4-seater, maroon, unused, unscratched, showroom-soiled only, fully guaranteed, exceptional offer, cash or easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 689-k796

SINGER, £107 15s., 1924, 2-seater, de luxe, starter, all-weather, excellent condition, guaranteed, cash, easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 689-k791

SINGER 1924 10hp model 4-seater de luxe, dash light, speedometer, clock, spring gaiters, windscreen wiper, step mats, mirror, splendid condition throughout, guaranteed, £115; exchanges, deferred terms. Wilkins, Simpson, opposite Olympia, London. 689-k792

SINGERS. Wilkins, Simpson offer the following models with 3 months' written guarantee:—
1925 4-seater de luxe, shop-soiled, maroon, £195; 1924, 2-seater de luxe, like new, £107 15s.; 1924 4-seater de luxe, fully equipped, £115; 1924, 2-seater de luxe, late model, repainted, £112 10s.
Any of the above machines supplied on deferred terms or exchanged for your present car. Send fullest particulars.—Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 689-k793

SINGER, new, 1925, saloon, maroon, balloons, new price £280, bargain £230. Singer Agents, Field's Garage, Ashley Rd., Parkstone, Dorset. 689-k643

SINGER 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition, guaranteed, £125. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-787

SINGER, 10hp, 1924, de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car, £120. Tiltjen and Hillier, 110 Woodvale, Honor Oak, S.E.25. zzz-944

SINGER 1925 de luxe 4-seater, small mileage, many extras, condition as new, price £165. C. B. Wardman and Co., Ltd., 112 Gt. Portland St., London, W. 1. Telephone, Museum 8720-5. zzz-771

SINGER, 1925 saloon, 10hp, mileage under 6,000, as new, £225; cash, deferred; exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 689-208

SINGER, 1924, 10hp 2-seater de luxe, dynamo, starter, dickey, as new, £130; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-178

SINGER, 1924, 4-seater de luxe, blue, fitted luggage grid, excellent condition, £130. 115 Princes Park Avenue, Golders Green. Seen by arrangement. Telephone, Speedwell 4276. 689-k767

SINGER, 1924, 2-seater, £90 or near offer; owner going abroad. MacDonald, Glencoe, Heathfield Rd., Seaford, Sussex. 689-k765

SINGER, 10-26hp, 4-seater, blue, 1925, licensed December, 1926, small mileage, excellent condition, £175. Streatham 2014. French's, High Rd., Ballham. 689-282

SINGER. We have over 30 good second-hand Singer cars in stock for sale at attractive prices. Full particulars sent on request. Newnham Motor Co., 243-5 Hammersmith Rd., W. 6. Phone, Riverside 3161. 689-272

SINGERS and 80 others. See page 33. Benmotors, Battersea 1509. 689-294

SINGER, 1925, 4-seater, good order, self-starter, guaranteed, £80. Ratcliffe Bros., 200 Gt. Portland St., W. 689-226

SINGER, 1924, 4-seater, repainted, excellent order, £125. Walsley Motors, Ltd., 30 Lancaster Rd., Preston. Phone 1061. 691-218

SINGER, 1924, Weymann saloon, Bedford cord upholstery, loose covers, excellent condition, just decarbonized, £140. 5 Westgate Rd., Beckenham. Phone, Ravensbourne 3136. 689-k778

SINGER 10 4-seater, as brand new, guaranteed 12 months, £105. DeLords, North Row (behind Marble Arch Pavilion). Hours 8 to 8. 689-341

SINGER 1925 de luxe 4-seater, excellent condition, £155; deferred terms. Bartlett's, 93 Gt. Portland St. 689-347

SINGER 1924 4-seater, mileage 8,000, in very nice condition, a real snip, owner must sell, £102. 190 Kenilish Town Rd. Phone, Hammersstead 3992. 689-k777

SINGER, 110 gns.; 1924 (very late), 10hp, 4-seater de luxe, makers' full equipment, new condition throughout. Below.

SINGER, 87 gns.; 1923 (late), 10hp, 2-seater de luxe and double dickey, complete specification, exceptional fine order throughout. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W. 6. Riverside 2250. 689-326

SINGER de luxe, 1921, 2-seater and dickey, very good condition, £32. Reading Car Mart, 37 Erleigh Rd., Reading. 689-k818

SINGER 10, 1915, 2-seater, 3 speeds and reverse, electric lamps, etc., engine just been overhauled, all tyres as new, quiet axle, splendid little car, £14. Teddington Garage, 160 High St., Teddington. Kingston 2562. 689-k822

SINGER coupe, 1921, starting and lighting, fully equipped and overhauled by Singers at a cost of £72, mechanically equal to new, accept £75. Empire Motor Co., Withington, Manchester. 689-470

SINGER 1924 de luxe 4-seater, starter, rigid side screens, £110; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 689-476

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SINGER, 10hp, 1924, 4-seater, balloon tyres, practically unscratched and mechanically perfect, £125. South Ealing Garage, Ealing 2985. 689-372

SINGER, 1924, 4-seater, excellent condition, tyres as new, £100; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 689-459

SINGER, £35; exchanges, deferred payments; 1920 Singer 2-seater, dickey, dynamo, starter, spare wheel, smart, excellent condition. Sea-bridge, 55 Hansler Rd., East Dulwich, Sydenham 2452. 689-449

SINGER, £40, 1921 sports, starter, very fast, new tyres. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 689-389

STANDARD, September, 1924, 11.4hp, 2-seater, double dickey, starter, all-weather, speedometer, aluminium plates, petrol can and carrier, balloon tyres, taxed till December, mileage only 8,000, exceptional bargain, £130 or nearest offer. Wilkins, Simpson, opposite Olympia, London. 689-k794

STANDARD cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-19

STANDARD, 11.4 saloon, August, 1923, as new, £195. Paulton's Garage. Telephone, 1355 Wolverhampton. zzz-723

STANDARDS and 80 others. See page 33. Benmotors, Battersea 1509. 689-292

STANDARD, 1919, 9.5, 2-seater, self-starter, dark blue finish, all-weather equipment, £62; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 689-479

STANDARD. Harold Simons for bargains. See "Miscellaneous Cars" 689-495

STANDARD 9.5hp 1920 model 2-seater with dickey, dynamo, self-starter, good condition, £65. Main, 36 Parade, Leamington. 690-k826

STANDARD, 9.5, 1914 model, 2-seater and dickey, 3 speeds and reverse, electric lamps, spare wheel, good set of tyres, exceptionally good chassis, £18. Teddington Garage, 160 High St., Teddington. Kingston 2562. 689-k821

STANDARD, 1923, 11.4, 2-seater, in very nice condition, £87 10s.; extended terms. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 689-191

STANDARD, 11.4, do luxe 2-seater, deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 689-245

STANDARD 1920-21 9.5 2-seater, dickey, dynamo, lighting, self-starter, all-weather equipment, any trial, 45 guineas; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 689-356

STANDARD 3-5-seater, in perfect order, guaranteed 12 months, £75. Delofords, North Row (behind Marble Arch Pavilion). Hours 8 to 8. 689-342

STANDARD, 1921, 9.5, 2-seater, £75. George Newman and 369 Euston Rd., London. 689-309

STANDARD 1924 2-seater de luxe, fully equipped with all-weather curtains, original tyres and paintwork, etc., mileage under 7,000, £110, 31a Hydehorpe Rd., Balham. 689-458

STANDARD, 11.4, 1923, 2-seater de luxe model, open to any trial or examination, price £79. 67 Fernlea Rd., Balham. 689-469

STANDARD, 1924, 11.4, 4-seater, taxed, automatic screen wiper, speedometer, good condition, £105; exchanges. Norringtons, 116 Hampstead Rd., N.W. 1. Museum 9078. 689-456

STANDARD, 1924, 2-seater and dickey, good condition, £100. Exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 689-440

STELLITE, 1919, 2-seater, perfect running order, excellent tyres, taxed March. Belben, Hursley, Winchester. 689-755

SWIFT, 1923, 10hp, 2-seater, excellent order, any inspection or trial. £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E. 18. Phone, Wanstead 2393. zzz-772

SWIFT cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-20

SWIFT, 1922, 10hp, de luxe 2-seater and double dickey seat, starter and lighting, leather upholstery, all-weather equipment, tax paid, beautiful condition throughout, £87 10s.; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 689-210

SWIFT, 1925, 10hp, 2-seater de luxe, all-weather equipment, balloon tyres, new condition, £165; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-182

SWIFT, 1924, 10hp, 4-seater de luxe, as new, £125; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-181

SWIFT, F.O.C.H., Ltd., have several Swifts. Bargains. 5 Heath St., Hampstead. (Tube Station.) 689-161

SWIFT. H. F. Edwards offer 1925 10hp 2-seater, concealed dickey, completely equipped, leather upholstery, balloons, all-weather equipment, superb condition, 135 guineas. Below.

SWIFT, 1924 10hp coupe, concealed dickey, completely equipped, leather upholstery, balloons, excellent condition, 135 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-262

SWIFT, 1924, 10hp, chummy, excellent condition, any trial, £110. Membery, Youngs Corner, Hammersmith. 689-229

SWIFT, 1923, 10hp chummy, bargain, £85. Bartletts, 93 Gt. Portland St. 689-349

SWIFT, nice 2-seater, watercooled, electric lighting, spare wheel, hood, screen, speedometer, 29 gns.; exchange motorcycle, weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 689-302

SWIFT 1914 7hp 2-seater, dynamo and starter, electric horn, running order, clear at £30. Maudes', 100 Gt. Portland St., London, W. 689-426

SWIFT, 1923, 10hp, chummy, overhauled by makers, many extras, excellent mechanical condition, £78. Telephone, Willerden 2908, or write Box No. 3662, c/o "The Light Car and Cyclecar." 689-k842

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SWIFT, 1914, 7hp, 2-seater, useful car, cheap. Seen, appointment. Row-sell, New Hall, Maidenhead. 689-k845

TALBOT, 1923, 8-18hp de luxe 2-seater, dickey, full equipment, as new, £130; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 687-179

TALBOT, 1923, 10-25hp (£9 tax), 2-seater and sunk-in dickey, condition throughout equal to new, taxed, £155 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-439

TALBOT, 8-18hp, 1923 coupe, dickey, Bosch magneto, balloon tyres, seat covers, excellent condition, privately owned, price £152 10s or near offer. Elva Lodge, Maidenhead. Tel. 548. 689-k750

TALBOTS and 80 others. See page 33. Benmotors, Battersea 1509.

TALBOT. H. F. Edwards offer 1924 10-23, 4 door saloon, completely equipped, painted maroon with cord upholstery, exceptional condition, 225 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-263

TALBOT, 1922, 8-18hp, 2-seater, dickey, starter, repainted and in excellent order, £85. Bartletts, 93 Gt. Portland St. 689-346

TALBOT 8, 1923, 2-seater and dickey, rigid side curtains, excellent condition throughout, £95. Exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 689-323

TALBOT, 8-18hp, 1922, 2-seater and dickey, starter and lighting, guaranteed condition, very fast, £105. Maudes', 100 Gt. Portland St., London. 689-425

TALBOT-DARRACO, 1922, 8-18hp, 2-seater, dickey, starter, electric and bulb horns, speedometer, excellent condition, bargain, £69 10s.; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 689-k795

TALBOT-DARRACO, 1923, 85 guineas, 8hp coupe, starter, dickey, Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 689-350

TALBOT-DARRACO, 69 guineas, 1923, 2-seater, dickey, and dynamo lighting, self-starter, very good tyres, splendid appearance, fast and reliable. Exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 689-338

WOLSELEY cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-21

WOLSELEY, £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details, "Motoring Out of Income." Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972. 689-136

WOLSELEY, 1922, 10.5hp, de luxe 2-seater, starter, lighting, taxed year, side screens, beautiful condition, fully equipped, seen any time; exchange Morgan, combination, similar, sell cheap. 89 East Hill, Wandsworth. Battersea 443. 689-k716

WOLSELEY, 10hp, 1924 model, 2-seater, £100. Ratcliffe Bros., 200 Gt. Portland St., W.1. 689-222

WOLSELEY. H. F. Edwards offer 1924 11hp de luxe 2-seater, sunk dickey, completely equipped, leather upholstery, excellent condition, 125 guineas.

WOLSELEY 1923 11hp 2-seater, sunk dickey, completely equipped, excellent condition, 104 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-204

WOLSELEYS and 80 others. See page 33. Benmotors, Battersea 1509. 689-295

WOLSELEY, 1923, 10hp, de luxe, 2-seater and dickey, self-starter, smart car and in excellent mechanical condition, £90. 5 Putney Bridge Rd., Wandsworth. Putney 2723. 689-400

WOLSELEY 10, 1923, 2-seater, dickey, de luxe model, leather upholstery, painted grey, starter and lighting, all-weather equipment, good tyres, 2 horns, speedometer, many other extras, very nice order throughout, £98. cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 689-306

WOLSELEY, 1924, 11-22hp, lighting and starter, 2 horns, speedometer, finished grey, excellent condition, £140. Maudes', The Norwich Garage, Norwich. 689-427

WOLSELEY, 1925, May, 11-22, 2-seater and dickey, very fully equipped, balloon tyres, whole in exceptional condition, £150. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 689-376

WOLSELEY. Harold Simons for bargains. See "Miscellaneous Cars." 689-454

WOLSELEY, 10hp, 1922 coupe, repainted, new tyres, almost as new, £110. South Ealing Garage. Ealing 2983. 689-371

WOLSELEY de luxe, 1922, 10hp, 2-seater, very clean; terms, £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chisold 6628. 689-k837

WOLSELEY, Brooklands model 10hp, aluminium body, very smart and fast, snip, £175 cash, or £17 10s. down and 10 monthly payments of £17 10s. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chisold 6628. 689-k838

ZEBRE, 7-8hp, coupe, starter and lighting, Klaxon, speedometer, clock, dash lamp, detachable wheels, new tyres, in very nice condition, a real bargain, £85; part exchange entertained. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. Phone, 1307 Langham. 689-198

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ZEBRE. All spares can be obtained from Knight, 10 Vigo St., Regent St., London, W. zzz-580

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NEW LIGHT CARS AND CYCLECARS.

A.B.C. cars. zzz-209

A B C Motors, Ltd., Walton-on-Thames, Surrey. zzz-209

A.B.C.s. We have them. See page 23. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 688-873

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A.C. Guildford and district agent, Jackson's Garage. Phone 345. Immediate delivery 1926 12hp Royal 2-seater, £333. zzz-451

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AMILCAR spares. Vernon Balls, London.

AMILCAR service. Vernon Balls, 25 High St., Fulham. zzz-29

AMILCAR Boon and Porter, Ltd. Solo concessionaires for these famous little sports cars. Immediate deliveries of Grand Sport models in many distinctive finishes. 159-161 Castelnau, Barnes, S.W.13. 689-316

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AUSTIN 7s. Moss's Agencies for Austin 7s. Extended payments, part exchanges. Warwick St., Leamington Spa. 727-775

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AUSTIN For immediate delivery. Normand Garage, Ltd., will arrange part exchange; deferred payments. Write for our service guarantee. Normand Garage, Ltd., Authorized Agents, 92 Gloucester Rd., S.W.7 (5 doors from station). Phone, Kensington 8940. zzz-804

AUSTIN distributors for West Hants and East Dorset. Imperial Motors, Ltd., 187 Old Christchurch Rd., Bournemouth. zzz-651

AUSTIN. Ratcliffe Bros. Austin 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum zzz-985

AUSTIN 7. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-461

AUSTIN. Jackson's Garage, Guildford. Phone 345. Immediate delivery from stock 1926 models. zzz-452

AUSTIN. Car Mart, Ltd., are London Distributors and can give earliest deliveries of all Austin 7 models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 3311, Museum 2000. zzz-814

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AUSTINS. 1926 "Famous Sevens," in stock, immediate deliveries, part exchanges cars or motorcycles; our representative will call and give you quotation; deferred payments. Authorized agents, The Telephone Motor Works, Ltd., Ailsop Place, Upper Baker St., N.W. Langham 1307. 689-195

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AUSTIN. Boon and Porter, Ltd. Immediate deliveries of the 7hp models. Specially tuned. Liberal exchange allowances and deferred terms. Buy from the Austin Specialists. 159-161 Castelnau, Barnes, London, S.W.13. 689-317

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NEW LIGHT CARS AND CYCLECARS

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CITROEN. Ratcliffe Bros Citroen 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-587

CITROEN. Immediate delivery 1926 models. Jackson's Garage, Guildford. Phone 345. zzz-453

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CLYNO cars from £162 10s. For earliest deliveries, part exchanges and after-sale service consult The Olympia Motor Co., 1 Hammersmith Rd., Kensington, W. 14. Phone, Western 4140. zzz-856

CLYNO. Sole city agents, Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. zzz-498

CLYNO. F.O.C.H., Ltd. Immediate delivery; exchanges, easy payments, 5 Heath St., Hampstead. (Tube Station.) 689-167

CLYNO agents. Early delivery of all models; exchange and deferred terms. The Nightingale Garage and Engineering Co., Ltd., Western Lane, Nightingale Lane, Balham, S.W. 12. Phone, Latchmere 4394. 689-137

CLYNO. latest 1926 models in stock: Royal 4-seater, £215; standard 4-seater, £190; standard 2-seater, 4-wheel brakes, £170; exchange car or motorcycle. Newham's, Heath Rd., Twickenham. Richmond 3293. 689-481

CLYNO cars. For all models try Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 689-428

CLYNO. In stock. 11hp, 2-seater, f.w.b., balloon tyres, £170. W. G. Nicholl, Ltd., 60 Whitcomb St., Leicester Sq. Regent 3116-7. 689-374

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FIAT. 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-833

FIAT. 7hp. Early delivery, deferred payments. Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-810

FIAT cars. Accredited Agents, Moore's Presto North End and Tamworth Rd., Croydon. Phone 2623. zzz-13

FRAZER-NASH cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 690-526

FRAZER-NASH. Cleverlys, Ltd., West End distributors. 1926 models in stock, immediate delivery. 375 Cleveland St., W.1. (by Gt. Portland St. Station). Museum 4232. 689-472

C.W.K. Solo London concessionaires. Try the new £159 model. Deferred terms, part exchanges. Brompton Engineering Co., Showrooms, 169 Fulham Rd., S.W. (Tel. Kens. 7274); Service Depot, 107 King's Rd., Chelsea (Tel. Kens. 410). 696-178

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HUMBER. 1926, 9-20hp, 4-seater, £260, actually immediate delivery from stock, just arrived, exceptionally easy payments. Your present car or motorcycle in part exchange, highest prices allowed. Delivery and collection anywhere. Call, write or phone for particulars of this wonderful new model. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 689-k801

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HUMBER. Ratcliffe Bros. Humber 9hp 2-seater and 4-seater models, £260, early delivery; write for payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-986

HUMBER. 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-834

HUMBER. Car Mart, Ltd., are Humber specialists and can give earliest delivery of the new 9-20hp models. Part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 3311. Museum 2000. zzz-816

JOWETT. F.O.O.H., Ltd., The London Jowett Depot. All models in stock. Easy payments. Exchanges. Free tuition and service. F.O.O.H., Ltd., 5 Heath St., Hampstead. (Tube Station). Phone, Hampstead 3752. 689-165

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JOWETT Service Station (London). Main agents and specialists. All models, trial runs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hoop 6279. zzz-135

JOWETT. Official Jowett agents, Primavera, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-439

JOWETT cars. 1926 models and prices. 2-seater, £150; chummy, £160; full 4, £167; saloon, £200. All models have starters and balloon tyres. Main agents. Telco, Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-526

JOWETT. Ratcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

JOWETT. Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. 689-846

JOWETT. Hoffmann's Garage, Ltd., for all 1926 Jowett models. Special purchase out of income terms; immediate delivery. Huddersfield Rd., Halifax. Tel. 1360. zzz-198

JOWETT saloon in stock, £200. Early delivery other models. Nelson's, Rhyd. zzz-468

JOWETT. Reading for 1926 Jowetts; exchanges with motorcycles affected, the balance on terms. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 689-250

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LAGONDA. Jackson's Garage, Guildford. Phone 345. Immediate delivery 1926 models from stock. zzz-454

LAGONDA. 12-24hp, 1926 models in stock, saloon £370, 4-seater £295, front-wheel brakes; exchanges and easy deferred terms; wholesale distributors for Warwickshire, Worcestershire and Shropshire. Goodwin's Motor Agency, Ltd., 2 and 4 Edmund St., Birmingham. 712-7

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LEA-FRANCIS. Official Lea-Francis agents, Primavera, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-441

LEA-FRANCIS. Watkins and Doncaster, Ltd., 16 Albemarle St., London, W.1. Early delivery of 1926 models from £210. Part exchange and deferred terms arranged. Phone, Gerrard 6877-8. zzz-565

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NEW LIGHT CARS AND CYCLECARS
(continued).

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12-22hp saloon, £365; 12-40hp sports models from £370. Specialists in hire purchase and part exchange.

C. B. Wardman and Co., Ltd., 118 Gt. Portland St., W.1. Telephone, Museum 8720-3. zzz-785

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MORGAN. Official Morgan agents, Primavesi, Mauleverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-442

MORGANS. Moss's Agencies for Morgans. Extended payments, part exchanges. Warwick St., Leamington Spa. 727-774

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MORGAN. H. F. Edwards, direct agents and specialists, offer best delivery any model. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 689-265

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RENAULT, 1926 cars exchanges and deferred terms. East Cheshire Agents, Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-809

RENAULTS. Sole agents Kingston, Surbiton. Part exchanges, deferred payments. Immediate deliveries. Wellham's Yellow Garage, Surbiton. Phone, Kingston 1875. 700-k146

RENAULT. F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead (Tube Station). 689-168

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ROVER. Ratchliffe Bros. Rover 9hp models for immediate delivery, motorcycle in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-990

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ROVER. Jackson's Garage, Guildford (Phone 345), can give immediate delivery 1926 models from stock, including Sports model with dickey. zzz-455

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ROVER. Immediate delivery from stock of all models, 9-20hp, prices from £185; exchanges, easy terms, etc., arranged. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Phone, Kensington 36911. 692-751

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ROVER 9-20hp 1926 models in stock; liberal exchanges, easy deferred terms. Main Birmingham agents and Rover service specialists. Goodwin's Motor Agency, Ltd., 2 and 4 Edmund St., Birmingham. 712-6

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SALMSON, 1926 cars. Any car taken in part exchange. Deferred terms, George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-837

SALMSON. Gordon Watney and Co., Ltd., sole London distributors, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2955-6. zzz-847

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SINGER. Ratchliffe Bros. Singer 10hp any model supplied for cash or exchange; write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8605. zzz-989

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SINGER, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-838

SINGER. Prompt delivery of 1926 models; deferred payments, exchanges, free tuition. Godfrey's, Ltd., 366 Euston Rd., N.W.1. Phone, Museum 3401 (3 lines). zzz-466

SINGER 1926 models, immediate delivery. Jackson's Garage, Guildford. Phone 345. Official agents. zzz-456

SINGER. Sales and Service Depot. Exchanges and deferred terms. Corbishley and Son, Station Garage, Macclesfield. Tel. 349. (See "Repairers.") zzz-808

SINGER. Quick deliveries of new models for cash, exchange, divided payments. Authorized agents, Lovetts, Ltd., 418 Romford Rd., Forest Gate, E. Telephone, Grangewood 1234 (3 lines). 689-143

SINGER. F.O.C.H., Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead. (Tube Station). 689-170

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SINGER. Ernest Grimaldi, Ltd., authorized Singer agents. Immediate delivery of 1926 Singer de Luxe 4-seater, £225, or saloon £280. Liberal allowance for your present car in part exchange. Ernest Grimaldi, Ltd., 88 Gt. Portland St., W.1. Museum 3931. 689-304

STANDARD. The Light Car Co., official agents, can give best deliveries, and will take your old car at full value, balance on easy deferred terms if desired. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. zzz-141

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STANDARD, official agent. Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1528. zzz-931

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(continued)

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- SWIFT** light cars. Get in touch with Sam. E. Clapham, 27 Stockwell St., Greenwich, S.E. 10. zzz-862
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- I EXCHANGE** motorcars.
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- SMART** appearance, full standard equipment, tip-top mechanical condition, each car being open to A.A. or R.A.C. test; very low prices (prove this yourself by comparison); a good selection always in stock, and clients not bothered to buy. Isn't it worth a visit? My clients come from all parts of the United Kingdom. Deferred terms to suit all. Exchanges.
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- ALL** of very smart appearance.
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(continued)

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- THE SERVICE CO.,** 273-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-112
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EXCHANGE your old car for a new Singer with Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 689-273

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EXCHANGES. Your present car taken in part exchange for any new or second-hand car desired. Boston Auto Engineering Co., 103 Fulham Rd., S.W. Kensington 3331. zzz-9

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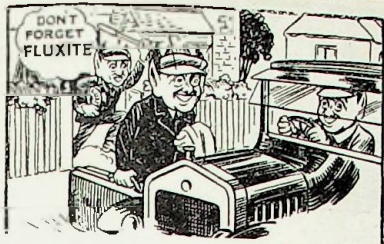
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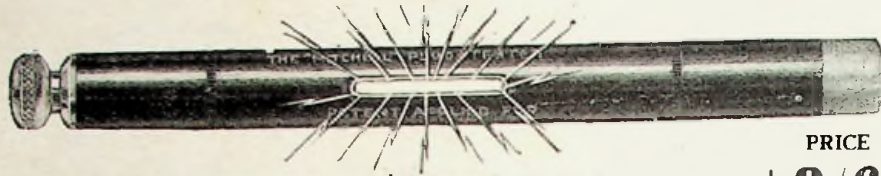
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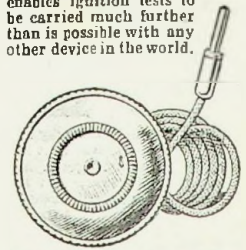
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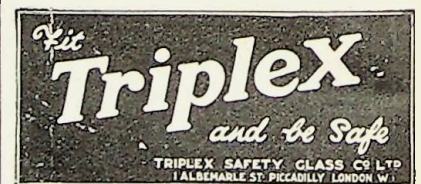
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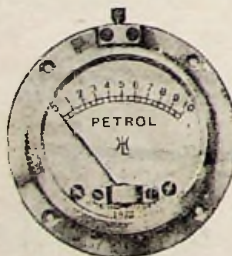


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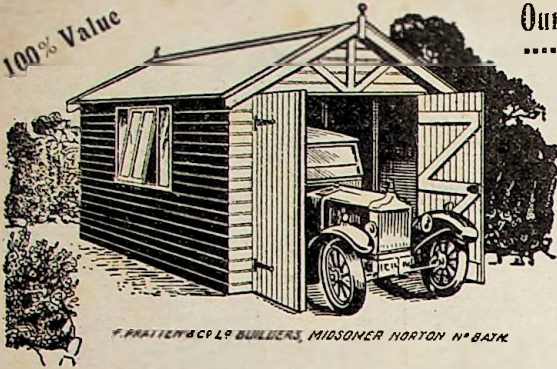
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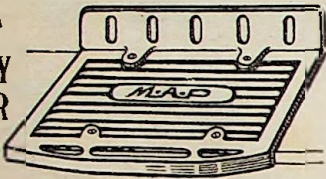
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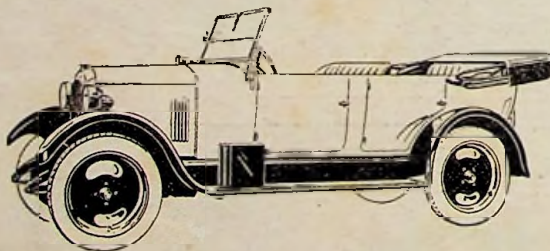
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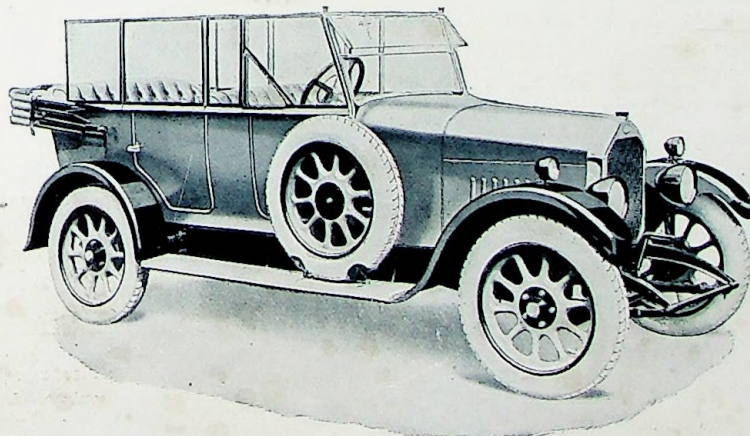
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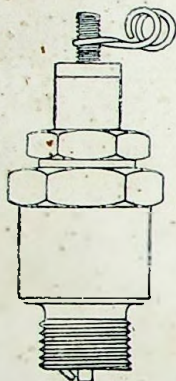
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Austro-	Crossley ... J.2	Gwynne ... G.2	Mercedes ... 321	Singer J.1	Knight ... J.1
Daimler ... H.S.4	Crossley Sports F.15	Hampton ... J.1	Minerva ... J.L.B.	Standard ... J.1	Windsor ... G.1
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