

The
Light Car
and
Cyclecar

Founded 1912

The only Small Car Journal

3rd

Vol. XXIV No. 601.
Friday, May 30, 1924
Registered at the G.P.O.
as a Newspaper.



LONDON'S TEST HILLS.

London motorists anxious to test the capabilities of their cars need not take adventurous cross-country journeys to satisfy themselves. Within a ten-mile radius of Charing Cross several useful acclivities can be found. Our photograph shows Swain's Lane, Highgate (1 in 7)—an excellent second gear test. Other London hills are illustrated and described in this issue.

Prattitudes for MOTORISTS by a MOTORIST



Sometimes motorists complain that their instructions for repairs or adjustments to be carried out to their cars are not attended to by public garages. The fault is not always that of the garages. Motorists are inclined to regard any mechanic or other employee whom they first encounter in a repair works as competent to receive orders direct from customers. In any well-managed garage this is not so, for it is obvious that instructions must pass through the office if they are to be properly recorded and executed under supervision.

It is therefore important to ask for a member of the staff of a garage who has authority to accept instructions and advisable to see that he makes a written note of the details, so that there may afterwards be no difference of opinion as to what was ordered to be done.

Many up-to-date garages now make a point of confirming all instructions for repairs, and a check and acknowledgment form being made out while the motorist is giving the order, which he is then asked to sign. This system is obviously to the interests of all concerned, for a copy of the form is retained by the garage, and there cannot be any subsequent misunderstanding.

If a car has to go into a repair works and remain there for longer than a day, all loose articles should first be removed and left at home. Odd tools and other articles lying about in the door pockets and under the nest cushions are a source of much worry to garage proprietors; not because of pilfering, but because such oddments easily become mixed up with their own or other customers' property. The owner should, if the car is likely to be in dock for two or three days, go over all the



Motorists and Public Garages

by
W. BOYLE
Editor of *The Garage*

detachable equipment that is on the vehicle with one of the garage staff, and agree a written list with him.

This system is greatly to the advantage of both parties, for not only does it enable the garage people to have everything ready when the vehicle is to be fetched away, but it also prevents the owner himself from making the mistake of insisting that a tool has been misappropriated when, in fact, the tool was not on the car when it was sent in. Of course, any special implements, such as valve and hub-cap spanners, should accompany the car on its going into dock.

A garage proprietor has a lien on any car for work that he may do to it; that is to say, he is entitled to retain possession of the vehicle until his account has been paid. When dealing with a garage where one is unknown, the usual banker's or other substantial reference should be given, if credit is desired, so as to avoid delay in delivery when the repairs are finished.

Practically every garage concern disclaims, by notice and by conditions printed on their stationery, all responsibility for damage caused by fire, theft, or road accidents. Motorists need not worry much about this, for their own insurance policies, if those policies are on standard lines, cover these risks. If, however, a car is not insured, the owner should ask the garage management to have it covered temporarily, and should at once pay the appropriate premium; it will not be a great sum. The disclaimer does not relieve a garage proprietor of responsibility for damage caused by the negligence of his men; what is "negligence" is a question depending on the circumstances of any given case, but, roughly, it means failure to take such care of the property in his charge as a reasonable man would take of his own goods.



PRATTS

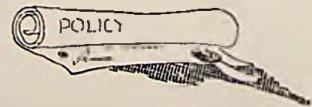
PERFECTION SPIRIT

Uniform everywhere
Reliable always

ANGLO-AMERICAN OIL CO. LTD
25, QUEEN ANNES GATE, LONDON, E.C.4



W. Boyle



D.A.318.

MAY 30, 1924.

THE LIGHT CAR AND CYCLECAR

1

Buy Your

CITROËN

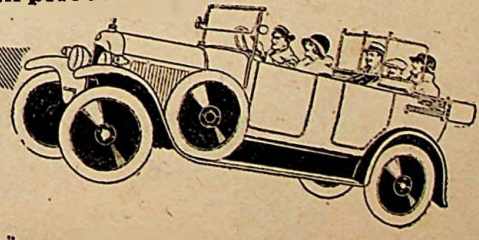
Now!

Refund Guarantee

Purchasers of new Citroën Cars delivered between now and 30th September next, by ourselves and our authorised Agents, will be given a refund of the FULL DIFFERENCE in the event of any reduction being made before that date in the present retail prices.

PRICES from

£180



Send for Citroën Book 18.

CITROËN BUILDING, BROOK GREEN, HAMMERSMITH, LONDON, W.6. Telephone: Hammersmith 2220-7. Telegrams: "Citrolon, Hammer, London."

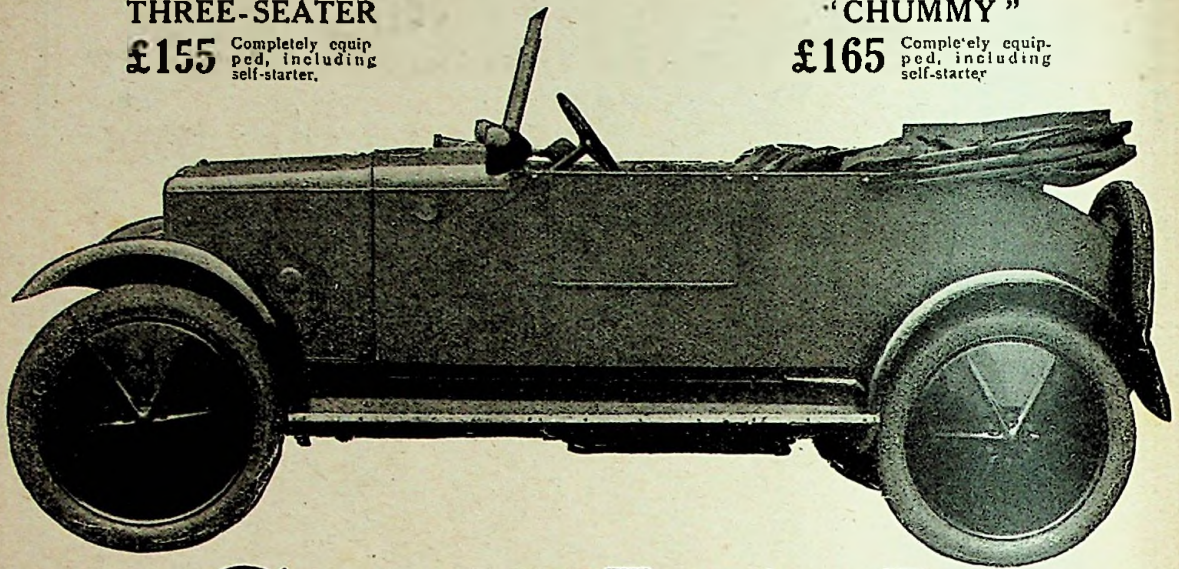
CITROËN CARS, LTD.,

WEST END SHOWROOMS: 80, PICCADILLY, LONDON, W.1. Telephone: Gerrard 6272. Telegrams: "Citrocar, Piccy, London."

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

K55

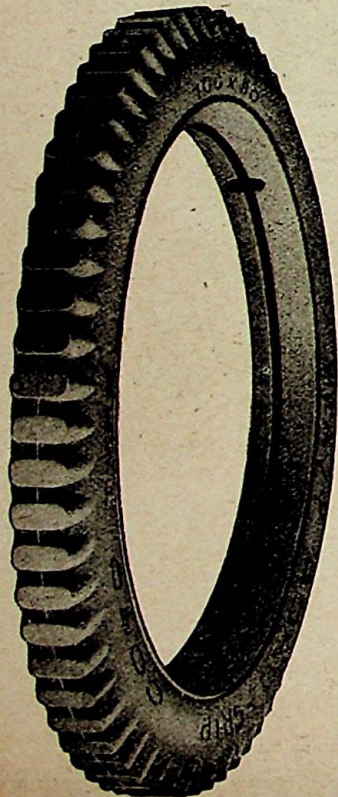
A1

THREE-SEATER**£155** Completely equipped, including self-starter.**"CHUMMY"****£165** Completely equipped, including self-starter.

THE Stoneleigh

NINE H.P.

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



All Morgans gain Gold Medals
 in A.C.U. Stock Machine Trials
 with the new

STEPNEY

HEAVY ROAD-GRIP

CORD TYRE

Extract from "The Light Car and Cyclecar" :—

"On the afternoon's run heavy rain made the surfaces most treacherous, the STEPNEY HEAVY ROAD-GRIP CORD COVERS, which were not assisted by chains, succeeded in gripping the greasy track very well considering that they had been through such a severe grueling."

Prices: 700 x 80 Heavy Road-Grip Cord Cover **£3-4-9** Inner Tube **7/6** Samson Tube **15/-**

THE TYRE WHICH GOES ALL THE WAY.

Manufacturers:

STEPNEY TYRES LTD., Llanelly, & 170, Gt. Portland St., London, W.1.

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

“I—a stock **SEABROOK** Car —
 faced the R.A.C. 1,000 mile
TRIAL over the Worst **HILLS** and
Roads in Britain—Did You ? ”

28 cars entered—16 finished.

The Seabrook Record.

Petrol Consumption :
39·1 m.p.g.

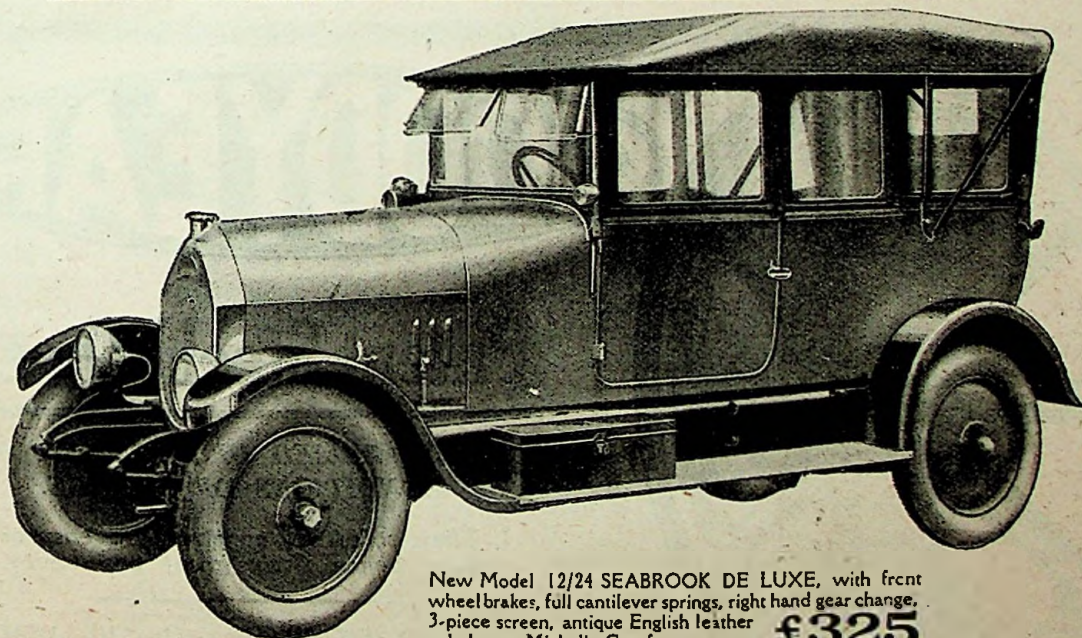
Reliability and Economy
proved.

Oil Consumption :
2,000 m.p.g.
Speed round Brooklands
on completion of Trial—
48·91

All Prices Guaranteed till
October 1st.

Seabrook 9·19 (Occasional
Four) - - - Price **£250**

This matter, in so far as it refers to an R.A.C official trial, is approved—H.H.G.

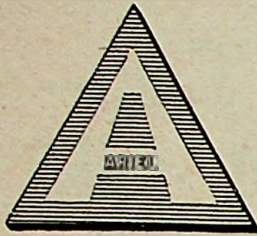


New Model 12/24 SEABROOK DE LUXE, with front wheel brakes, full cantilever springs, right hand gear change, 3-piece screen, antique English leather upholstery, Michelin Comfort tyres, etc. **£325**

Without front wheel brakes ... **£295**

SEABROOK BROS. (Est. 1896), 57, Great Eastern Street, London, E.C.2.
 BURNLEY H. MORRIS, Celia Street.
 LEEDS Auto Express Engineering & Transport Co., 160, Woodhouse Lane.

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



STANDARD MODEL

£198

DE LUXE MODEL

£210

Tax £9.

ARIEL

10 H.P. 4 CYLINDER.

DIMENSIONS: Overall length 10 ft. 10 in., overall width 4 ft. 10 in. Weight 11 cwt.
ENGINE: Four-cylinder, water-cooled, bore 60 mm., stroke 97 mm. Crankshaft supported on three bearings. Lubrication by pressure. Pressure Gauge on Dash. Lucas Magneto. Smith's Carburetter. Clutch-cone. **GEARBOX:** 5-speeds forward and reverse. Side control in gate. **REAR AXLE:** Spiral-bevel drive fitted with differential. **SPRINGS:** quarter-elliptic, front and rear. **STEERING:** worm and wheel. **BRAKES:** hand and foot, both acting on rear wheels. **WHEELS** and **TYRES:** five steel spoke artillery type wheels, fitted with 26 in. x 5 in. Dunlop Clippor Cord Tyres. Lucas Dynamo Three-lamp Lighting Set. **BODY:** single shell four-seater. Double-panel windscreen, all-weather hood and side curtains, horn, licence-holder, etc. Coach painted crimson lake or dark blue.

DE LUXE MODEL: Same specification as above, but completely equipped, including: Lucas Five-lamp Set, spring gaiters, Lucas driving mirror, hood cover, floor mat, screen wiper, flush fitting trip type Smith speedometer.

Send for Catalogue.

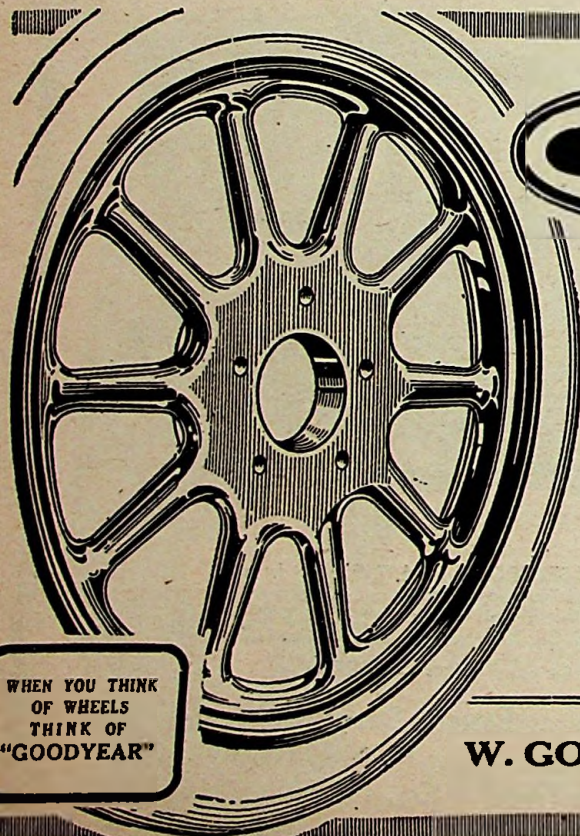
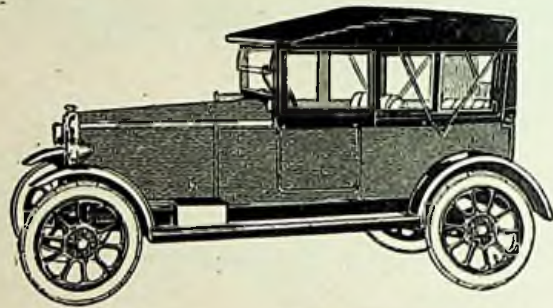
BLACK & FINCH, L^{TD}.

222, GT. PORTLAND STREET, W.1.

'Phone—Museum 2271.

SOLE LONDON DISTRIBUTORS.

EARLY DELIVERIES.
 MODELS CAN NOW BE VIEWED AND TRIAL RUNS ARRANGED
 YOUR OLD CAR IN EXCHANGE.
 DEFERRED PAYMENTS.



WHEN YOU THINK
 OF WHEELS
 THINK OF
 "GOODYEAR"

GOODYEAR

Patent Steel Wheels

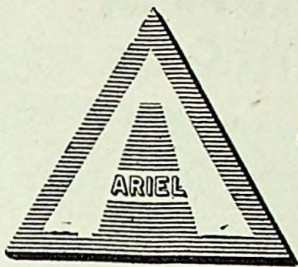
CAN BE RELIED UPON UNDER ANY
 CONDITIONS OF SERVICE.

*Their scientific construction ensures
 this, hence their great popularity.*

THEY ARE FITTED ON ALL THE LEADING
 BRITISH CARS AS STANDARD EQUIPMENT.

W. GOODYEAR & SONS LTD., DUDLEY.

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



ARIEL

Penny per mile for four

—that is what it costs to run the "ARIEL TEN"

Not the least of the many "ARIEL" advantages is its low running costs, which place it well within the reach of the family man of moderate means. The "ARIEL TEN" is a most economical car, yet the service it affords compares very favourably with that of the larger and higher priced cars.

PETROL - - - 45 m.p.g.
 OIL - - - 1,500 m.p.g.
 TYRES (Dunlop) 10,000 miles.

STANDARD MODEL

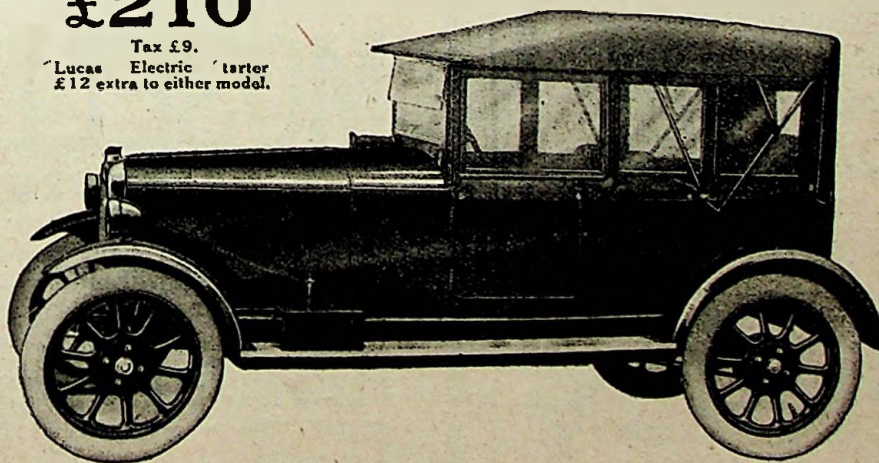
£198

DE LUXE MODEL

£210

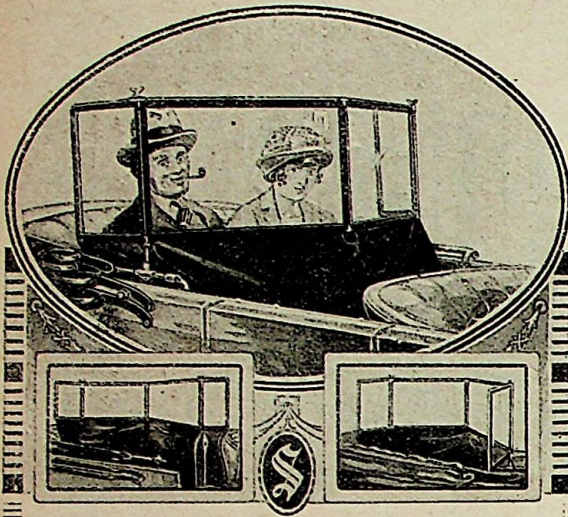
Tax £9.
 Lucas Electric starter
 £12 extra to either model.

Send for Catalogue.
ARIEL WORKS LTD.,
 Selly Oak, BIRMINGHAM.



C.W.

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.



PROTECT your passenger with a
"STARLING REAR SCREEN."

It will fit your car, no matter what the size or make.

Your friend will enjoy the open road behind a "STARLING," because it gives complete protection and a clear view. Order at once, you can have immediate delivery. All that is necessary is to name the make of your car. A STARLING, which will only take you a few minutes to fit, will then be despatched to you per return.

We are confident you will be pleased with the STARLING, therefore, we invite you to try one at our expense, on our **SATISFACTION OR CASH REFUNDED** principle.

The "V" 4-Panel Celluloid Screen with Standard Fitting.

PRICE - £3 : 7 : 6

With Sliding Fitting 10/- extra.

Supplied with Black or Khaki Apron.

The "Empire" 6-Panel Glass Screen is scientifically constructed for strength and gives added distinction to any car when fitted.

PRICE - £12 : 12 : 0

Nickel or Black Finish.

Our Illustrated Booklet will tell you all about our Screens, it is yours for the asking.

THE STARLING CO., LTD.,

"L," Empire Works, Highgate Road, BIRMINGHAM.

DISTRIBUTORS:

S. E. Whiteley Ltd.
MANCHESTER.

The Sheffield Supply Co., Ltd.
SHEFFIELD.

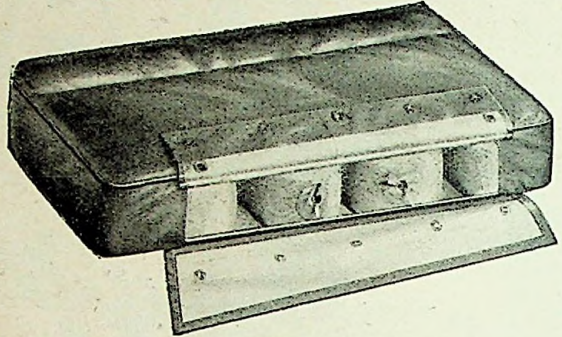
Tinson Bros.,
NEWCASTLE-ON-TYNE.

Hobday Bros., Ltd.,
LONDON.

Fred. W. Murray,
GLASGOW.



Luxury in Light Cars



Front seat of Light Car converted into pneumatic cushion on the Float-on-Air (patent) system at a cost of £3

Pneumatic upholstery gives luxury to Light cars that is only equalled by Balloon Tyres. But look at the difference in cost. You can convert existing seats on the MOSELEY

FLOAT-ON-AIR

(patent)

System for £3 and upwards according to size. But it must be MOSELEY Float-on-Air, which is the only tubular system working at low pressure, thus giving perfect comfort.

Combine MOSELEY Float-on-Air Cushions with

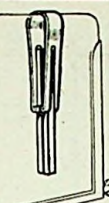
MOSELEY CABLE TYRES

and you have perfection of comfort with minimum trouble and expense.


Illustrated pamphlet on application.

DAVID MOSELEY & SONS, LTD.
ARDWICK - - MANCHESTER.

Branches at:
LONDON BIRMINGHAM. GLASGOW.
NEWCASTLE-ON-TYNE. LIVERPOOL.



THE BROLT SPARKING PLUG TESTER.
Enables you to test engine whilst running 6/-



ELECTRIC BULB CASE
To carry three bulbs ... 2/-
To carry five bulbs ... 2/9

BRISTOL WIND-SCREEN WIPER 5/-

Established 1876.
Phones: 106 Central.
1207 North.
3084 C ty.
Museum 8910.

JAMES GROSE LTD.,

Old Jewry, Cheapside, London, E.C.2
And at 255-257, Holloway Road London, N., and at 8, New Bridge Street, E.C.
To save delay please address all post orders to our new branch and mail order department, 379-381, Euston Road, London, N.W.1.

To hold up cover when fitting valve or security bolt.


2/11

FORK CAR TYRE LEVERS.
12 inch Plain Car Levers ... 9d.
18 inch Plain Car Levers ... 1/-




MIRACLE OIL.
As used successfully in the T.T. Races and many Records.

1 oz. tins 6d. 8 oz. tins 2/9
2 oz. tins 1/- 16 oz. tins 4/6
1 oz. tins 1/8 32 oz. tins 8/6



FERODO LININGS FOR BRAKES AND CLUTCHES is pure Asbestos yarn spun on to brass wire, and woven by a patented method into fabric of great strength, density, and high frictional value.


Width 1"	1 1/2"	2"	2 1/2"	3"	3 1/2"	4"	5"	6"
thick 1/11	2/1	2/4	2/6	2/11	3/-	3/3	3/8	per ft.
1 1/2"	2/5	2/9	3/1	3/4	3/8	4/-	4/3	4/11
2"	3/3	3/8	4/-	4/6	4/11	5/3	5/8	6/5




"GROSE" MIRROR.
4-in. Diameter. 5/-
To clamp on windscreen. Specially for Fords and similar types. Exceptionally strong.



MICHELIN TYRE PRESSURE GAUGE. 4/6



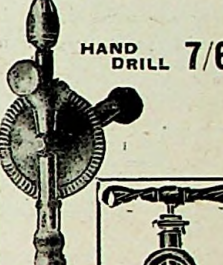
THE FERRET RATCHET BOX SPANNERS.
In strong leather case ... 13.6



Special purchase of new Sparking Plugs from the Government.
K.L.G., type C.B. Usual price, 21/- Our price, 3/6
LODGE, Aero type, 1 or 3 Plain Body, single point. 1/3 Worth 5/-
We guarantee each plug.



"P. & H. SCOPE" MIRROR.
The "P. & H. Scope" is the very latest thing in high-class Mirrors to-day. As it is convex in shape, it gives a very clear panoramic view, thus eliminating any possible danger from a car that may be driving at right angles towards you. It is fitted with Doved Edged Plate Glass, size of which is 6 in. x 3 in.; and an adjustable bracket on a 7 in. arm, which enables it to be fixed in any required position. Plate or dash fitting 18/- each. With windscreen fitting 18/- each.



HAND DRILL 7/6



TUBULAR BOX SPANNERS.
To fit Whitworth Note. Each Size of nut, 1 in. x 3-10 in. ... 8d. 1 1/4 in. x 5-10 in. ... 11d. 1 1/2 in. x 7-10 in. ... 1/1 1/2 2-10 in. x 4 in. ... 1/8 1 1/2 in. x 1 in. ... 1/10 1 in. x 1 in. ... 2/2

SPARKING PLUGS.
K.L.G., Lodge, Boch. Latest Sparking Plugs in stock.




"GROSE" NON-SPILL FILTER.
Screws on ordinary 2 gallon can ... 1/6




VEVO BRASS FOOT PUMP
20 in. x 1 1/2 in. Heavy Gauge Barrel, Folding Feet. Detachable Handle. 2 1/2 in. Heavy Connection. Suits for large car tyres. Can also be used for motorcycle tyres, when a special adaptor is supplied for the valve.

6/6



THE FORCED FEED OIL-CAN.
Pressure-fed, strong brass ... 2.6



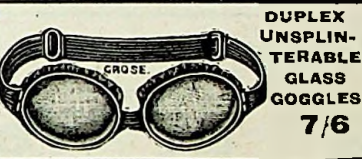
"P. & H." SPOT LIGHT
With Motorcycle Handbar Fitting or Wind-screen Fitting. 16/-



30-hour Dash-board Clock 10/6
Cowey Watch, Dashboard Fitting, Complete 24/-



GROSE MINOR JACK 7/6
Suitable for all cars.



DUPLEX UNSPLINTERABLE GLASS GOGGLES 7/6




THE "GROSE" FOOT-OPERATED FOOT PUMPS. 20/-
Very strong




GROSE'S INSULATED TAPE.
1 oz. rolls ... 6d. 2 oz. rolls ... 9d. Extra adhesive, in strong, convenient tin boxes.



"FEMINA" MASCOT. 10/6
Well plated.



ATLANTIC JACK, 15 -
Very quick action.



The "Whittle" Link Grip Leather Belt, for dynamo and fans. 4 in. ... 3/- per foot 2 in. ... 3/6 " 3 in. ... 3/9 " 4 in. ... 4/6 " 1 1/2 in. ... 5/- " 1 1/4 in. ... 5/6 " Whittle Hair Links, 1/- each.



CELLULOID SHIELD GOGGLES
Plain or amber tinted ... 8d. Ditto, Non-flam., plain, top half tinted blue ... 1/3



Motor Car Tool Roll Complete with 18 good tools ... 24/-
Light Car Tool Roll Complete with 12 good quality tools ... 15/-


"DUBBEL" 8d.
A powder which cleans and polishes aluminium.



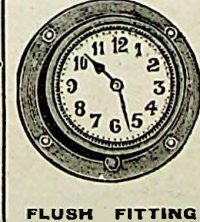
FLUXITE PASTE for Soldering. Per tin, 8d.



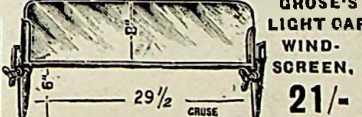
Get a supply of these high-grade hardened and tempered
Terry's Tool Clips and make your own tool racks, 3/- per doz. complete with screws.



HALLITE. Suitable for the most troublesome oil, water or pressure joints.
6x8x1/64 in. ... 4d.
6x8x1/32 in. ... 8d.
6x6x1/64 in. ... 1/-
1/10, 3/32 or 1/8 thick, any length or size cut, but not less than 4 oz. 5/- per lb.




FLUSH FITTING 8-DAY PLATED DASHBOARD CLOCK
2 1/2 in. dial ... 35/-
3 " " ... 40/-
Guaranteed.
Back plate screws to the dash, and clock opens out to expose winder.



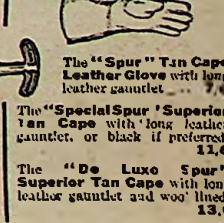
GROSE'S LIGHT CAR WIND-SCREEN. 21/-



SET OF STOCKS AND DIES.
Whitworth Standard Threads, Three dies, 1, 3, 16, and six taps ... 6/6
" 3, 6, 16, " " " " " " " 7/6
" 8-16, 1, 7-16 " " " " " " " 8/6
" 1, 2, 4 " " " " " " " 9/6



FIRE EXTINGUISHERS
"Pyrene" with bracket ... 30/-
Refills ... 7/-
Brackets only ... 5/-



The "Special Spur" Superior Tan Cape with long leather gauntlet, or black if preferred, 13.6
The "De Luxe Spur" Superior Tan Cape with long leather gauntlet and wool lined, 13.6

ALUMINIUM NUMBER PLATES (Stamped)
Best Sheet Aluminium. Reinforced with Steel.
Motorcycle size ... Per pair 5/6
Motor car size ... " " " " 12/6

LEATHER CLOTHING.
WAISTCOATS.—Best tan Cape leather with sleeves, 22/6, worth 54/-
JACKETS.—Best tan Cape leather, three quarter length, double-breasted, felt, teddy bear lining, 84/-, worth 120/-
COATS.—Gent's or Ladies' full length, best tan Cape leather, double-breasted, felt, teddy bear lining. 24 15 0
Ladies' leather under-cost, silk lining ... 23 13 9
Leather breeches, specially made for motorcycles, 30/-



NON-SHOCK TERMINALS 1/-

GROSE'S 1924 MOTOR CATALOGUE, 255 ILLUSTRATED PAGES, POST FREE, 6D.

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.

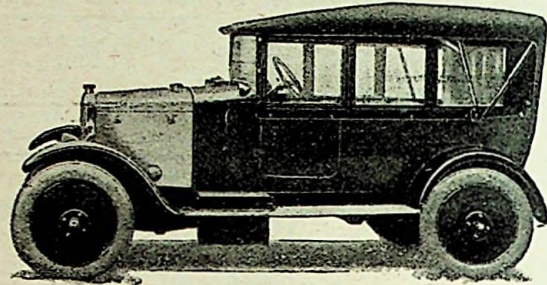
The
Bayliss Thomas
 LIGHT CAR

FOR
 LASTING
 SERVICE.

Immediate Delivery.

10-23 h.p., 4-cyl., water-cooled, 63 x 100 mm.,
 1247 c.c., forced feed lubrication Comfort-
 able, well-finished coachwork.

We most strongly recommend the Bayliss
 Thomas and invite your inspection and
 trial.



£235

B. S. MARSHALL LTD.,

17a, Hanover Sq., W.

Mayfair 5906/7.

*Your present car,
 and—or terms of
 payment will
 receive attention.*

Delivery from
 stock, from the West
 End Distributors—

Trade Supplied.

AGENTS for—Bentley, Bugatti, Singer, and Standard.

“Standards” at Wembley.

VISITORS to Wembley are invited to
 Stands 125 and 126 in the Palace of
 Engineering, where “Standard” Light
 Cars are on view. “Standards” are
 more comfortable and better value than
 ever. Reliable, easy to control and
 drive, cosy in bad weather, ample speed
 and climbing power, low running costs—
 everything the family man requires.



The All British
Standard

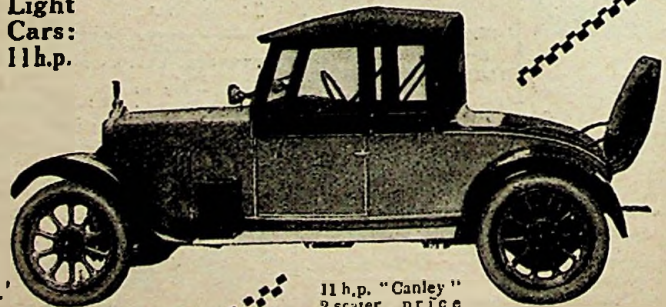
Light
 Cars:
 11h.p.

Two-Seaters **£235** Four-Seaters

Dunlop Tyres.

Send for particulars.

The Standard Motor Co., Ltd., Coventry,
 London Showrooms: 49, Pall Mall, S.W.1.

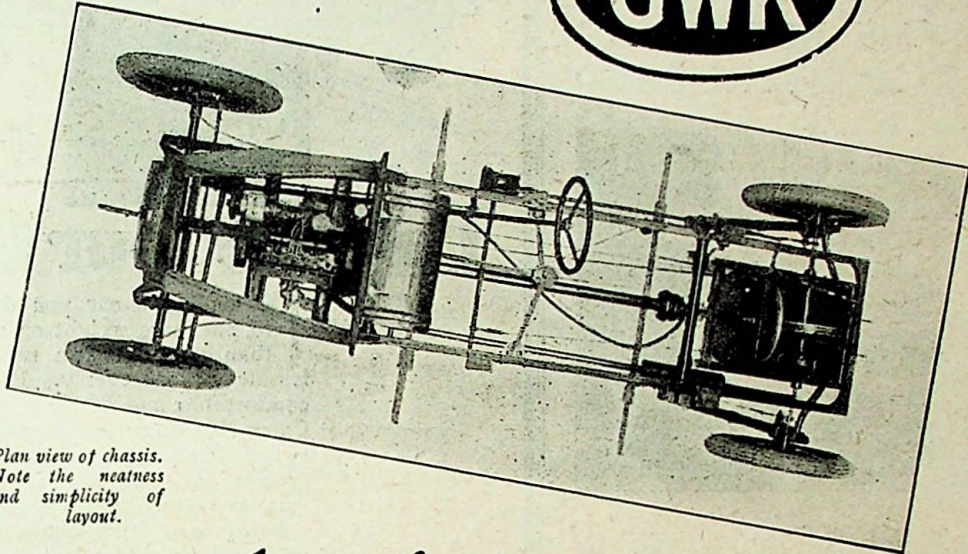


“COUNT · THEM · ON · THE · ROAD.”

11 h.p. “Canley”
 2-seater, price
 £216.

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

■ ■ ■ ■ ■ ■ ■ ■ ■ ■ *A gear for every gradient* ■ ■ ■ ■ ■ ■ ■ ■ ■ ■



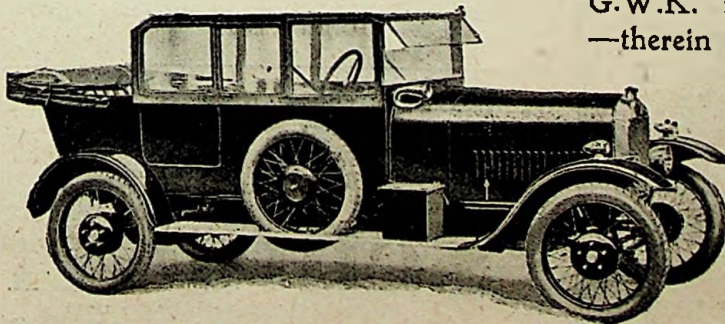
*Plan view of chassis.
Note the neatness
and simplicity of
layout.*

Is gear changing your greatest difficulty?

PRICES:

- 10'8 h.p. Two-Seater Standard Model ... 200 gns.
 - 10'8 h.p. Two-Seater Coupe Model ... 250 gns.
 - 10'8 h.p. Four-Seater Standard Model ... 225 gns.
 - 10'8 h.p. Four-Seater De Luxe Mode ... 255 gns.
- Synchronised Four-Wheel Brakes on "H" Models, £10-10-0 extra.

It is most probably. Every owner of a G.W.K. is an expert, because the operation is so simple—a novice can make a clean, noiseless change at the first attempt. There are other charms, too, of friction disc transmission as embodied in the G.W.K., which must be experienced to be appreciated. Hill climbing has no terrors for the G.W.K. owner, because there is a gear for every gradient. There are no teeth to crash, no clutch to burn out. Think what this means when you are touring in unknown country. The G.W.K. is the "different" car—therein lies its fascination.



G.W.K. Ltd.
(Successors to G.W.K. (1919), Ltd.)
CORDWALLS WORKS
MAIDENHEAD
Telephone . . Maidenhead 624.

London Distributors:
W. G. NICHOLL, LTD.
50 & 54, Whitcomb Street, W.C.2.

Agents:
W. H. DALTON
150 Gloucester Mews, Farringdon, W.2.

R. TWELVETREES,
F. & P. VANDERVELL,
199, Piccadilly, W.1.

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

LITTLE PICTURES
BY PEN AND SUN
ON THE ROCKS BUT
NOT SHIPWRECKED

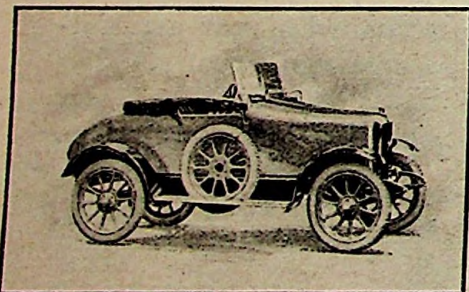


This delightful little snap at
Brimham Rocks shows the
extraordinary utility of the
JOWETT.

It can be handled equally well
by my lady as by her lord,
who "*pays the bill.*"

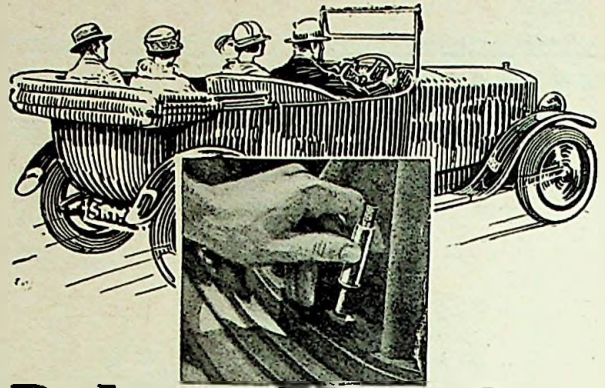
And the paying will not
place his finances "*on the
rocks.*"

No other can be run for less.
BUY HER ONE



IT COSTS ONLY £168

JOWETT CARS, LTD.,
IDLE, BRADFORD.



Balance Your Car

IN loading a car you don't try
to put more weight on one side
than another. You try to dis-
tribute the load evenly. It is more
comfortable, and better for the car.
Carry this argument to your tyres.
When inflation is uneven, when one
tyre is too hard and another too
soft, the body balance is upset,
steering is more difficult, and the
tendency to skid when brakes are
applied is greater. Apart from these
disadvantages you lose many miles
of tyre wear through incorrect
inflation.

Balance your car by making sure
that the near side tyres are inflated
to the same pressure as the offside.
You can do this with the "Schrader"
Tyre Pressure Gauge. This records
the air pressure instantly in lbs. per
square inch and you can tell in a
moment if your car is balanced.
You get increased riding comfort
and maximum tyre mileage.

The price of the "Schrader" Tyre
Pressure Gauge is 6/2. From all
dealers.



Other "SCHRADER" Necessities.

(Regd. Trade Mark.)

"Schrader" Valve Caps; prevent valve leaking and
seal in the air. "Schrader" Valve "Insides."
"Schrader" Dust Cap; covers the entire valve and
keeps it clean. Of all dealers.

Be sure it's a "SCHRADER": look for the name.

(Regd. Trade Mark.)

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

Schrader

Makers of Pneumatic Valves Since 1844

Tyre Valves • Tyre Gauges

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

Lagonda

CONSISTENT RELIABILITY

in


The R.A.C. Small Car Trials

gained for the

12/24 h.p. Lagonda All-weather Saloon Model "R"

A SILVER MEDAL

in Class "G."



BRITISH EMPIRE
EXHIBITION

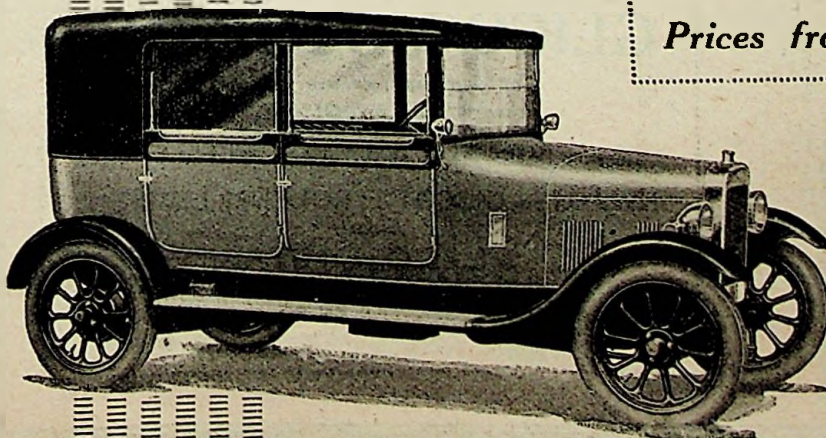
SEE OUR EXHIBIT
in the
MOTOR&CYCLE
SECTION
PALACE OF ENGINEERING
WEMBLEY
April - October
1924

EXHIBIT Nos. 116-117

The Lagonda which was the only Saloon Model entered in the Trial, put up a wonderful all-round performance with a speed of 48.51 m.p.h.—a petrol consumption of 34.9 m.p.g.—an oil consumption of 5 pints 13 ounces, and **NO LOSS OF MARKS FOR RELIABILITY.** In fact, "The Lagonda Saloon ran like clockwork throughout the Trial."

Vide "The Light Car and Cyclecar."

Prices from **£295**

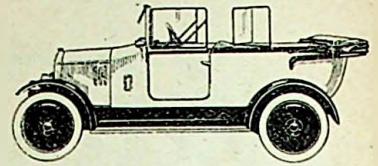


Full particulars from any Motor Agency or—
LAGONDA LIMITED,
195, Hammersmith Road, London, W.6
And at Staines, Middlesex.

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



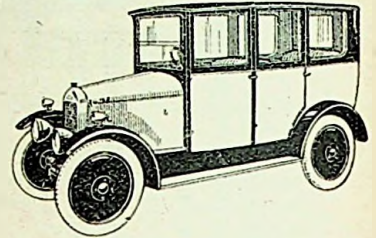
10 h.p.
SINGER
£50 down.
(Balance to suit your convenience.)



10 h.p. Singer De Luxe, £235

No References; No Bills;
Absolute Privacy Guaranteed

Specification of this wonderful Value for Money Model includes: 10 h.p. 4 cyl. overhead valve engine. Tax £10. Two or four-seater bodies, upholstered in real leather, electric lighting and starting set, 5 lamps. Dunlop cord tyres. All-weather equipment, including back screen, etc.



10 h.p. Saloon, £275

**ANY MAKE OF
CAR SUPPLIED ON
OUR UNIQUE
CREDIT SYSTEM.**

Write for descriptive booklet—

Telegrams :
"Runabout, London."

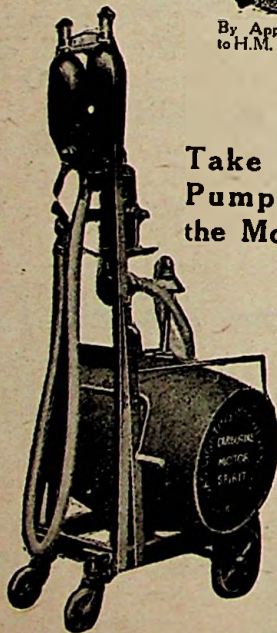
H. B. COOK LTD.

Telephone :
Museum 8666, 8667.

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



By Appointment
to H.M. the King.



Take the
Pump to
the Motor.

**CARBURINE
MOTOR SPIRIT**

In Dark Blue Cans for all Users.

Prompt delivery of our Motor Spirits can be given from local Depots throughout the United Kingdom in cans, barrels, and/or bulk. Inquiries for our Portable Barrel Motor Spirit Pumps will be greatly appreciated.

GLICO MOTOR OIL

Cut your costs, reduce your toil,
Always run on GLICO OIL.

"ALL'S WELL THAT'S OILED WELL."

Head Office: GLICO PETROLEUM, LIMITED,
formerly

G.L.I.C.O. LIMITED.

(ESTABLISHED 1885).

ALEXANDRA HOUSE, QUEEN SQ., LONDON, W.C.1

Telephone: Museum 7407/1.

Tel. Address: "Carburino Holl London."

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

Own a


and be satisfied

**A Story of Satisfaction
 from THE TENNIS COURT.**

"WITH a SINGER at my service, I have no cause, these days, to dress in haste, arriving hot and flurried on the courts, completely 'off' my game. No longer does a foot-weary enthusiast tramp home tired and weary after many 'hot' sets. All that sort of thing is relegated to the past. The service of the SINGER makes all the difference to my own 'service.' No 'faults' with either of us. She's 'game' for anything. A 'deuce' of a fine car. Time was when sodden courts after rain took all the zest from the day, but now, whilst courts are drying, we pack up our troubles in the SINGER and go off for a joy-ride, seeking health and pleasure in a different way. Plenty of room for the 'mixed double,' we're a happy, comfortable, contented lot, serene in the service of the SINGER."

Here's a Singer to suit every taste.

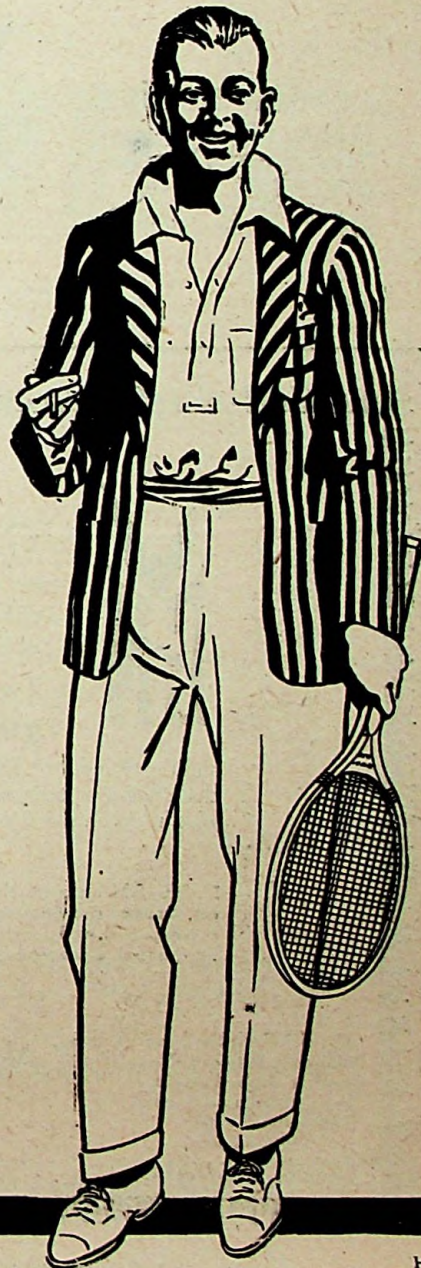
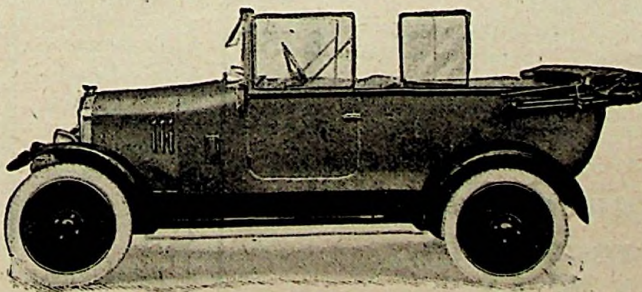
10 h.p. Popular Two-Seater, £200. 10 h.p. Popular Four-Seater, £210. 10 h.p. De Luxe Two-Seater, £225. 10 h.p. De Luxe Four-Seater, £235. 10 h.p. Saloon, Weymann Body, £275. Rotax Lighting and Starting Equipment. All Singer cars can be purchased on Deferred Payments through any Singer Agent. Illustrated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

SINGER & CO., LTD., COVENTRY.

London Showrooms: 17, Holborn Viaduct, E.C.1

London Service Depot: York Works, Brewery Road, Holloway, N.

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



H.P.

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

A13

TO the man who "knows a good thing when he sees it," the

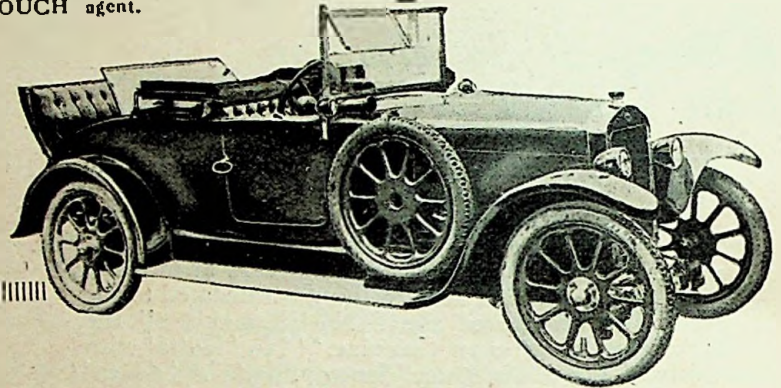
CROUCH

TWELVE / THIRTY h.p.
at £295

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

The Specification comprises:—
British Anzani 4-cyl. 1996 c.c. Engine. 12 v. Starting and Lighting Set (5 lamps). Speedometer. 8-day Clock, duplex front springing, Spring Gaiters, Electric Horn, Crouch Patent Clutch, Compensated Braking. 3-panel Screen, adjustable Screen to dickey, Doors both sides. Best English leather upholstery, exceptionally fine coachwork.

CROUCH MOTORS
(1915), Ltd.
Tower Gate Works,
COVENTRY
Coventry
819.



G.N. Limited, a new company,
announce a car of surpassing performance, having a chassis with the G.N. chain and dog-clutch transmission and a 4-cylinder 11.9 British Anzani Engine.

The Sports Model is
guaranteed to exceed 70 m.p.h.

and the Standard Model 60 m.p.h. Improvements in the chassis include ball-bearing front hubs, anchored bevel housing, silent universal joint in clutch shaft, etc.

PRICES:

SPORTS Model, with electric lighting set, Smith speedometer, adjustable screen, hood, and polished aluminium 2-seater body	STANDARD Model Equipment as Sports	£250
£285	TWIN-Cylinder, Air-Cooled Model, 10 h.p., equipment as above	£198

G.N. Ball-Bearing Sets for front hubs.

G.N. Repairs and Spares for all G.N.'s

Original G.N. Service Scheme still maintained.

G.N. Safety Hub Caps.

Send for particulars to:

**G.N. Limited, East Hill,
Wandsworth,
S.W.18**

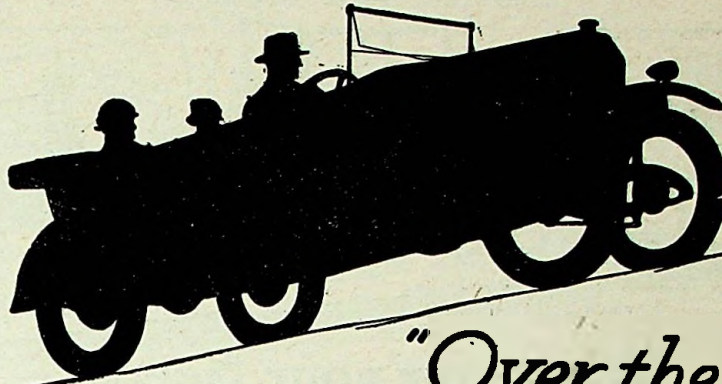
The 11.9 G.N. has been entered in only 2 events: one car in the London-Land's End, and one in the London-Exeter.

Both gained

GOLD MEDALS

Raymond.

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.



*"Over the Hills
and far away"*

THE
SWIFT

is renowned for its long life and trustworthiness under the most arduous conditions. Thus it evidences the excellent design, workmanship and material devoted to it. Some of the pre-war two-cylinder Swifts are still giving every satisfaction in strenuous daily service.

Here is what the owner of one of them writes :-

Buckinghamshire, 28/4/24.

"I must again thank you for having met me so generously in the matter of spare parts for my old Swift car. I was informed afterwards that the parts were not really required as the old ones only required readjustment. Though I had visioned a new Swift car for this year I am afraid that the Herculean strength, wonderful longevity and continued reliability of my old car will not allow me to throw over its services while it still promises to go on and on. Long before I had it, it apparently belonged to some vigorous Scot in the Highlands, and even now it goes up freak hills on top gear and the monotonous consistency of its two-cylinder beat strikes shame into the hearts of those modern car owners who happen to be BEHIND!"

The 1924 Swift Models are better value than ever. May we send you the new Swift Art Catalogue ?

Manufacturers :

SWIFT OF COVENTRY LTD., COVENTRY

London Depot :
133, Long Acre, W.C.2.

Dublin Depot :
15-17, South King Street.



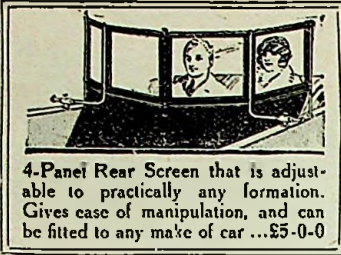
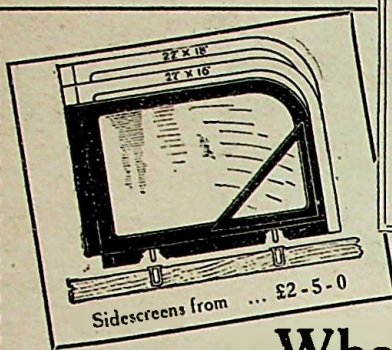
BRITISH EMPIRE
EXHIBITION
SEE OUR EXHIBIT
No. 123-4 in the
MOTOR & CYCLE
SECTION
PALACE OF ENGINEERING
WEMBLEY
April-October
1924

**MODELS
AND
PRICES.**

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

10 h.p. 2 Coupe-
Cabriolet - **£285**

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



Whatever your Needs

SIDESCREENS, Rear Screens, Dickey Screens or All-weather Equipment, Easting's afford the maximum protection with Safety. Every Screen is built of the finest materials obtainable, and the prices are as low as is consistent with a quality production.

Any Easting Screen can be fitted by the car-owner in a few minutes without disturbing the upholstery. Write for Catalogue.

London Offices—
29, Foley Street,
Cl. Portland St., W.1
Phone — Museum 1414.

EASTING
WINDSCREENS LTD.
132, Steelhouse Lane,
BIRMINGHAM.



STILL SCORING!

Herts County A.C. Hill Climb,
ASTON HILL, May 17th, '24

1600 c.c. Class Touring Cars.

A. R. LINSLEY on Time	1st
P. L. DENSHAM	2nd
A. R. LINSLEY on Formula	1st
P. L. DENSHAM	2nd

1600 c.c. Class Racing Cars.

RAYMOND MAYS FOR HILL.

1500 c.c. RECORD FOR HILL.

Existing record put up last year by same driver and same car lowered by 3 secs.

Entrants include cars of highest h.p. and super charged.



CONSISTENCY
ONCE AGAIN
PROVED.

Kent & Sussex M.C. Hill Climb,
HARTFIELD, May 17, '24.

Touring and Racing Cars.

7 AWARDS.

Caffyn Challenge Cup.

FASTEST TIME OF DAY.

RECORD FOR HILL.

Every Bugatti Success is the performance of a Standard Model.

Completely equipped two, three, and four-seaters, from £475
Sports two-seaters from - - £600

CHAS. JARROTT & LETTS, LTD.,
40-41, Conduit Street :: :: London, W.1.
Telephone:—Gerrard 5594-7. Telegrams: "Jemidar, Piccy, Londo."

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 LIGHT CAR AND CYCLECAR

The Remarkable RHODE

(the car that wins all the prizes)

You know it — you have heard it talked about—you have heard people say sometimes that the Rhode's phenomenal success in the Classic Trials was due to the employment of special cars specially tuned up—but

what about the R.A.C. Small Car Trials? which entailed fines of hundreds of pounds for the slightest deviation from standard.

In these Trials the RHODE proved once again its 100 per cent. efficiency, for with only two cars entered it gained

**Class C (£170-£205) Silver Cup
and Gold Medal (only car to finish).**

**Class D (£205-£240) Gold Medal
(first in merit of the only two Competitors
who finished out of eight!)**

and petrol consumption — in Class C 36.8 m.p.g. ;
and in Class D 39.4 m.p.g. Now it's time
you looked into this. Let your
Rhode Agent give you a demon-
stration. His name is on
this list.

**RHODE
MOTOR Co.
TYSELEY,
BIRMINGHAM**

- LONDON, W.1: Mebes & Mebes, 144, Gt. Portland St.
- Ltd., Economy House, Broad St.
- DEER: Town & Country Garage, 19, Justice Mill Lane
- MOTOR WORKS, Little St. Cuthbert's St.
- BLACKBODOL: Hilton, Sharp & Co., Ltd., 72, Forhall Sq.
- BRIDLINGTON: P. Young & Co., Ltd., Broadmead
- West St.
- BRISTOL: Fenwick St. CHESTERFIELD: Cavendish Motor & En-
- 265, Holdenhurst Rd. 266, Fenwick St. CHESTERFIELD: Cavendish Motor & En-
- Preslon & Co., Ltd., Fisher St. CHESTERFIELD: Cavendish Motor & En-
- CAMBRIDGE: K. J. Bowman, 3-6, Downing St.
- MARTIN: Henry & Sons, Motor Engineers, CHESTERFIELD: Cavendish Motor & En-
- Engineering Co., Suffolk St. CHESTERFIELD: Cavendish Motor & En-
- CHESTER: Herbert & Co., Ltd., Anthony St. CHESTERFIELD: Cavendish Motor & En-
- DERBY: Herbert & Co., Ltd., Anthony St. CHESTERFIELD: Cavendish Motor & En-
- Hepkisson's Garage, Alfred Jones & Sons, CHESTERFIELD: Cavendish Motor & En-
- St. Dunstan Rd. CHESTERFIELD: Cavendish Motor & En-
- Herford Motor Co., Ltd., 6 Odley Rd., Headingley LEICESTER: Green, Northumberland Rd.
- IPSWICH: G. E. Hammond & Co., 1, Arches, Trafford, Green, Northumberland Rd.
- Motor Co., Ltd., 6 Odley Rd., Headingley LEICESTER: Green, Northumberland Rd.
- CHESTER: Williams' Harbour Garage, Promenade, NEWMOUTH: The Imperial Motor
- Agents, NEWCASTLE-ON-TYNE: The Wholesale Motor Trading Co., Imperial Motor
- cambe Motors, Ltd., Davies, Commercial St. GILES GATES, NORTHAMPTON: The Imperial Motor
- NEWPORT: W. L. Davies, Commercial St. GILES GATES, NORTHAMPTON: The Imperial Motor
- Market, Thurston St. PAIGNTON: Motor Agents, Wellington, Castle Rd. SOUTHAMPTON: F. A. Hardy
- ner, West Hoe St. PAIGNTON: Motor Agents, Wellington, Castle Rd. SOUTHAMPTON: F. A. Hardy
- Hamilton Rd. & Co., Ltd., Tarrant, Ltd. SOUTHAMPTON: F. A. Hardy
- BORNE: Hill & Co., Ltd., Tarrant, Ltd. SOUTHAMPTON: F. A. Hardy
- SOMERSET: Southsea, Tarrant, Ltd. SOUTHAMPTON: F. A. Hardy
- & Co., Ltd., Swindon Motor Co., Wood St. WESTON-SUPER-MARE: Crowe & Green.
- SWINDON: The Swindon Motor Co., Wood St. WESTON-SUPER-MARE: Crowe & Green.
- Bunbeck Rd. YEovil: Hill & Co., Park St. WESTON-SUPER-MARE: Crowe & Green.
- Gillygate.
- BIRMINGHAM: Bernard Norris
- ABER-: Buchanan St. Garage &
- SEDFORD: The Oakley Garage &
- BELFAST: C. Wilkinson & Son, 125-25, Donegal St.
- BRIGHTON: Hill & Ball, East
- BURNMOUTH: Wm. Mould
- BURNMOUTH: Wm. Mould
- BURNMOUTH: Wm. Mould
- BUrY: Bramwell
- 15, Trelowarren St.
- CAR-: Bechergerate & En-
- CHELSEA: Motor & En-
- 101, English
- DEALINGS, Ltd.
- HEREFORD: Charlotte St.
- CHARLOTTE St.
- HURST & SON
- 21, Headingley
- LEEDS: W. Hurst & Co., Ltd.
- LEEDS: W. Hurst & Co., Ltd.
- MAN-: Foulwell & Co., Ltd.
- MORECAMBE: Motor
- Northumberland Rd.

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

Bayliss Thomas

TRIALS work is far more exacting than motoring for the pure joy of the thing, yet the Bayliss Thomas is as much at its ease when scaling the heights of Lynton or Beggar's Roost as when purring along the Great North Road. For power, acceleration, and flexibility its engine proves a revelation to everyone who sits behind the wheel of a Bayliss Thomas car. May we give you a demonstration of its capabilities?

In the London-Land's End Trial 2 Bayliss Thomas Cars entered. Both were awarded Gold Medals.

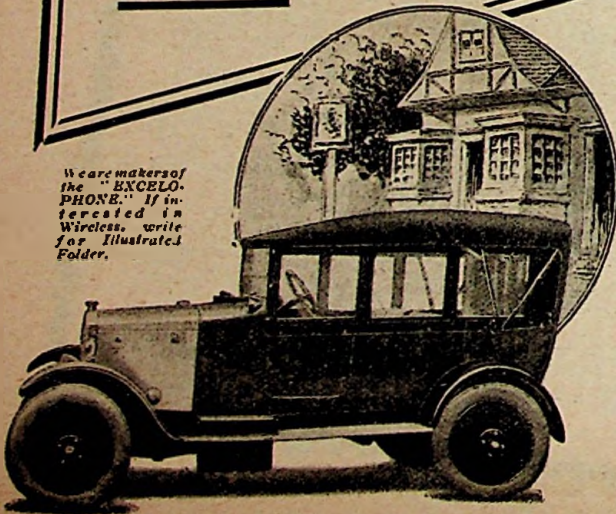
9-19 h.p. "Popular" 4-seater. 4-cyl. water-cooled overhead valve engine. Three forward speeds and reverse. Lucas electric starting and lighting, with five lamps, speedometer, spring gaiters, and petrol gauge. Double wind-screen and all-weather side curtains, opening with the doors.

£235
Without Starter **£225**

BAYLISS, THOMAS & CO.,
Proprietors:
THE EXCELSIOR MOTOR Co. Ltd.
TYSELEY, BIRMINGHAM
Telephone:
277-8, Acocks Green.
Telegrams:

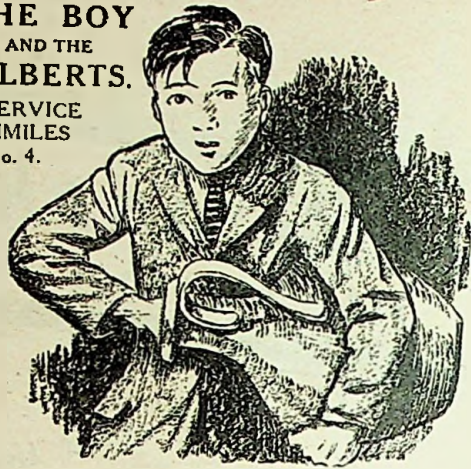
"*Monarch, Haymills*"
DISTRIBUTORS - London:
Hann & Overton, Ltd., 10, Lower Grosvenor Place, S.W.1 N.W. of England: S. W. Phillipott (Motors) Ltd., 42-44, Paradise St., Liverpool. N. Wales: The Sun Motor Co., Ltd., Llangollen. Scotland: North British Machine Co., Ltd., 64, Great Clyde Street, Glasgow.

We are makers of the "EXCELOPHONE." If interested in Wireless, write for Illustrated Folder.



THE BOY AND THE FILBERTS.

SERVICE SIMILES
No. 4.



A BOY put his hand into a pitcher of filberts and grasped as many as he could hold, but could not withdraw his hand because of the neck of the pitcher. His mother advised him to try taking a few out at a time. This he did, and soon emptied the pitcher.
MORAL: DO NOT ATTEMPT TOO MUCH AT ONCE.

If you want a LIGHT CAR and feel you cannot afford to pay out the whole sum, do not inconvenience yourself by doing so, but take advantage of our deferred payment system. For one-fifth deposit you can become the owner of any Car and use it while you are paying off the balance in easy instalments.

This system is so easy and the payments can be quite small and spread over a number of months, so that you never notice the cost. Absolute secrecy assured, as we do all our own E.P. business.

WRITE FOR FULL DETAILS.

MORGANS
FOR
WHITSUN
GRAND PRIX ANZANI.
Speedometer -
TAXED. - RED.
£151 - 10 - 0
Delivery on deposit of £30
DE LUXE
ANZANI.
PURPLE. TAXED.
£138 - 15 - 0
Delivery on deposit of £27

ROVERS
FROM STOCK
Two or Four - Seaters
£160
TAXED and INSURED.
£172-8-0
Delivery on Deposit of
£34 and
24 payments of £6-6-10

IMMEDIATE DELIVERY OF
STANDARD, 11 1/4 h.p., 2-Seater. Fawn £215
STANDARD, 11 1/4 h.p., 4-Seater. Fawn £235
SINGER, 10 h.p., 4 Seater. Grey £235
WOLSELEY, 10 h.p., 4-Seater. Grey £285
ARIEL, 10 h.p., 4-Seater. Maroon £222

All above cars have All-weather equipment—Electric Starter—Five Lamps and Speedometer.
ROVER, 8 1/2 h.p., 2-Seater. Blue £160
ROVER, 8 1/2 h.p., 4-Seater. Blue £160
MORGAN, 8 h.p., De Luxe. Purple £135
MORGAN, 8 h.p., Grand Prix. Red £148
All above cars have Dynamo Lighting with three lamps.

DEFERRED PAYMENT ORDERS placed now can be executed for **WHITSUN.**

ANY MAKE OF NEW CAR SUPPLIED
A Good Range of SEC-ND-HA RD CARS is always available—write stating requirements.

SPECIAL BARGAIN.

1924 ROVER DE LUXE. Latest type 2-seater with dickey. Clock, Speedometer. Taxed for year. Only done 3,519 miles £147

273 to 274 **The Service Company Ltd** to 273 to 274
LONDON
HIGH HOLBORN, LONDON, W.C.1.
Telephone: Holborn 666 (3 lines).

THE Royal Automobile Club always recognise outstanding merit and created a

SPECIAL PRIZE

and bestowed it upon the 10 h.p.

LEA-FRANCIS

for its unequalled performance in the 1,000 Miles Small Car Trials

SPECIAL GOLD MEDAL
for CONSISTENT RUNNING
HILL CLIMBING and
CONDITION after TRIALS
 also
SILVER MEDAL in Class E.



The Hall Mark of Quality.

BRIEF SPECIFICATION.

4 cylinder engine 63 x 100. Thermo - syphon cooling; pump lubrication; magneto ignition, electric starting and lighting, 5 lamps, 3 speeds, reverse; cone clutch. Right hand gate control; 700 x 80 cord tyres; spare wheel and tyre, tools, side curtains opening with doors, etc.

MODELS AND PRICES:

- 10 h.p. Family Model (occasional four-seater), complete with self-starter, speedometer, 5 lamp set, etc. **£250**
- 10 h.p. Coupe (folding hood), complete with self-starter, speedometer, 5 lamp set and clock **£325**
- 10 h.p. Two-seater with Dickey, complete with self-starter, speedometer, 5 lamp set, etc. **£250**
- 10 h.p. Coupe (fixed head), complete with self-starter, speedometer, 5 lamp set, etc. **£295**

This is what the Lea-Francis did :

Made fastest time of the day irrespective of class in 10 out of 11 officially timed hill climbs.

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Under a Bond of £250 we guaranteed the R.A.C. that this car was in every detail—even to carburetter setting and engine timing—exactly similar to that supplied to every purchaser of this model. Just one of our ordinary production cars.

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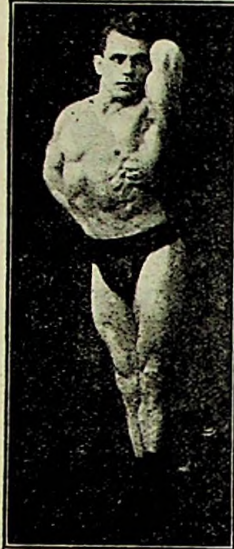
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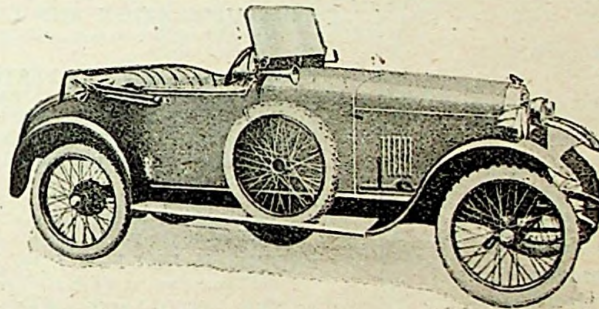
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Features of this week's issue of "The Motor," May 27th.

- A 2000-MILE TRAVELLING DEMONSTRATION ?**
An interesting suggestion—Motor-shy Wales—Where People still Travel on Horseback. By John Gilpin, Junr.
- NORMANDY IN BLOSSOM TIME.**
The legends and antiquities of Calvados—The Mecca of Artists—A wonderful old Inn. By R. D. F. Paul.
- TROUBLE-FREE ENGINES.**
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Some interesting experiences on hilly routes. Cooling, braking and gearing problems.
- THE LUBRICATION AND LIFE OF BEARINGS.**
Why a hard shaft wears more rapidly than its soft bearing. Factors affecting durability.
- NEW CARS AND CARS TESTED ON THE ROAD:**
(The 21 h.p. Lanchester, the 12-30 h.p. Six-cylinder Talbot, the Bean Fourteen, the new 20 h.p. Arrol-Johnston).
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- LESSONS OF THE SIX DAYS TRIAL.**
Outstanding performances and some faults criticised.
- THE FOURTH VESEY CUP TRIAL.**
Sealed bonnet trial notable for remarkable fuel consumption.
- EALING AND DISTRICT M.C.C. BROOKLANDS MEETING.**
A new Alvis Sports Model wins two races.
- A SIX DAYS 1,250-MILE AUSTRALIAN ALPINE TOUR IN WHICH BRITISH CARS DEMONSTRATED THEIR SUITABILITY FOR OVER-SEAS USE.**

Special features of next Tuesday's issue of *The Motor*, the Whitsun Holiday Number:

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Showing also roads under repair or in bad condition.

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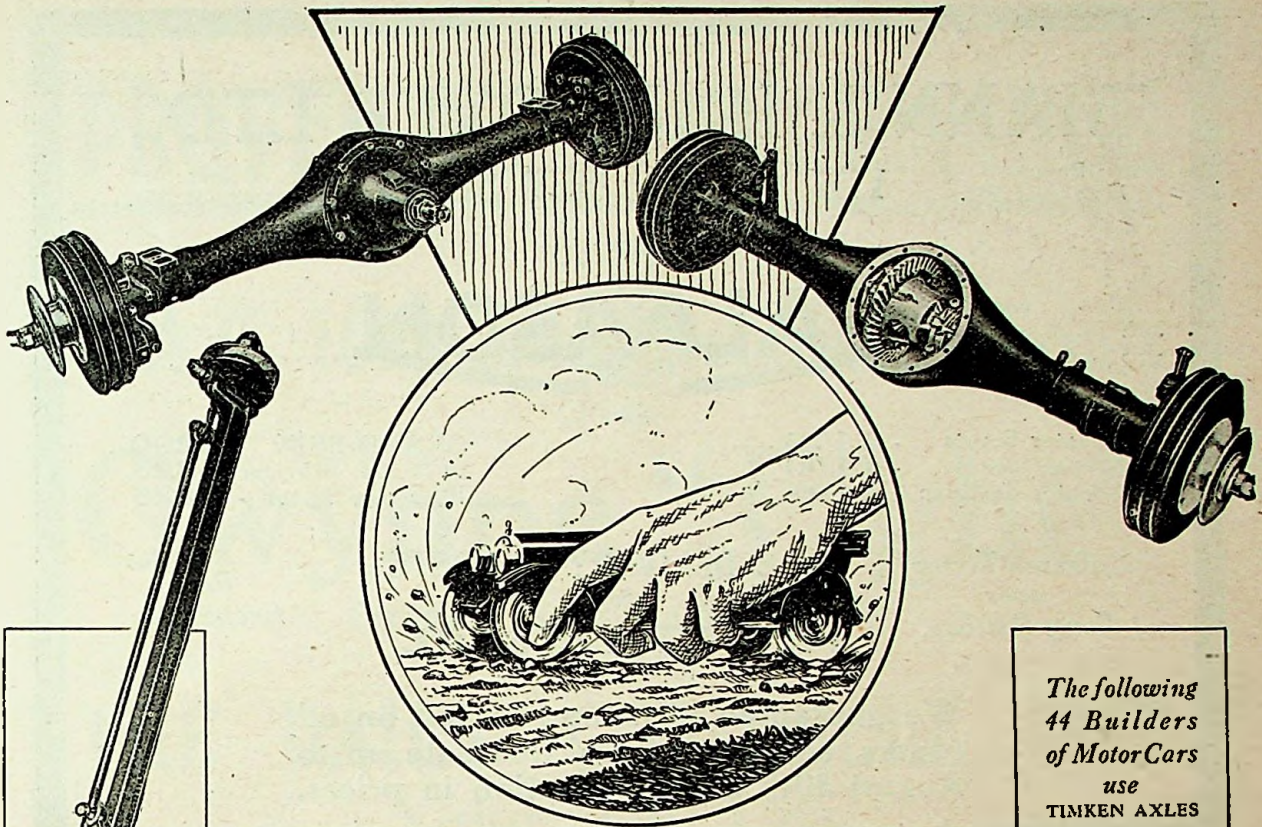
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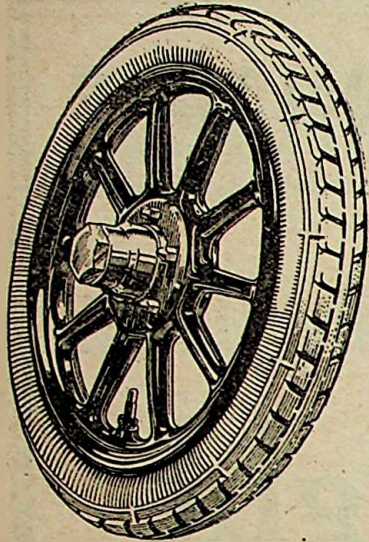
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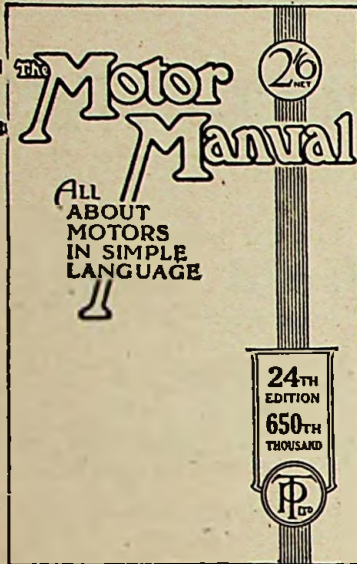
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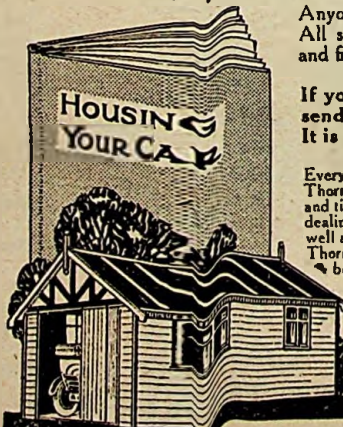
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AT WORKS

in the
VESEY CUP TRIAL

(Provisional Results)

4 GOLD MEDALS

won by four "Austin Seven" Cars—

100% Success

The course comprised two hundred and eleven arduous miles. By the rules of the trial fuel tanks were sealed and engine bonnets locked throughout. The slightest trouble would have meant failure, but Austin quality won through in faultless fashion.

All made clean and speedy ascents of
BWLCH-Y-GROES—on
which many other cars failed.

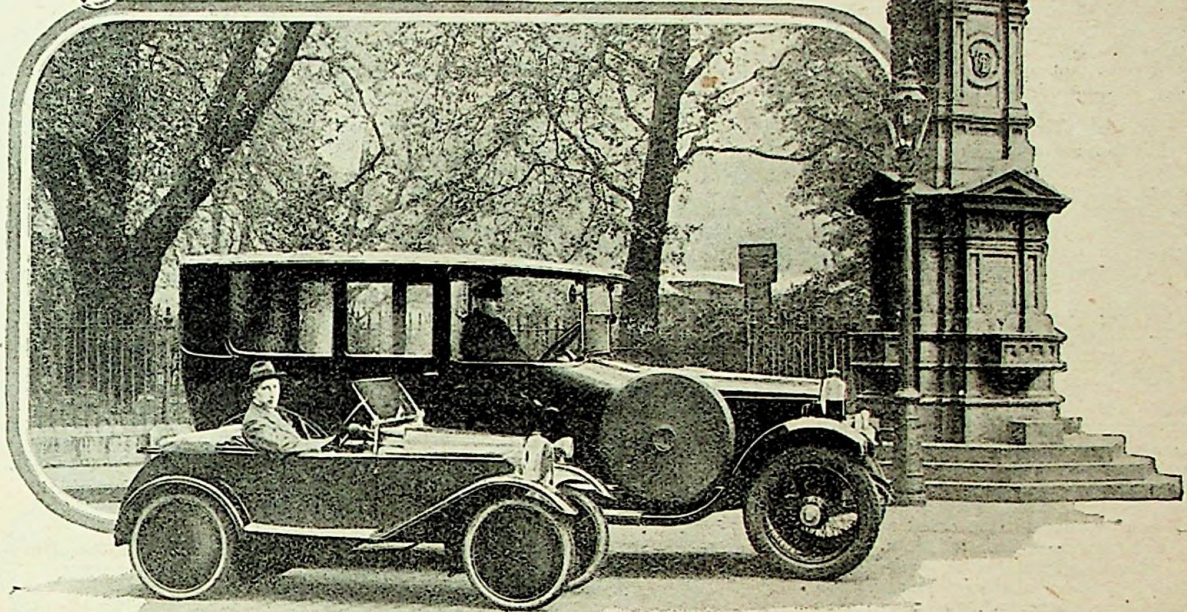
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**EXTREMES IN PRICE,
SIZE, ECONOMY AND
COMFORT.**

Although so widely separated on the score of price, size, economy and comfort, the luxurious saloon car and the tiny New Carden have much in common. From the point of view of appearance the smaller car—one of the cheapest two-seater vehicles on the British market—can hold its own.

Notes, News and Gossip of the Week.

The R.A.C. Trials.

As announced exclusively in *The Light Car and Cyclecar* last week, D. Chinery (Gwynne) was the winner of the £250 cup offered for the most meritorious performance in the R.A.C. six-days' trials. The complete official list of awards gained by cars with engines of less than 1,500 c.c. capacity is given in this issue.

Supercharging in Italy.

It is generally believed that Continental manufacturers have considerable faith in supercharging devices, but we understand that, so far as Italy is concerned, the Fiat Co. is the only prominent manufacturer expressing a direct interest in these devices.

For Theatre-goers.

In response to continued demands, we have reprinted *The Light Car and Cyclecar* "London Theatre Guide," which, in addition to a complete list of theatres and a block plan showing their locality, gives a detail list of garages in the West End area which cater especially for theatre-going motorists. Copies of the guide will be sent free on receipt of a stamped and addressed envelope, and quantities up to 50 will be forwarded to garages, etc., on application.
No. 601. Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, May 31st, 1924.

London .. 9.34	Edinburgh 10.13
Newcastle 10.0	Liverpool ... 9.57
Birmingham 9.47	Bristol ... 9.44
Dublin ... 10.10	

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

Moon, New Moon, June 2nd.

Scottish Show Date Altered.

It has been considered in some quarters that the Scottish Motor Show, held in January, comes too late, and, now that the Olympia Show has been advanced to early October, it is felt that the interval between the two national Shows is too great; therefore, the date of the next Scottish has been fixed for November.

Lower Tax Next Year?

Nearly 100 Members of Parliament, who are also members of the A.A., met at dinner in the House of Commons recently; all political parties were well represented at the gathering. A discussion took place on the question of motor taxation, the trend of the speeches indicating that the basis of taxation should be altered from the present system to a duty on motor spirit, but it was recognized that a radical change such as this cannot be brought about at present. It was, however, the view of nearly all the speakers that light pneumatic-tyred vehicles were at present over-taxed, and that they considered they were justified in asking for the inclusion in the Finance Bill of a reduction for next year of 25 per cent. of the existing tax.

Thou Shalt Not Covet!

Speaking of motorcars, Lord Sumner is reported to have said recently, "I doubt if any invention has done more to sow, to water and to ripen a feeling of jealousy between classes." But surely this applies to every luxury beyond the reach of the multitude. Does not a cigar "ripen a feeling of jealousy" in the heart of the vagrant collector of cigarette ends? And do not costly furs and jewellery arouse feelings of envy among those who cannot afford them? Of course they do, but are not such feelings often akin to ambition?

One Guinea Offered.

Our Motor Travesties competition, in which readers are invited to supply the missing title of the sketch representing a well-known motor term is catching on. Instead of the artist's original drawing, we now offer a weekly prize of one guinea to the sender of the first postcard bearing the correct solution (beginning with No. 14). No solutions are judged before 11 a.m. on the Saturday morning immediately following publication.

Royal Air Force Pageant.

Readers are reminded that the fifth Royal Air Force Pageant will take place at the London Aerodrome, Hendon, on Saturday, June 28th. This year it is hoped to introduce new features, which should make the display even more comprehensive and attractive than on previous occasions. Presumably there will be ample accommodation for cars.

Air Cooling in the Tropics.

Mr. Tet Riley, the youngest of the well-known Coventry motoring family, writes from the Gold Coast, where he has been stationed for some time past, and says—how much he has been impressed by the performance of air-cooled cars in the district. The water-cooled cars apparently have to stop about every 50 miles to replenish their radiators, which are then nearly at boiling point, while the little air-cooled Rover twins go plugging along merrily without any trouble whatever.

Great Dolomite Road Open.

The London offices of the Italian State Railways and State Tourists' Department announce that the Great Dolomite Road (from Bolzano to Karersee, Cortina d'Ampezzo and Dobbiaco, about 90 miles), passing through the heart of the famous Dolomite country, is now accessible for motor traffic. The snow cleared away about a fortnight earlier than usual, on account of the warm and sunny conditions that have prevailed for several weeks past. It is anticipated that the Stalvio Pass (the highest road in Europe, 9,051 ft.) will be open by the middle of June.



MOTOR TERMS TRAVESTIED.

No. 14.—Query: What is the Term?

We offer a prize of One Guinea for the First Correct Solution. See an accompanying paragraph.

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

Trials Inquiry.

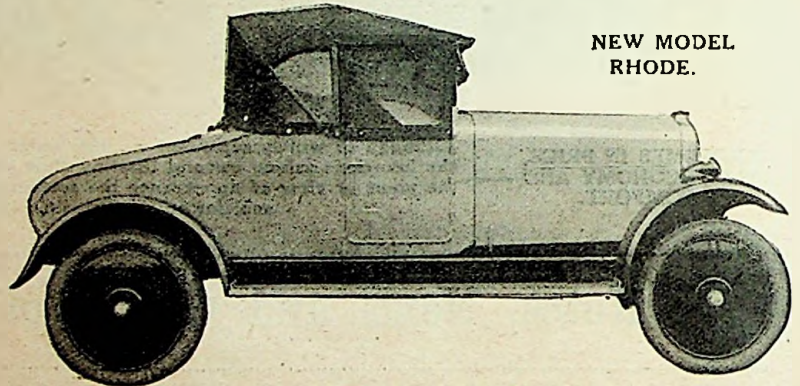
We understand that a committee has been appointed by the Gloucestershire Standing Joint Committee to inquire into the question of reliability trials, hill-climbs, etc., held on public roads.

Light Cars at Clipstone.

Two Morgans, driven by R. Blake and J. Silvester, competed in the A.-C.U. Speed Trials organized by the Huddersfield Club at Clipstone Drive. They were successful in gaining first and second places in the passenger machine "General" class up to 1,100 c.c., the speeds being 76 m.p.h. and 75 m.p.h., while Silvester also gained third place in the Mansfield Club Championship.

The Most Northerly Club?

A new association, known as the North of Scotland Motor Union, has been formed for the purpose of holding trials, competitions, etc., amongst motorists in the North. The Union is made up of a number of affiliated clubs, and the president of the Union is the Hon. James Stuart, M.P. Full details can be obtained from Mr. William Law, Junr., 87, High Street, Elgin, N.B.



NEW MODEL
RHODE.

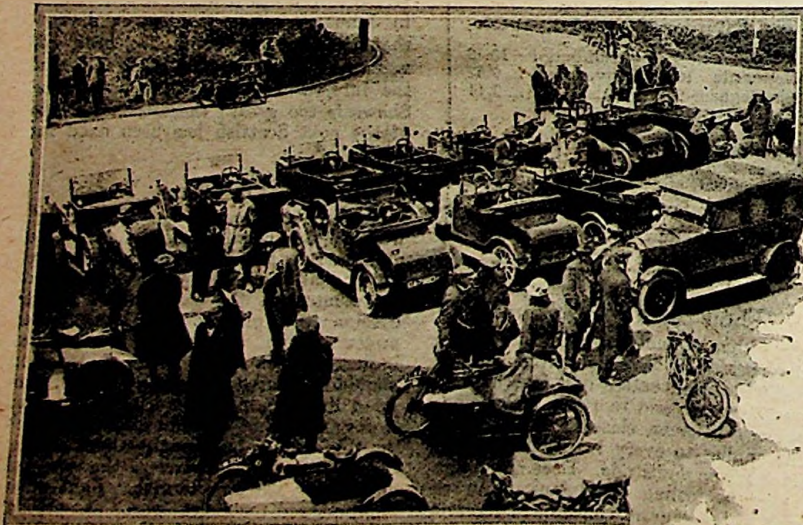
Generously equipped, this new Rhode two-seater and dickey body, mounted on an 11 h.p. chassis, will sell at £235.

Insuring the Car.

The Royal Automobile Club is now in a position to effect insurances with all the leading companies, and every assistance will be given to members in carrying out the necessary negotiations. The insurance department is situated in the new touring offices at 83, Pall Mall, London.

Skegness Speed Trials.

Five challenge cups are among the 11 trophies offered in connection with the Skegness neck-and-neck motor races, to be held on the foreshore on Wednesday and Thursday, June 18th and 19th. There are classes for touring and sports models up to 1,500 c.c., up to 3,000 c.c. and also unlimited. Both scratch and handicap events will be arranged. We learn that the course is in even better trim than last year, and there is sufficient room for four cars to run abreast. The event is being promoted by the Skegness Advancement Association. Entries close on June 4th, and forms can be obtained from the secretary, Mr. R. J. G. Dutton, Council Offices, Skegness.



CLYNO OWNERS
"GET TOGETHER."

On Sunday last Stonebridge was the scene of a very successful rally of Clyno owners and their cars. Altogether there were twenty-eight Clynos present. The example might be copied.

Petrol Tax in Sweden ?

The Swedish Government has introduced a Bill proposing a tax on motor spirit. If the Bill becomes law the revenue thus raised will be used for road improvement.

The Garage Problem.

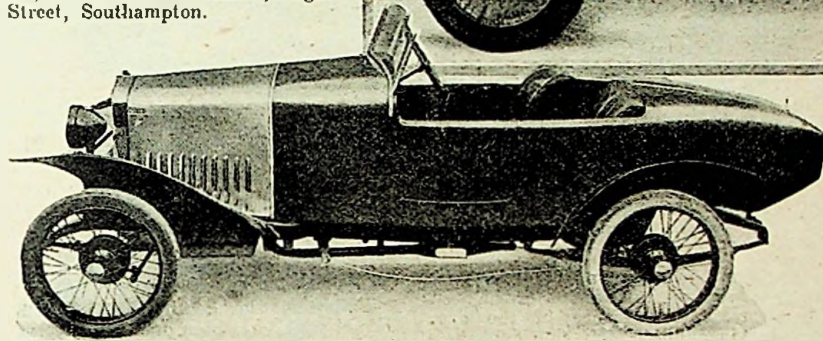
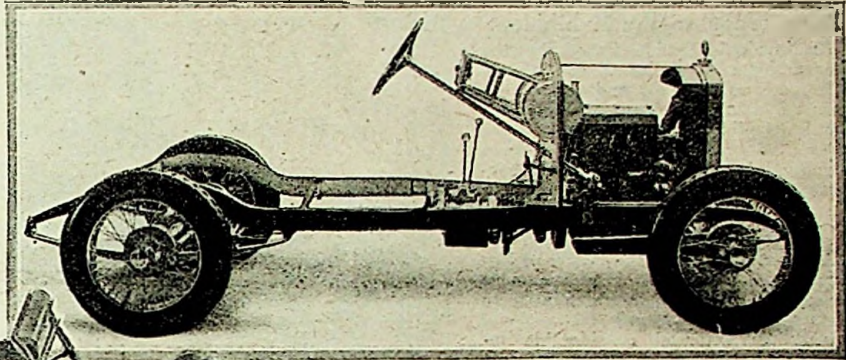
Motoring lounge hunters will be interested to know that ample provision will be made on the Langfield Estate, Nazeing, Broxbourne, for space beside each house to accommodate a garage. The

Tyre Tester's Mileage.

Of the six men in charge of the tyre-testing fleet of cars attached to Fort Dunlop, one has covered 93,085 miles in the 17 months between November 1st, 1922, and March 31st, 1924.

Developing the Social Side.

Endeavours are being made by the Junior Car Club, South-Western Centre, to hold a social function at the White Horse Hotel, Romsey, after the annual climb at Dean Hill, which takes place on June 14th. Dinner will probably be followed by music and dancing, and members desiring tickets are invited to communicate with the hon. secretary, Mr. T. G. Hayter, Union Bank Chambers, High Street, Southampton.



Two views of the 8 h.p. Maximag light car, one of the outstanding exhibits at the Geneva Show. Judging by appearances it is a very neat and workmanlike job.

Our Cover Picture.

The picture on the cover this week depicts Swain's Lane, near the Old Gate House, Highgate. The two cars shown are both staff cars of *The Light Car and Cyclecar*, that in the foreground being a 12-24 h.p. two-seater Lagonda and the following car being a 10 h.p. de luxe two-seater Eric-Campbell. We hope shortly to be able to publish our impressions of the performances of these two cars during the first 5,000 miles of their "lives."

estate is within 1½ miles of Broxbourne Station, and is close to the termination of the new North London to Broxbourne arterial road. Every house will be detached, and the smallest plot will have a frontage of 60 ft. Squire, Herbert and Co., 4, Lancaster Place, Strand, W.C., are planning the estate.

Madresfield Speed Trials.

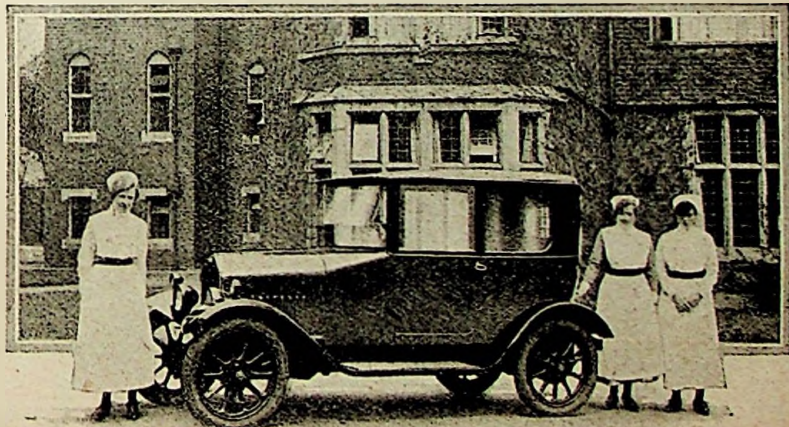
Prominent amongst the forthcoming events of the Worcester and District Motorcycle Club is the Madresfield Speed Trials, which are fixed for July 10th.

For South-West Londoners.

Barkers Motors have just opened a very fine garage in Balham High Road, London, S.W. This is fitted with electric charging plant and overhead washing gear suitable for the owner-driver who likes to look after the car himself.

R.A.C. Issues Wembley Tickets

Tickets for admission to the British Empire Exhibition at Wembley are procurable by members and associate members of the R.A.C. upon application to the touring department. This arrangement has been made with the authorities in order that members and associate members may obtain their tickets actually in the Club building without any trouble.



HUMBER EIGHT AS PRIZE.

The premier award in a competition which has been organized on behalf of the Coventry and Warwick Hospital is the 8 h.p. Humber saloon shown above.

Light car users contemplating the purchase of a new car, have in the small advertisement columns of "The Light Car and Cyclecar" a unique mart for the disposal of their present vehicles.

No other journal caters exclusively for small car motorists, and for this reason "The Light Car and Cyclecar" is the most effective advertising medium for all goods of interest to them.

To Venice and Back.

"To Venice and Back in a Two-seater" (Cassell, 6s. net) deals with a rollicking motor trip undertaken by two beginners. The narrative is humorous and instructive, and can be recommended particularly to those of our readers who may be contemplating a tour on the Continent.

Information for Travellers.

A complete touring service bureau, organized by the Dunlop Rubber Co., at 43, Kingsway, London, W.C.2, is now at the disposal of motorists. Up-to-date maps, guide-books and works of reference may be examined, and the advice of the Dunlop staff is placed at the motorist's service.

New Four-Cylinder Rover.

One of the most interesting features of this issue is the detailed description of the new 9 h.p. four-cylinder Rover, which will sell for £180 and will be marketed as an additional model to the existing two-cylinder air-cooled car.

Best Roads to the Exhibition.

An invaluable guide issued by the Commissioner of Police of the Metropolis outlines the best approach routes from the main trunk roads to the British Empire Exhibition at Wembley; also the ways of approach in the London area which will avoid, so far as possible, congested traffic centres.

Constantinesco Car on View.

A recent addition to the Palace of Engineering at Wembley is the famous Constantinesco converter, which is shown mounted into a stripped chassis, and already has aroused considerable interest. A striking feature of the whole layout is the diminutive single-cylinder engine by means of which the vehicle is propelled.

Kerbside Pumps.

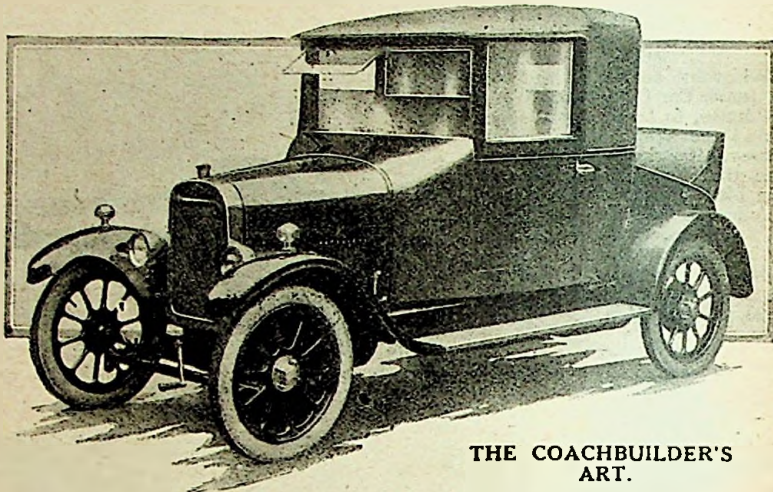
A Bill will shortly be introduced into Parliament by Mr. S. Webb whereby kerbside petrol pumps and other measuring instruments will automatically be governed by regulations similar to those existing under the Weights and Measures Act. Inspectors will examine the pumps in order to check their accuracy and, if passed, such pumps will be officially stamped.

The Great West Road.

In the House of Commons recently Mr. Gosling, the Minister of Transport,

The Lycett Trophy.

Three-wheeled cyclecars and four-wheeled cars will be eligible to compete for the Lycett Trophy in the Birmingham Motorcycle Club's Birmingham-Llanudno Trial, which takes place on Satur-



THE COACHBUILDER'S ART.

A special coupe body, by W. J. Hardyman and Co., Ltd., Fulham, on a Clyno chassis. A comfortable double dickey seat is provided.

day, June 7th, starting at 12.30 p.m. The trophy will be awarded for the most meritorious performance of the day, whilst, in addition, the club silver cup is offered for the best performance in each class: there are also gold, silver and bronze medals. Entries close on June 3rd, and all communications in connection with this event should be addressed to Mr. M. Turner, 16, Legge Lane, Birmingham.

Surbiton Club on Holiday.

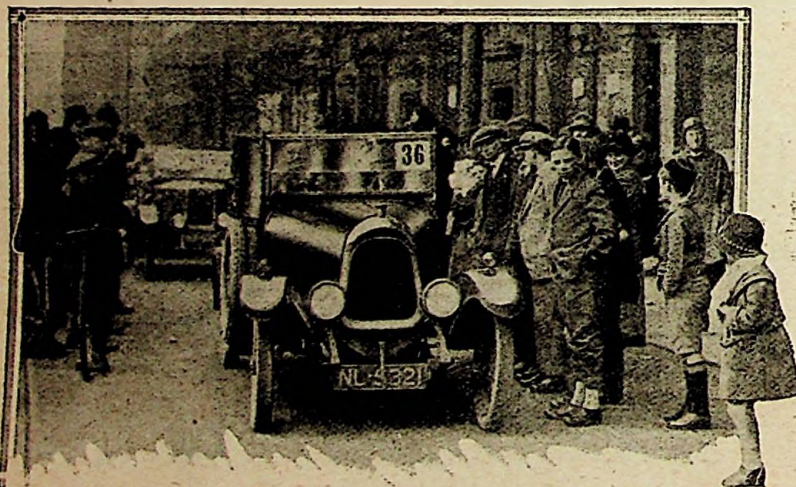
Following the South Harting Hill-climb, which has been organized by the Surbiton Club for to-morrow, May 31st, and which has attracted a very fine entry list, it is proposed to hold a social week-end at the New City Hotel, Middleton, near Bognor. Those who are unable to go to Middleton on Saturday, but wish to join the party, should arrive in time for lunch at one o'clock on Sunday.

The Bol d'Or.

Twenty-one light cars and cyclecars are already entered for the Whitsuntide 24-hour trials, known as the Bol d'Or, which takes place in the Forest of Saint-Germain, near Paris. The total entries up to date number 89, including the motorcycle and sidecar classes. The trials should be interesting this year as the Saint-Germain circuit is officially recognized by the Automobile Club de France, and there is a possibility that world's 24-hour records may be established. The event is organized by the Association Motocyclecariste de France.

The London-Holyhead.

The light car results in the London-Holyhead Trial organized by the Ealing and District Motor Cycle Club are as follow:—The Maude's Challenge Shield for the best performance was won by Rex Mundy on an Ansaldo car. F. A. Longman (Palladium), gold; V. G. Walsgrove (Riley Sports), gold; V. G. Brownsort (A.C.), gold; S. Griffith (A.C.), gold; P. H. Jones (Ariel Ten), gold; M. P. de Satgo (Riley Sports), gold; R. Ewon (Palladium), no award; S. Marr (Palladium), silver; J. W. Ewen (Palladium), gold; Ian Macdonald (Calthorpe), gold; W. White (Lagonda), gold; J. Cocker (Clyno), gold; A. C. Maskell (Morgan-Blackburne), award under consideration; H. E. K. Sawtell (Morgan), gold; A. G. Gripper (Morgan-Blackburne), non-starter.



LEAVING THE CHECK.

J. L. Murray (Hampton) starting in the second section of the Newcastle and District Club's 24-hour trial to Edinburgh and back.

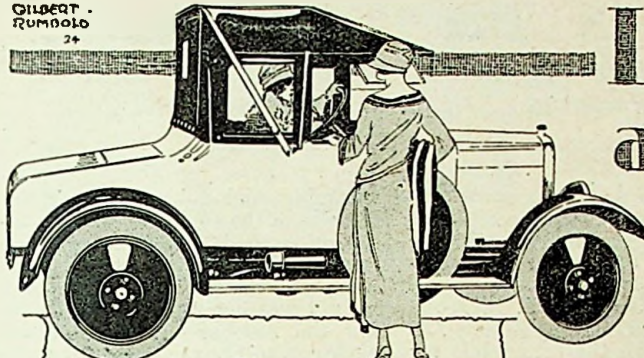
informed Lt.-Col. Howard-Bury that it was intended to make provision for through traffic from Chiswick to the Bath Road by June 16th. It was not expected that the road would be completed in all details for 18 months, as it was necessary to build a number of houses for tenants who had been "turned out" on the line of the road. The total cost of the highway so far had been £635,000.

Racing at Herne Bay.

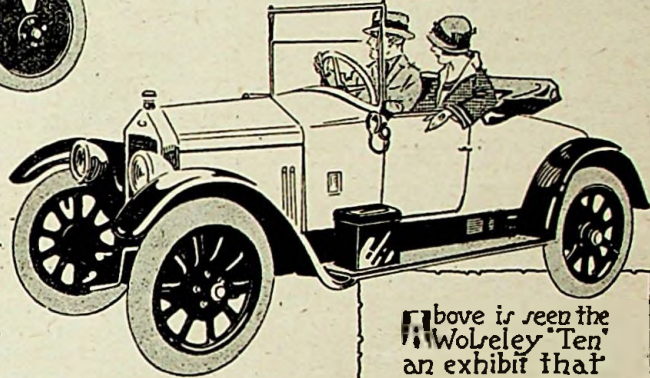
A special feature of the motor races which have been organized by the Kent Automobile Club for June 21st is a special class for novices. Another interesting point is that classes have been arranged for cars with engines under 800 c.c. Full details can be obtained from the hon. secretary, Mr. F. J. Hyam, Orange Court, Downe, Kent.

GILBERT
Rumbolo
2+

Light Cars at Wembley



The Lea Francis (shown above) is a Light Car of the highest quality. This two seater body exhibits exquisite lines.

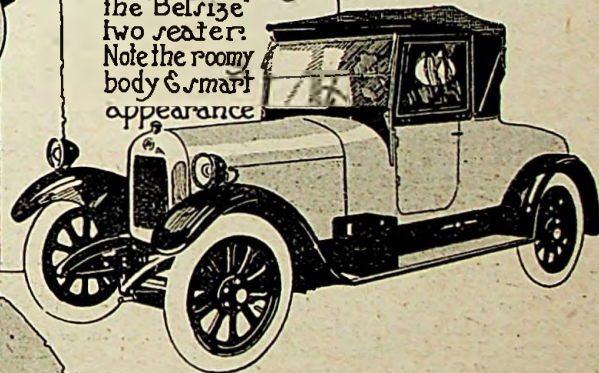


Above is seen the Wolseley "Ten" an exhibit that naturally attracts much attention

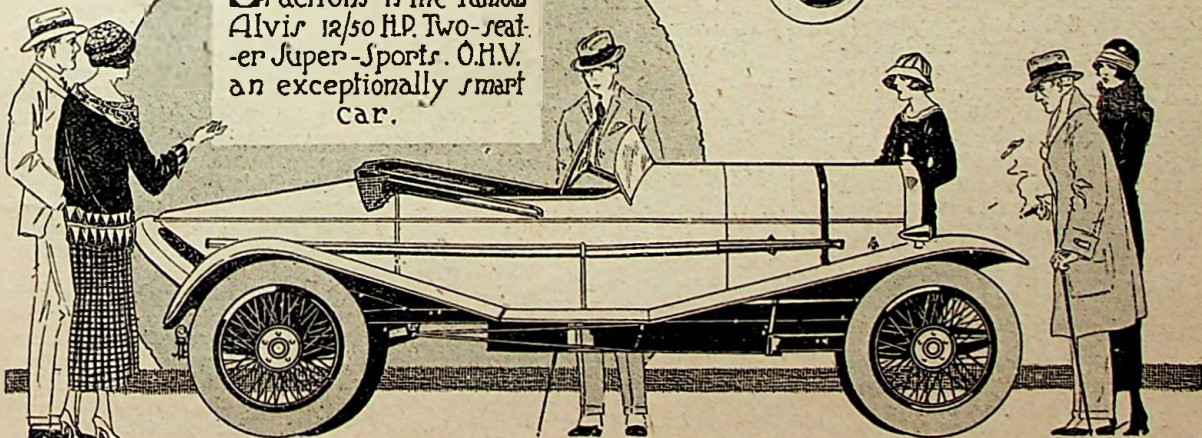


Elegance is personified in the two-seater Jowett. An excellently designed body gives the maximum of comfort without sacrifice of appearance.

A beautiful piece of engineering, the "Belsize" two seater. Note the roomy body & smart appearance.



One of the biggest attractions is the famous Alvis 12/50 H.P. Two-seater Super-Sports. O.H.V. an exceptionally smart car.



TYPICAL "BRITISH
EMPIRE CARS, No. 3.

This week's selection of small cars at the Wembley Exhibition is of more than ordinary interest. The Lea-Francis performed with conspicuous success in the R.A.C. six-days' trials, the Jowett is one of the most popular small cars on the market, whilst the Wolseley and Belsize have a world-wide reputation. The Super-Sports Alvis is one of the most striking exhibits.

OFFICIAL AWARDS IN THE R.A.C. TRIALS.

GWYNNE WINS THE CUP. BOTH RHODES AWARDED GOLD MEDALS. SPECIAL GOLD MEDAL FOR THE LEA-FRANCIS. CHEAPEST TYPES SCORE.

THE prowess of Chinery's Gwynne and the winning of two gold medals by Rhode cars are the outstanding performances revealed by the official list of awards won in the Royal Automobile Club Six Days' Small Car Trials. The list is published in full on this page, all the starters being shown so that readers may see exactly how they have fared.

It will be seen in the case of four classes, i.e., Class B, Class C, Class D and Class F, that there were only two finishers. In Class F there were only two starters. The most keenly fought class awards were in Classes E and G, there being five starters in the former and four starters in the latter.

Tatlow, who wins a silver medal as a class award, has been given, in addition, a special gold medal for the splendid pace he showed on hills, for his consistent running and for the excellent condition of his Lea-Francis car at the conclusion of the trial.

The Class F gold medal might be described as having been won on power-weight ratio, and much the same applies in the case of Class G. In both these classes the gold medal was carried off by speedy performances on the hills, on the acceleration test and on the speed test.

Marks Lost.

In Class F, Bruce lost a total of 458 marks, while the Galloway lost 590. In Class G Smallwood lost 460 marks, Oates 524, Brimlow 708 and Parker 812. As we forecast last week, Gray (Rhode) and Deverill (Gwynne) were very close together in Class D, the actual number of marks lost by them respectively being 418 and 486.

The smaller cars did extremely well in Class E, and it is unfortunate that with so comparatively large a number of entries, only two competitors could gain awards. The marks lost were as follow: Chinery 337, Tatlow 410, Wood 532, Mason 629, Johnstone 741.

The Wolseley would have been still nearer to winning an award had it been faster on hills, on acceleration and on the level, while the Seabrook would also have lost many fewer marks had it not been for a series of minor mishaps which caused a total of 160 marks to be deducted on the score of reliability. The Wolseley ran extremely well throughout the trial.

Noteworthy for the remarkably small number of marks lost for attention to the cars either in the depot or on the road are the following: W. H. Oates (Lagonda), D. Chinery (Gwynne), J. S. Wood (Wolseley) and G. Gray (Rhode). In the order given these cars lost for "Reliability" 10, 12, 13 and 13 marks respectively. Next best on this count was H. E. Tatlow (Lea-Francis), who lost 15 marks, while B. A. Hill (Rhode) lost 20.

The best performances on the hills were by H. F. Smallwood (Palladium) and H. E. Tatlow (Lea-Francis), who each lost only one mark. Next in order came D. Chinery (Gwynne), who lost 15, C. Gray (Rhode), who lost 57 marks, C. A. H. Mason (Seabrook), who lost 60, and J. C. Wood (Wolseley), who lost 70.

It is clear that in one respect at least—that of petrol consumption—there was room for improvement in the method of allotting marks. In all other tests of petrol consumption it is usual to employ a

formula which takes into account the size of the engine and the dead-weight carried. In the case of the trial which has just concluded, however, the question of power and weight was not regarded in deciding the number of marks which each competing car should lose on the score of petrol consumption.

The actual plan adopted was simple but by no means conclusive, entailing, as it did, the deduction of one mark for each three-half-pennyworth of petrol consumed. This plan favoured the lightest cars while imposing a considerable handicap on such cars as the Lagonda saloon. In this respect as well as in the marking generally, the results are not quite so conclusive as they might have been, and this is emphasized by the fact that the runner-up for the Cup would receive only a silver class medal if it were not for the fact that the Club decided to award a special gold medal.

Where Lighter Types Score.

Perhaps the most outstanding result of the trial is the further convincing proof that in events designed to test roadworthiness and general efficiency, the lighter types of four-wheeler score over the larger and more luxurious types.

The Gwynne, which wins the cup in the R.A.C. Trials, was also the joint winner, it will be remembered, of the Westall Cup in the Junior Car Club's General Efficiency Trial, and the long list of successes secured by these little cars is undeniable evidence that they are roadworthy to an extreme degree. The history of the Gwynne dates back only a matter of three years, and the present-day chassis is almost identical with that which characterized the first car of this make. It has recently appeared as a light four-seater and "sports."

We should like again to draw our readers' attention to the very exhaustive tabular matter relating to actual performances of the competing cars which appeared in last week's issue of *The Light Car and Cyclecar*. These tables, it will be remembered, were published in conjunction with informative articles analysing the tables and indicating exactly how those cars which had engines of less than 1,500 c.c. performed throughout the trial.

WINNERS OF AWARDS.

£250 Cup for the Most Meritorious Performance.

D. Chinery (Gwynne).

Silver Cups for Best Class Performances.

B. A. Hill (Rhode).
D. Bowden (Trojan).

Special Gold Medal for Hill-climbing, Consistent Running, and Condition after the Trial:—

H. E. Tatlow (Lea-Francis).

The following lists give all the starters in the various classes, together with the awards won:—

CLASS B.

D. Bowden (Trojan) ... Gold Medal
B. Woodhouse (Trojan) ... Silver Medal
G. Poppe (Austin) ... Retired

CLASS C.

B. A. Hill (Rhode) ... Gold Medal
S. E. A. Watson (Surrey) ... No award
S. A. Wenmoth (Derby) ... Retired
J. Cocker (Clyno) ... Retired

CLASS D.

C. Gray (Rhode) ... Gold Medal
J. F. Dericill (Gwynne) ... Silver Medal
D. M. K. Marendaz (Mar-seal) ... Retired

CLASS E.

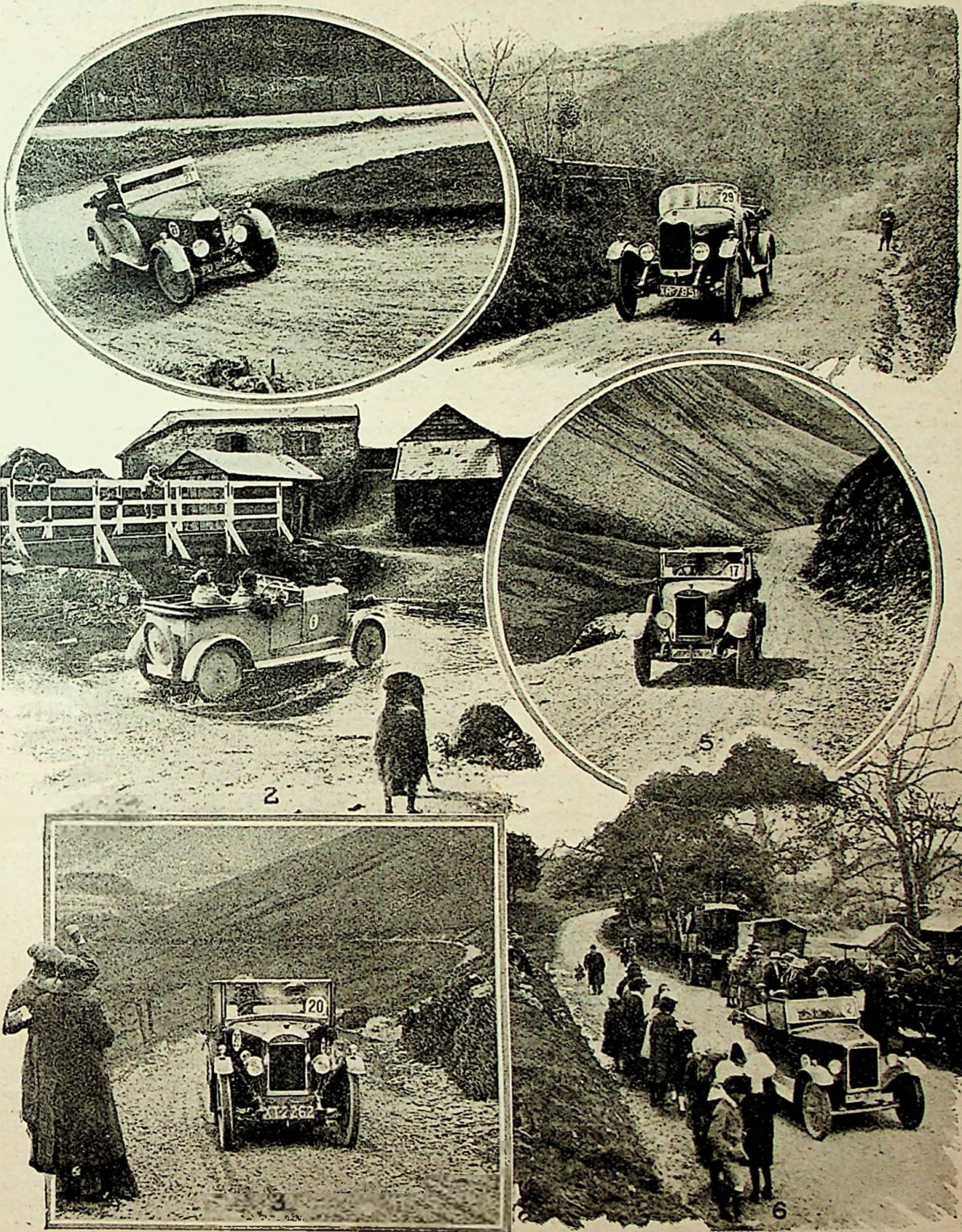
D. Chinery (Gwynne) ... Gold Medal
H. E. Tatlow (Lea-Francis) ... Silver Medal
C. A. H. Mason (Seabrook) ... No award
J. S. Wood (Wolseley) ... No award
D. Johnstone (Galloway) ... No award

CLASS F.

V. A. Bruce (A.-C.) ... Gold Medal
V. E. Leverett (Galloway) ... Silver Medal

CLASS G.

H. F. Smallwood (Palladium) ... Gold Medal
W. H. Oates (Lagonda) ... Silver Medal
C. Brimlow (Argyll) ... No award
M. D. Parker (Argyll) ... No award



WINNERS OF PRINCIPAL AWARDS IN THE ROYAL AUTOMOBILE CLUB TRIALS.

A full list of special and class award winners is given on the opposite page. The pictures shown above depict some typical portions of the difficult thousand miles course chosen by the R.A.C. as a suitable testing ground for up-to-date small cars. The cars shown are those winners of principal awards which had engines of less than 1,500 c.c. capacity. (1) V. A. Bruce (A.C.) on Erwood Hill. (2) B. A. Hill (Rhode) negotiating a water-splash. (3) D. Chinery (Gwynne) on Bwlch-y-Groes—he was awarded the £250 Cup for the most meritorious performance in the trial. (4) H. F. Smallwood (Palladium). (5) H. E. Tatlow (Lea-Francis) to whom a special gold medal has been awarded in addition to a silver Class medal. (6) C. Gray (Rhode).

REDUCING THE LABOUR OF MAINTENANCE.

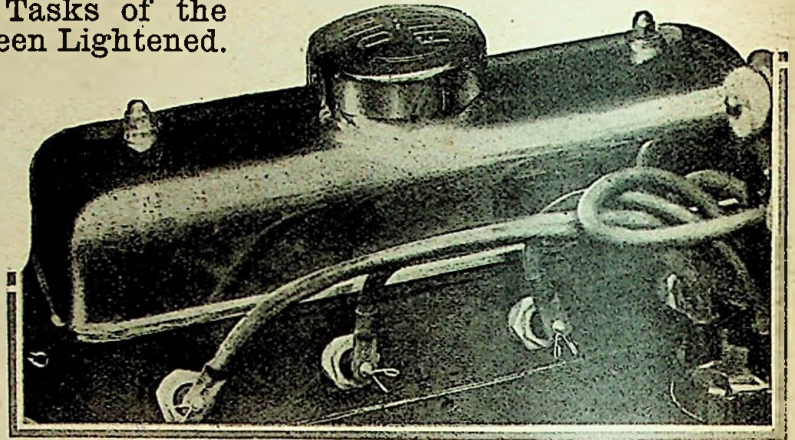
Ways in Which the Tasks of the Owner-driver Have Been Lightened.

THERE will always be a certain number of owners who thoroughly enjoy such processes as washing, lubricating and adjusting a car, but to the majority of people these tasks are an irksome toll paid for the joy of motoring. This fact has been realized by manufacturers in recent years, and a number of detail improvements have been made with the object of lightening the labours of the owner-driver.

The all-important question of lubrication has at last come in for due attention, an important step in the right direction being the widespread adoption of grease-gun systems for chassis parts. In this connection should be mentioned the improvement in the accessibility of the oil fillers provided on the crankcase, gearbox and back axle. In some cases the crankcase filters are exceedingly well arranged, so that they can be removed and cleaned without the necessity for dismantling other parts. It must be recorded, however, that in certain instances the removal of a filter is a long and laborious process, and involves the wastage of a considerable amount of oil.

Fabric Universal Joints.

Noteworthy progress has been made in the adoption of designs which entirely obviate the need for lubrication. A good example of this trend is the substitution of fabric universal joints for those of the metallic variety. The fabric joint is perfectly noiseless, easily renewed, and requires no adjustment or lubrication during its working life. We may also cite the so-called "oilless" bush, in which the fibre surfaces are impregnated with a graphite composition. These should be quite suitable for parts in which very little movement occurs, such as spring



ACCESSIBILITY LIGHTENS LABOUR.

The photograph shows the accessible oil filler orifice and sparking plugs of the 10.23 h.p. Talbot. Owing to the clean design of the cylinder block it can be kept spick and span with a minimum of trouble.

shackle pins, and still further reduce the labour of lubricating the chassis.

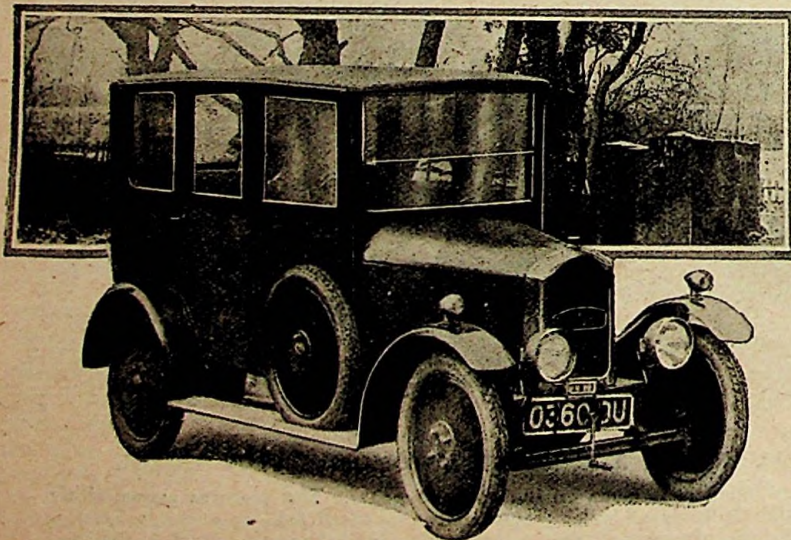
It must be remembered that by reducing the number of parts requiring periodical oiling the life of the chassis is materially increased, because many private owners are apt to be lazy, and a neglected part, which ought to have frequent lubrication, is bound to wear rapidly. The use of ball and roller bearings is to be commended for similar reasons, as these useful devices only require sufficient lubricant to prevent rusting and reduce the small amount of friction present between the balls and their cages.

Other parts which require adequate protection and lubrication are now arranged on more sensible and accessible lines, and frequently felt washers are provided, which prevent the ingress of dirt or the egress of lubricant, where a rotating shaft projects from a housing. In this connection spring gaiters should also be mentioned, as these prevent the leaves of the spring from rusting and retain the grease.

Two Points of View.

As regards ease of adjustment there are two points of view, one held by the exasperated owner, and the other by the irate manufacturer whose engine may have been irrevocably damaged by undue tinkering. The writer remembers the case of a lorry, the crankcase of which was provided with two wide doors through which the big-ends could be reached. It was found that, whenever the driver imagined that the engine was producing a knock, he removed the doors and tightened up the big-end bolt—with disastrous results.

This is an extreme case, and it cannot be denied that parts requiring fairly frequent adjustment should be made as accessible as possible. Particular attention should be given to the brakes, as, when adjustment is difficult, the owner is apt to run the car for such a long period without attention that the brakes gradually get



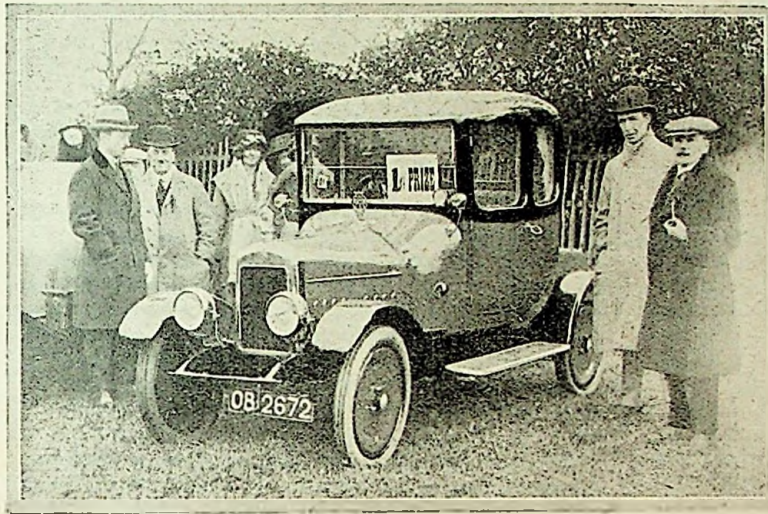
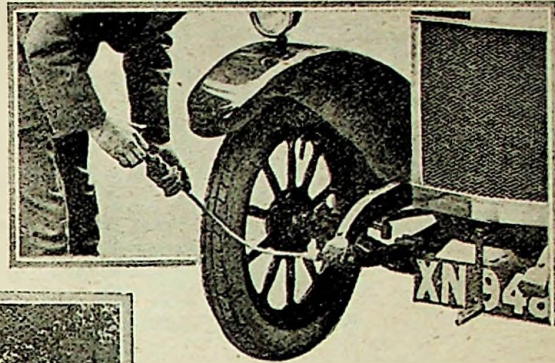
PRESERVING COACHWORK MADE EASY

A Singer car with Weymann Saloon body. The surface of the "coachwork" readily can be cleaned with a sponge. There is no varnish to crack or blister.

REDUCING THE LABOUR OF MAINTENANCE
(contd.).

into a generally ineffective condition. In several chassis a large hand-nut is provided, which can easily be reached by removing a floorboard, and by means of which the brakes can readily be adjusted.

Nothing makes a car look more disreputable than damaged bodywork and sadly neglected fittings, but it must be admitted that in many cases the finish given to the body is so delicate and requires such careful handling that no owner-driver could reason-



The upper photograph shows the pressure-feed or grease gun system of lubrication as fitted to the 10-20 h.p. Turner. The lower photograph shows the reward of constant attention to cleanliness. A car frequently cleaned is easily kept clean.

SAVING TIME AND TROUBLE.

ably be expected to maintain the pristine beauty of the car for very long. An all-black finish for fittings, such as windscreen pillars, door handles, and the like, may not look so pretty as the nickel variety, but it is certainly far more serviceable for those who subject their cars to really hard usage. Similarly, the grey matt finish often given to the bodywork of French cars cannot compare with the highly polished product turned out by the best coachbuilding concerns, but it is nevertheless infinitely less trouble to the owner who may be called upon to look after it.

Beauty or Utility?

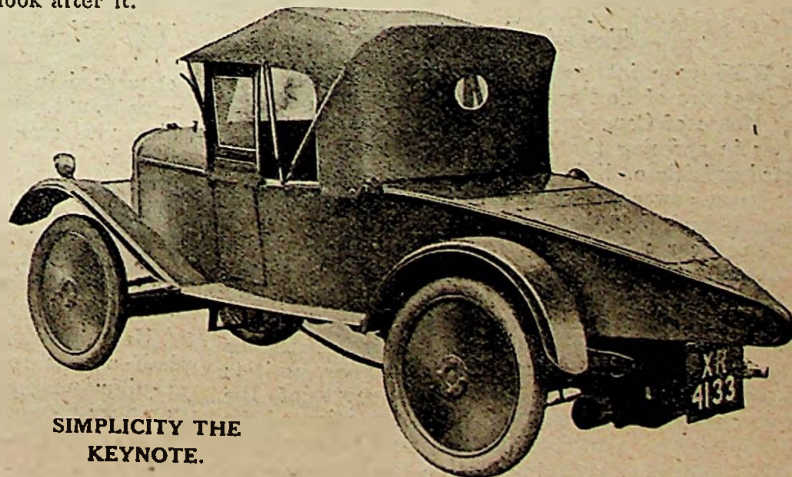
To sum up: it is a question of whether beauty or a really serviceable finish is the main requirement, and the answer to this, of course, depends to a large extent on the use to which the car is put. Personally, the writer prefers to use a car which, after 200 miles have been completed in a day's run, does not require a couple of hours' hard labour with the hose and a sponge.

There is no doubt that the Weymann body, an innovation of 1923, will continue to make steady progress, for it represents a type of body which not only cheapens production, but lessens considerably the labour of maintenance. It boasts of no glossy varnished finish and has merely to be sponged down in order to restore its initial pristine appearance.

It is worthy of note that the more simple a car is the less will it require attending to, and in this connection the really simple cyclecar is worth mentioning. When working parts are reduced in number to an absolute minimum it is obvious that the attention which the driver must give his machine is also reduced, and when at last the £100 ideal cyclecar appears in numbers, owners will appreciate the advantages to be derived from a vehicle in which one of the essentials is simplicity.

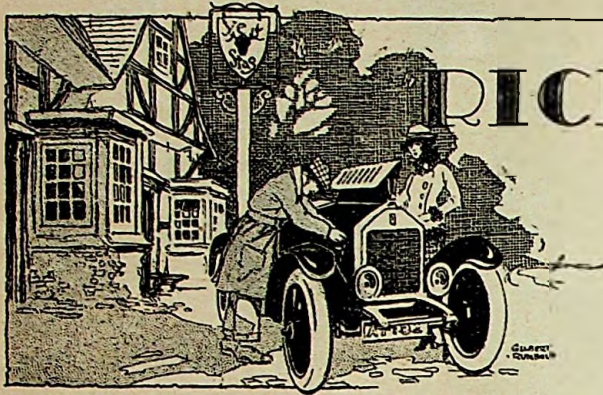
One observes that considerable attention is being given to the £100 Ideal Specifications in the pages of *The Light Car and Cyclecar*, but the whole subject seems to appeal to designers from the mechanical point of view only. Of course, a practical layout is one of the most important features of such a car, but also attention must be given to the probable amount of labour which will have to be expended in looking after the finished product.

Taking a typical specification point by point, ample provision must be made for preventing oil being splashed in all directions by the engine; carburetter, magneto and dynamo must be accessible, and, if the final drive is to be by chains, they must be of large section and enclosed. The aim of the designer should be to provide a final drive which will last as long as the car itself: thus in the case of the chassis a high factor of safety must be adopted, so that there will be no possible chance of breakage.



SIMPLICITY THE KEYNOTE.

The more simple the machine the less energy is required to look after it—provided that it is a workmanlike job to begin with. Here is the New Carden. Note the easily cleaned body panels and disc wheels.



RICH MIXTURE

A Critical Cause-ette
of Light Car Comment
—and advice—

A Wonderful Week-end.

A CORRESPONDENT writing to me from India runs into many thousands of words explaining what he describes as "a wonderful week-end" spent motoring in the Ghats. His destination was only 75 miles from the starting point, but the journey took from 4.30 a.m. until nearly lunch time, the run consisting of "climbing about for hours on rough, hilly tracks which wind round the mountains."

After breakfast the following morning, when a run to a village 25 miles away was suggested, it was found that a back tyre was flat; the wheel was changed, but when only two miles out another tyre burst.

"Having no more spare wheels," he writes, "we had to mend the burst tyre. The road was so hot it was unpleasant to stand on it. We put the spanners down after we had got the wheel off, and when we wanted them again they were so hot we could not touch them until we had poured the contents of a water-bottle over them. When the repairs had been completed we had to proceed very gingerly," he writes, "because the roads were so hot we were afraid of the tyres melting. Every time we passed any water we drove through it to cool them off."

Personally, I have no conception how they ever made their solution stick, but my correspondent's experiences certainly go to show that much as we malign our climate, there are many worse—at least, from the motorist's point of view.

Taxation Relief.

I WAS very interested to learn that a hundred members of Parliament who met at a dinner at the House of Commons recently were almost unanimous in agreeing that the £1 per horse-power tax acted unfairly on light cars. In suggesting that 15s. per horse-power would be a suitable scale for next year, I think that they will have the co-operation of all small car owners.

Actually the M.P.s, or at any rate most of them, were in favour of the abolition of the existing horse-power method of taxation and the introduction of a tax on fuel, but they realized that it is hopeless to expect such a drastic change for next year, as it is exceedingly improbable that the report of the Departmental Committee which has investigated the matter will be available in time for any modification in next year's motor taxation to be made, even presuming that the report will favour the change, a very doubtful presumption in view of what has already been said on the subject.

B24

Are Grease Guns Perfect?

NUMBERS of readers seem to agree with my views relating to the relative merits of chassis lubrication by grease gun and by the older method of using small screw-down greasers. Several readers write to say that they agree that the grease gun with nipples and flexible connection is anything but perfect. They think that many examples provided as standard with small car equipment are too small and consequently need very frequent replenishment.

One correspondent says that the means provided for connecting grease guns to the nipples are seldom ideal, while the time which must be spent in greasing up—if the filling of the gun is included—is not materially less, he says, than by the older method.

I am beginning to think that for chassis lubrication a combination of the grease gun and grease cup system is needed. Cups could be fitted to such points as steering connections, spring shackle pins and so forth; but at the more important points, for example, the stub-axle pivot pins, cups could be fitted which were, in effect, miniature grease guns. These could be arranged to hold, say, an egg-cupful of grease, and their internal organization could, in my opinion, follow closely the design of a grease gun so that considerable pressure could be exerted without the grease escaping round the threads.

Messy in the Extreme.

WITH a car so equipped, when one was on a long run grease could be forced to all parts concerned in a matter of a few moments, while the cups would not be empty if they were of an adequate size until at least a fortnight's tour had been completed. As it is I find that when I am away with a car for a week or so it is necessary on at least two mornings to find a very dirty grease gun in an equally dirty locker, to fill it up from a disgustingly filthy grease tin, and engage its connections with a number of more or less accessible nipples, most of them liberally coated with grime.

How much more simple it would be merely to give half a turn to grease cups of adequate size or a similar movement to grease-cup-cum-gun fittings arranged as permanencies at the points where it is most essential for an adequate supply of lubricant to be fed.

Doubtless readers will write saying that the idea has possibilities, but that they deplore any measure which may add to the cost of small cars. I would

RICH MIXTURE (contd.).

counter by saying that if any material increase in cost would be incurred by the adoption of such a plan, that increase could readily be catalogued as an extra.

Screen Wipers.

SINCE writing at some length on the question of windscreen wipers a few weeks ago, opportunities have been afforded me of testing nearly all the most popular makes.

I have found that they are all satisfactory *provided they are properly fitted*, and this latter question must not be overlooked if they are to give any real satisfaction.

The criticisms I have made when commenting on wipers was that the cheaper types were not always as satisfactory as they might be, but I have since found that it is possible to get very good results from a considerable number of them.

Among those which I have found completely successful are the Stadium Bowden-wire-operated wiper, the Terry and the Desmo. The Stadium wiper needs to be fitted very carefully, and has proved especially satisfactory in my case on a car fitted with a single-pane screen, as with this type of screen a simple and very rigid bracket can be used.

The Terry wiper consists of two strips of impregnated material clipped to the screen by means of a hairpin-shaped leaf spring which passes over the top of the screen. This wiper is slid along the glass half a dozen times when the glass is wet, and thenceforward rain ceases to form in drops. The effect of the wiper is approximately equivalent to that

obtained by the old-fashioned apple and potato methods. The advantage of the Terry accessory is that it needs no fitting and that it is merely clipped on, while it is always handy and cannot possibly go wrong.

The Desmo wiper I deliberately fitted upside down, that is with the centre about which the squeegees strike an arc at the lower instead of the upper part of the glass. This plan is very satisfactory, as the squeegee wipes the rain downwards and clear of the screen, whereas when the conventional plan is followed it merely lifts up the rain and, on the second sweep, lets it all run down again.

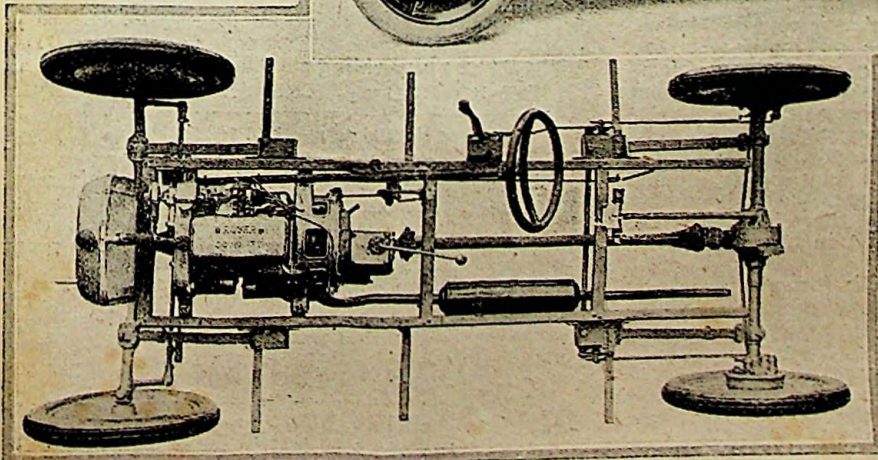
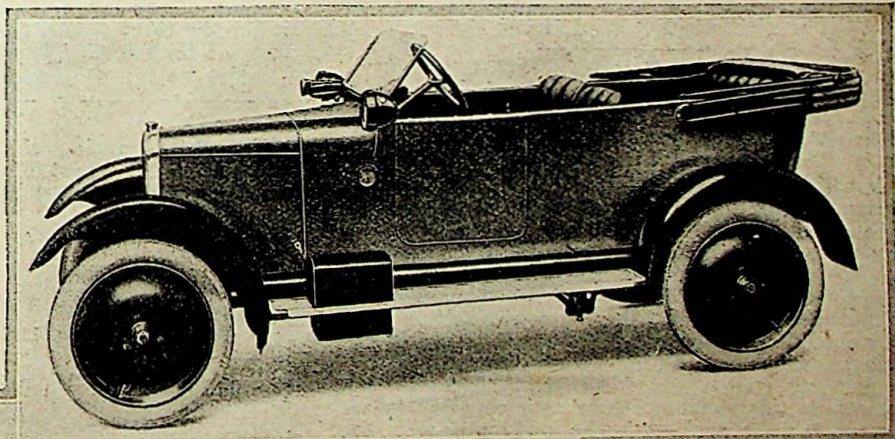
For "Gadget" Fiends.

ON the subject of accessories I should like to point out to all those of my readers who are really enthusiasts—I mean the type who would never dream of wearing a waistcoat the pockets of which did not house a No. 0 King Dick, a pocket screw-driver, a magneto spanner and so forth—that there is a new gadget, which, if they are to retain their local reputation as pukka experts, they cannot possibly afford to be without.

This novelty takes the form of what is technically known as a "pocket propelling pencil." In its design is embodied a small glass tube containing, I believe, Neon gas, making the pencil also an admirable plug tester. The gadget is called the Runbaken Ignition Pencil Tester. It is very little larger than an ordinary pocket pencil, and I have found that it acts extremely well both for writing and for detecting dud plugs. It deserves to oust the micrometer from the pocket of every enthusiastic and critical small car "expert." S.S.

THE NEW ROVER.

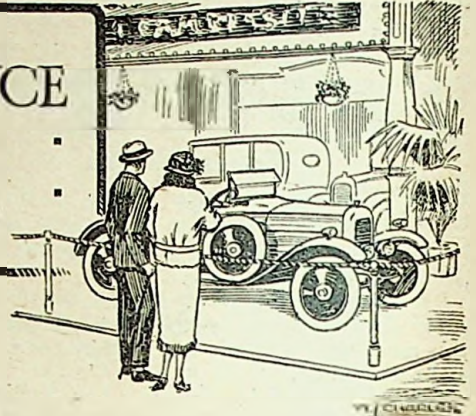
A full description of the new 9 h.p. Rover appears elsewhere in this issue. The car, which is, so far as dimensions and general layout are concerned, roughly similar to the existing two-cylinder model,



has a four-cylinder water-cooled o.h.v. engine and a robust workmanlike little chassis. It is accessible and should prove as easy for owner-drivers to keep in first-class condition as the renowned two-cylinder model. It will be seen from the chassis plan and complete car illustration shown herewith that apart from the new engine no outstanding alterations from conventional Rover practice are embodied.



PERFORMANCE ON PAPER



IN THIS ARTICLE IS SHOWN HOW, BY MEANS OF SIMPLE CALCULATIONS, THE ROAD-WORTHINESS AND HILL-CLIMBING POWERS OF A CAR CAN BE DETERMINED SIMPLY FROM CATALOGUE FIGURES.

IN the past the car owner had only a hazy notion of the horse-power of his car; he knew that it came within certain limits, and he paid the tax accordingly. But to-day the owner is only too aware of the R.A.C. rating of his car, as it costs him the equivalent number of pound notes each year.

It is obvious, therefore, that an owner or prospective buyer will ask what other factors are there and their relation to each other, besides the Treasury rating which must be taken into account in order to determine the merits or demerits of a car.

It is hoped that the following formula will be of service in such a case, viz:—

The R.A.C. rating of a car should not be less than

$$\frac{25.5 \times W \times D}{G \times S}$$

where W = weight of a car laden in tons.
 D = diameter of tyres in millimetres.
 G = gear ratio on bottom gear.
 S = stroke of engine in millimetres.

It will be shown later that this formula is the h.p. rating required for a gradient of 1 in 4, with a bad road surface (i.e., a resistance equal to 100 lb. per ton). It is obvious, therefore, that this h.p. should not be greater than the R.A.C. rating, otherwise the car will fail to climb a hill of this magnitude.

The question will probably be asked at this point why should the merit of a car be determined by the ability to climb a freak hill—a hill that will possibly be met only once or twice in a year. There are two answers to this question, the first is that the lowest gear should be such that the driving wheels are almost on the point of slipping when the engine is developing maximum torque, and this point is being rapidly approached when climbing a 1-in-4 gradient; secondly, this formula represents the performance of a car when new and in good condition. When the engine gets dirty and loses its compression, due to wear of piston rings and valves, the hill-climbing capacity diminishes, and unless there is a reserve of power failure to climb hills of 1 in 6 or 7 will be a common occurrence.

Assuming, therefore, that this formula represents the performance that any new car should be capable of, it should be an easy matter to figure out what the Treasury rating should be and compare it with the engine of the car under consideration.

The various particulars required in this formula can be obtained, usually, from the makers' catalogue.

The following examples have been worked out from

the actual data given for various cars, and show the scope and usefulness of the formula.

Car A.—Data: Diameter of wheels, 710 mm.; weight of car laden, 15 cwt. (.75 ton); bottom gear ratio, 12 to 1; stroke, 109.5 mm.; bore, 66 mm.; number of cylinders, 4. The h.p. rating should be:—

$$\frac{25.5 \times W \times D}{G \times S} = \frac{25.5 \times .75 \times 710}{12 \times 109.5} = 10.3$$

Now, h.p. of this car by the R.A.C. rating equals 10.8. This car, therefore, fulfils the conditions specified.

Car B.—Data: Diameter of wheels, 650 mm.; weight of car laden, 12 cwt. (6 ton); bottom gear ratio, 10.5 to 1; stroke, 98 mm.; bore, 81 mm.; number of cylinders, 2. The h.p. rating should be:—

$$\frac{25.5 \times .6 \times D}{G \times S} = \frac{25.5 \times .6 \times 650}{10.5 \times 98} = 9.75$$

The R.A.C. rating of this car is 8.75. We are, therefore, 1 h.p. short of our requirements. We can, however, find what the bottom gear ratio should be to fulfil the conditions.

$$\text{H.P.} = \frac{25.5 \times W \times D}{G \times S} \quad G = \frac{25.5 \times W \times D}{\text{H.P.} \times S}$$

$$= \frac{25.5 \times .6 \times 650}{8.75 \times 98} = 11.6 = \text{bottom gear ratio.}$$

Car C.—Data: Diameter of wheels, 700 mm.; weight laden, .7 ton; bottom gear ratio, 17.4 to 1; stroke, 95.2 mm.; bore, 66.7 mm.; number of cylinders, 4. The h.p. rating should be:—

$$\frac{25.5 \times W \times D}{G \times S} = \frac{25.5 \times .7 \times 700}{17.4 \times 95.2} = 7.6$$

The R.A.C. rating is 11 h.p.

This car shows a surplus of 3.4 h.p. This result was not altogether unexpected, owing to the low bottom gear ratio. The drawback to having such a low gear with only a three-speed box is the great skill that is required to change quietly from the first gear to the second gear; another disadvantage is the high stressing of the driving and propeller shafts.

The gear ratio that would have given really better results is:

$$G = \frac{25.5 \times W \times D}{\text{H.P.} \times S} = \frac{25.5 \times .7 \times 700}{11 \times 95.2} = 11.9 \text{ or } 12 \text{ to } 1 \text{ in round figures.}$$

A FOUR-DAYS' TOUR FOR £3.

WITH A CAR IN WHICH IT IS
POSSIBLE TO CAMP OUT, TOURING
CAN BE MADE VERY INEXPENSIVE.

By G. L. MOSS.

"LET'S go to North Wales for a week-end and sleep in the car." It was my wife's suggestion. Accordingly we left Leamington on a Friday morning with the idea of sleeping in the car if the weather was fine, and, if wet, of spending our nights at hotels.

The car, an 11 h.p. Riley four-seater all-season model of the two-door type, with tip-up front seats, lends itself admirably for use as a dormitory. The removal of the two front seats takes only two minutes or so, while the spreading of a mattress and blankets on the floor occupies a few more minutes.

Our kit was easily packed in the back and consisted of the usual cooking utensils, a Primus stove (which had seen its best days in the trenches), a mattress, three blankets, one enamel basin, an old canvas valise, a change of shoes and stockings, pyjamas, and a good supply of food, fruit and drinks, for Wales can be a thirsty place on Sundays.

We took the usual route through Stonebridge, Castle Bromwich and Cannock to Shrewsbury, where we pulled up a few miles outside the town for lunch. The weather was glorious, the roads good, and the car was running splendidly. Business worries were forgotten and we enjoyed a feeling of satisfaction that we were entirely on our own, with no rooms to be found and no hotel bills to pay.

Dinas was easily climbed on second gear, and about two miles from Dolgelly we started to look for our first camping ground. We crossed the river on the right-hand side of the road by a pretty bridge and eventually found a glorious little glade by a brook about 100 yards off the road. The car was backed in, away from the sight of man, the side curtains were erected, the bed made, supper cooked, and then—sweet slumbers.

That Camping Feeling.

Two blankets with the windscreen open were quite sufficient; there was ample legroom for a full stretch and both of us slept well. By removing the back-seat cushion and spreading the mattress over the wooden portion of the seat an excellent pillow of just the right height was easily improvised.

Those who have not experienced the wonderful sensation of waking on a spring morning with the sun shining brightly, the birds singing, and a brook babbling nearby have missed one of the greatest joys of life. I am not a poet and am as fond of my bed as any man, but the sensation of climbing out of a car into bright sunlight and of enjoying a quick sponge down in cold water are things never to be forgotten.

After breakfast, packing up was only a matter of minutes, and then—the open road again. We took the road through Dolgelly to Barmouth, where we pulled up for a supply of fruit, bread and "prickers" for the Primus. Thenceforward the run from Portmadoc through Aberglaslyn Pass to Beddgelert is possibly the finest in Wales. The road surface is good and the gradient well-engineered, while the scenery, which is well-wooded, with a typical Welsh river in the valley, would rank among the first six beauty spots of the kingdom.

A hasty visit was made to the Swallow Falls at Bettws-y-Coed, but there were too many trippers and



Camping kit must be cut down to the minimum, but it is unwise so to reduce it that meals cannot be taken in comfort.

chairs-a-bancs for our prevailing mood of leading the "simple life." We climbed the old Roman Pass from Penmachno on second speed, this hill being one of the finest passes in North Wales. The surface is good and the gradient for about two miles is exceptionally steep. It much resembles Bwlch-y-groes, but is not so long.

The run down to Festniog is wild and rugged, with an expansive view from the top which makes it hard to believe that civilization is only a few miles away. Saturday night was spent a few yards off the shores of Bala Lake. An inviting lane leading up from the main road looked promising, and on inspection was found to be a long winding drive to an unoccupied house. The car was driven in under the trees among the fallen leaves of last autumn and a better camping ground would have been hard to find.

Breakfast—and Squirrels.

On waking in the morning two squirrels were playing in the trees ten yards away, and not a soul was seen or heard until we took the road again. We climbed up the Bala side of the famous Bwlch-y-groes about 10 a.m. The gradient is stiff and the road wild and rugged. There is a sheer drop down into the valley on the right-hand side. The Riley climbed the entire way on second gear and, although the fan belt was off, there was no overheating.

Lake Vyrnwy was the site of our last camping ground. The lake is surrounded by railings, and some difficulty was encountered in finding a good camping place. At length an inviting track through a gate up a short stiff gradient led to the back of a glorious pine wood.

The front seats, we found, made excellent chairs when placed on the grass, and the old army valise kept them and other articles dry throughout the night. Monday again proved fine and a good splash in the river, a hasty breakfast, and an excellent run home finished the cheapest and most enjoyable four days' outing of our lives.

Throughout the trip the Riley, which is a 1921 model, ran perfectly and the tool kit was not touched. The petrol consumption worked out at approximately 33 m.p.g. Only one quart of water was added to the radiator and no extra oil was required.

Our list of expenses (total, £3 1s. 5d.) proved that, given good weather, the heart of a gipsy and a none-too-deep pocket, a touring holiday can be achieved at considerably less expense than staying at home, having a good dinner, "doing a show" and the other usual ways of spending a week-end in town.

DETAILS OF THE LONDON-EDINBURGH.

ENTRY LOWEST FOR THREE YEARS, BUT MORE CARS THAN LAST YEAR.
CARS AT HALF-MINUTE INTERVALS. ROUTE THE SAME AS IN 1923.
KIRKSTONE PASS THE ONLY TEST HILL

THE entry for the London-Edinburgh run, held at Whitsuntide every year by the Motor Cycling Club, seems to be showing a steady decline. It will be seen from the panel in the centre of this page that in 1923 there were nearly 40 fewer runners than in 1922, but this was apparently attributable to the fact that there was a hitch in the arrangements, due to the M.C.C. failing until the last moment to get the sanction of the Royal Automobile Club for the run to be held.

It was thought last year that this fact was probably the sole reason why the entry was rather disappointing, but it seems that the influence of last-minute arrangements did not make itself felt so much as was popularly believed at the time.

Representative Entry.

This year there are 345 entries all told, and although this total is nearly 50 fewer than in 1922, it is, nevertheless, extremely satisfactory. We suggest that it is disappointing only because it is an M.C.C. run which, as all the world knows, ensures for it greater popularity and better support than any other event held under the auspices of any other club. This year's run will start at

Wrotham Park, near Barnet, which venue has been kindly placed at the disposal of the Club by the Earl of Strafford. The first competitor is due off at 7 p.m., the order of starting as regards type of machine being solo motorcycles, sidecars, three-wheelers, and finally cars. Competitors will start at half-minute intervals, No. 1 starting

test hill. After Kirkstone Pass the route lies by way of Moffat to Edinburgh.

Kirkstone Pass is difficult by reason of its length rather than its gradient, and it is generally considered to form a fairly severe test. The climb starts almost in Ambleside; it is three miles long, and at the summit the road is 1,500 ft. above sea-level.

London-Edinburgh Entries.

	Motorcycles.		Cars.	
	Solo.	Sidecar.	3-wheel.	4-wheel.
1922	129	110	20	183
1923	126	91	20	119
1924	127	83	12	123

Gradient of 1 in 6.

The long pull generally causes the cars to be enveloped in a cloud of steam when they near the summit, which is approached for the last quarter of a mile by an average gradient of 1 in 6. The surface of the hill is seldom very good, and in the event of rain it is generally extremely slippery, presenting considerable difficulty for three-wheelers, the single driving wheel of which must grip a muddy, slimy surface already churned up by some 200 motorcyclists.

Full details of the slithering route of the London-Edinburgh will form a feature of *The Light Car and Cyclecar* next week, while in the following issue—namely, that dated June 13th—a full illustrated report of the event will be included.

at half a minute past seven. As there are 345 entries, the last man will start at 9.53.

The route, which is the same as last year, is by way of Potters Bar, Hatfield and Stevenage, the competitors following the main North Road through Retford, Doncaster, and then branching off for Ferrybridge, Aberford, Ilkley, Settle and Kendal to Windermere. Kirkstone Pass, beyond Ambleside, is the principal

COMPLETE LIST OF CAR ENTRIES.

THREE-WHEELED CYCLECARS.

- 211 *D. G. Practica, 8.9 h.p. Morgan.
212 S. G. Smith, 8.9 h.p. Morgan.
213 A. J. Sproston, 8.9 h.p. Morgan.
214 D. W. Rhodes, 5-6 h.p. Scott-Sociable.
215 W. A. Bouette, 5-6 h.p. Scott-Sociable.
216 F. W. Dame, 10 h.p. Morgan-J.A.P.
217 S. A. McCarthy, 10 h.p. Morgan-J.A.P.
218 G. H. Goodall, 10 h.p. Morgan-J.A.P.
219 J. Robinson, 10 h.p. L.S.D.
220 H. E. K. Sawtell, 10 h.p. Morgan.
221 H. E. Collier, 8-10 h.p. Morgan-Anzani.
222 A. O. Maskell, 10 h.p. Morgan.

CARS.

- The time of departure of the first car competitor, L. A. Baddeley (11.9 h.p. Riley) is 8.51½, the other competitors following at half-minute intervals.
223 *L. A. Baddeley, 11.9 h.p. Riley.
224 W. Cooper, 11.9 h.p. Morris Sports.
225 O. R. B. Chiseman, 11.9 h.p. Morris-Oxford.
226 F. Broomfield, 11.9 h.p. Morris-Cowley.
227 P. W. White, 12 h.p. Lagonda.
228 J. F. Deverill, 8 h.p. Gwynne.
229 R. G. Jackson, 10.6 h.p. G.W.K.
230 H. Carless, 9 h.p. McKenzie.
231 T. A. McKenzie, 9 h.p. McKenzie.
232 A. W. Brittain, 10 h.p. B.S.A.
233 R. G. Mundy, 14 h.p. Ansaldo.
234 V. A. Bruce, 16.7 h.p. A.C.
235 J. B. Bainbridge, 48.2 h.p. Rolls-Royce.
236 W. H. Shephard, 11.9 h.p. Riley.
237 W. L. Allen, 12 h.p. Austin.
238 I. P. Macdonald, 12 h.p. Calthorpe.
239 H. B. Shutes, 14 h.p. Vauxhall-Princeton.
240 A. Clark, 12 h.p. Alvis Sports.
241 S. H. Roe, 11.9 h.p. Riley.
242 A. R. Abbott, 11 h.p. Olyno.
243 *J. van Hooydonk, 16.6 h.p. Essex.
244 P. H. Jones, 10 h.p. Ariel.
245 O. Finch, 10 h.p. Ariel.
246 R. L. Parsons, 10 h.p. Ariel.
247 D. N. Latta, 11.4 h.p. Humber.
248 M. Richeux, 12 h.p. A.B.C.
249 H. N. Murphy, 10-15 h.p. Fiat.
250 W. H. Elce, 15.9 h.p. Bentley.
251 A. G. Gripper, 15.9 h.p. Bentley.
252 E. G. Bronhead, 12 h.p. Austin.
253 A. Procter, 15.9 h.p. Wolseley.

- 254 R. H. Bywaters, 9 h.p. Humber.
255 P. D. Walker, 12-24 h.p. Seabrook.
256 J. A. Brown, 11.6 h.p. Alvis.
257 K. Don, 12 h.p. Darracq.
258 F. Aulagnier, 15-40 h.p. Darracq.
259 O. B. Moss-Blundell, 9.5 h.p. Rhode.
260 M. Summerfield, 12-24 h.p. Seabrook.
261 W. H. Oates, 12 h.p. Lagonda.
262 F. King, 12 h.p. Lagonda.
263 *B. Alan Hill, 9.5 h.p. Rhode.
264 A. E. Woodward, 11.4 h.p. Standard.
265 W. J. Milnes, 7 h.p. Austin.
266 G. Poppe, 7 h.p. Austin.
267 B. W. Harcourt, 7 h.p. Austin.
268 H. Goodwin, 14 h.p. Bean.
269 S. B. Oakley, 11.9 h.p. Bean.
270 S. Grimiths, 11.9 h.p. Bean.
271 G. H. Garnett, 12 h.p. A.B.C.
272 W. E. Bliss, 10-15 h.p. Fiat.
273 E. R. H. Hill, 11.9 h.p. Riley Sports.
274 R. E. Brickwood, 11.9 h.p. Morris-Cowley.
275 E. M. Douglas-Morris, 15.9 h.p. Cubitt.
276 N. E. J. Gourlie, 12.8 h.p. Beardmore.
277 O. E. Barnes, 11.9 h.p. Riley Sports.
278 S. D. Marr, 11.9 h.p. Palladium.
279 E. M. Magee, 13.9 h.p. Bean.
280 R. Twelvetrees, 11.9 h.p. Bean.
281 J. R. H. Knight, 18.2 h.p. Essex.
282 R. G. Philpot, 8 h.p. G.N.
283 *H. E. Symons, 20 h.p. Austin.
284 T. A. Dennis, 12 h.p. A.B.C.
285 O. A. Chaplin, 12 h.p. A.B.C.
286 D. F. Still, 12 h.p. A.B.C.
287 E. A. Clegg, 11.9 h.p. Riley.
288 A. J. Phippen, 11.9 h.p. Riley.
289 O. H. Lawford, 11.9 h.p. Morris-Cowley.
290 O. N. Green, 10 h.p. Francis.
291 C. N. Faulkner, 11.9 h.p. Crouchi.
292 W. Bolton, 13.9 h.p. Westwood.
293 A. G. Williams, 11.9 h.p. Morris-Cowley.
294 J. H. Jeffery, 8 h.p. Rover.
295 A. F. Elliott, 12 h.p. A.B.C.
296 A. H. Jones, 12 h.p. A.B.C.
297 L. V. Stoto, 10.4 h.p. Alvis.
298 R. M. Dixon, 11.9 h.p. Alvis Super Sports.
299 W. H. Bedford, 11.9 h.p. Alvis Super Sports.
300 G. Higginbottom, 11.9 h.p. Bean.
301 F. Regley, 13-30 h.p. Bayliss-Thomas.
302 L. C. Best, 11 h.p. McKenzie.

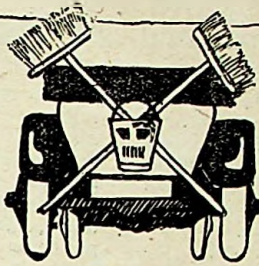
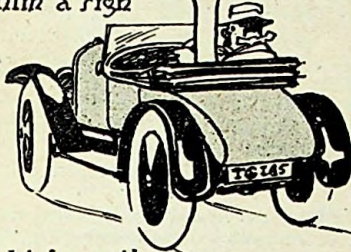
- 303 *H. F. Smallwood, 12 h.p. Palladium.
304 A. B. Chadwick, 10 h.p. Trojan.
305 G. Finch, 10 h.p. Trojan.
306 B. Woodhouse, 10 h.p. Trojan.
307 N. H. Keop, 11.9 h.p. Riley.
308 J. Havers, 10.8 h.p. Riley.
309 J. S. Martin, 10.5 h.p. Eric-Campbell.
310 G. W. Olive, 14 h.p. Standard.
311 E. Hillary, 9 h.p. Dorby.
312 G. L. White, 11.9 h.p. Riley Sports.
313 G. O. Formill, 6.7 h.p. New Garden.
314 E. Loster, 10 h.p. Hands.
315 W. N. Beard, 10 h.p. Hands.
316 G. Petyt, 14 h.p. Bean.
317 A. G. McCorquodale, 30-98 h.p. Vauxhall.
318 B. Monk, 10 h.p. Trojan.
319 H. J. Rickwood, 10 h.p. Trojan.
320 W. K. J. Shirraw, 10 h.p. Trojan.
321 D. J. Stone, 10 h.p. Singor.
322 E. Kinchin, 7 h.p. Austin.
323 *S. O. H. Davis, 10 h.p. Wolseley.
324 R. Straker, 10-12 h.p. Straker-Squire.
325 W. A. Schenke, 10-12 h.p. Straker-Squire.
326 R. Duke-Williams, 10-12 h.p. Straker-Squire.
327 W. Ruddell, 14-60 h.p. Launcie.
328 M. O. Bresso, 9.5 h.p. Rhode.
329 O. A. Hall, 14-30 h.p. Loyd-Lord.
330 J. W. Ewen, 11.9 h.p. Palladium.
331 F. L. Goodman, 12 h.p. Whitlock.
332 O. Clark, 12 h.p. Whitlock.
333 J. A. Driskell, 9.5 h.p. D.F.P.
334 L. Bruce, 8 h.p. Talbot.
335 J. W. Leno, 10 h.p. Hampton.
336 F. J. McKenzie, 16.5 h.p. Essex.
337 E. P. Paxman, 8.7 h.p. G.N.
338 W. H. Evans, 12 h.p. Swift.
339 W. V. Radford, 10 h.p. Swift.
340 H. Collyer, 10 h.p. Swift.
341 H. Stevens, 15-30 h.p. Horstman Sports.
342 G. Bragg, 15.6 h.p. Durant-Rugby.
343 E. A. Cullum, 27.3 h.p. Flint Touring.
344 V. G. Wallgrove, 11.9 h.p. Riley Sports.
345 S. E. A. Watson, 10.8 h.p. Surrey.
* Denotes travelling marshal.

OFFICIAL CARS.

J. F. Crundall (15.9 h.p. Humber) and W. H. Wells (27.3 h.p. Bulck) will precede the competitors, starting at 7 p.m.

SIGNS OF THE TIMES.

The habitual imbiber should have no difficulty in persuading mine host to loan him a sign

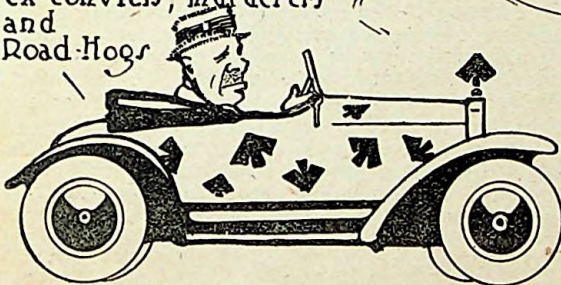


Whilst those suffering from Housemaid's Knees could acquaint the world of the fact in the above fashion

Undoubtedly an official hat should be made compulsory for those suffering from St Vitur dance!



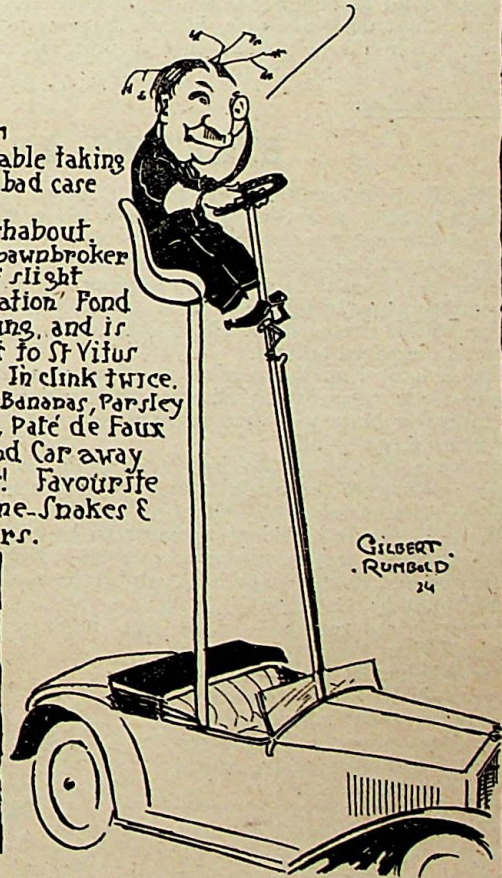
and it should be quite easy to identify ex-convicts, murderers and Road-Hogs



But anyone with half an eye could tell at once that the fellow below is "Up the Pole". How very useful, too, this would be for him in traffic!!

Inset: Smart constable taking particulars of a very bad case as follows:-

CAR. 2 seater Dashabout.
OWNER Boss-eyed pawnbroker in continual state of slight inebriation. Fond of fishing, and is subject to St Vitur dance. In clink twice. Loves Bananas, Parsley sauce, Paté de Faux Par, and Car away seeds. Favourite pastime. Snakes & Ladders.



GILBERT RUMBOLD 24

It has been suggested that drivers suffering from any physical defect should be compelled to have signs attached to their cars indicating the nature of the defect for the guidance of other road users. We hope the matter will not be carried too far!

Every Motorist should know that—

“TRAPPING” IS NOT ABOLISHED.

Sidelights on Speed Limits and Driving to the Common Danger.

DESPITE several contradictions which have appeared in the technical Press there is still a prevailing impression that the 20 m.p.h. speed limit and “trapping” have been abolished. Nothing could be farther from the truth, but the rumour has arisen as the result of discussions which have taken place centering in the advisability of either abolishing the speed limit or raising it to 30 m.p.h.

The motorist who sets out to conform entirely with the letter of the law as it stands at present is embarking upon an almost impossible feat, that is, if he is out for business and not for pleasure. Thus it is that millions break the law every day and take the risk of being “trapped.” The authorities do not like the term “trap” and they describe an endeavour to catch motorists who are exceeding the 20 m.p.h. as a “control.”

The usual procedure is as follows:—Three men are engaged, only one of whom is in uniform. The first, in plain clothes, endeavours to camouflage both his mission and his appearance, but as the unsuspecting motorist passes him he gives a pre-determined signal, acting upon which the second plain-clothes man sets his stop-watch going. Thus the motorist is timed over a certain section—generally a furlong—and if remains for the third man (in uniform) to stop the motorist after he has passed out of the control. The system is not dead accurate, but, in fairness to the police, it should be stated that a prosecution is

seldom undertaken unless the average number of miles per hour through the control works out at over 21 m.p.h.

Motorists who endeavour to dispute the figures given by the police are wasting time—moreover, they will probably prejudice their case, and, as fines derived from “trapping” do not benefit either the police or the district in which they are imposed, it is better to look pleasant and pay up when the time arrives. As a general rule it is unnecessary for the motorist himself to appear in a case of this kind, but he must be represented either by his own solicitor or by a legal representative of an association to which he belongs.

The case having been heard and the amount of the fine fixed, the defendant will be notified that he must pay the amount into court by a certain date. He may also be required to submit his driving licence for endorsement.

In addition to the recognized control there is the question of estimated speed through a 10-mile limit, and a summons can be issued on this count on the evidence of one police constable only.

He is not called upon to state the definite speed, but can put forward the plea that, in his opinion, the motorist was travelling at, say, 26 m.p.h. As in the case of a proper control it is useless to argue with the arm of the law unless proof can be produced to show that his approximations are valueless.

This Week's Hint.

STARTING AN OBSTINATE SCREW.

THERE are two golden rules to be observed when withdrawing a screw, particularly when it is difficult to move. One is to use a screwdriver of the correct size and with a properly ground edge, and the other is not to let the screwdriver slip out of the slot when attempting to turn the screw. Directly the slot in the head is damaged the difficulty of removing the screw is increased tenfold.

Greasy hands, an inaccessible position, or a small handle to the screwdriver, all create difficulties, and the following hints will save much time and temper and many screw heads.

After placing the screwdriver squarely in the slot of the screw, grip the blade as close to the screw as possible with an adjustable spanner.

This will enable sufficient pressure to be exerted on the head of the screwdriver to prevent it slipping out of the slot in the screw head whilst the spanner is used to undo the screw.

Screws with rounded heads are more easily damaged than those with flat or “cheese” heads, and additional care should be taken, remembering always that nothing looks worse than a screw head that has been damaged as the result of careless treatment.

If the screw is extraordinarily obstinate, a good plan is to pour paraffin over it and leave it for some time. The paraffin will penetrate between the threads, and this percolation often has the desired effect of loosening the mud or rust which is causing the trouble. Vinegar, being a

B30

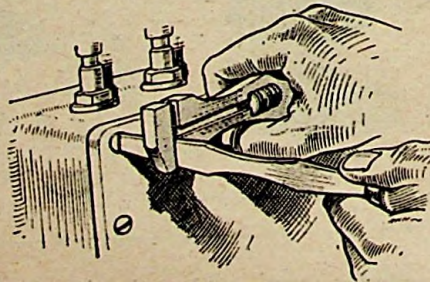
very dilute acid, may, by slightly corroding the metal, attain the same result.

If the refractory screw still does not yield, an attempt should be made to move it with a hammer and a metal punch, hitting the latter in such a manner that the force of the blow impinges on a point at one or the other end of the slot.

This treatment will, of course, ruin the head of the screw, but there are occasions on which this fact would be of minor importance compared with the necessity for removing the offending piece of metal. Should this treatment be of no avail, nothing remains but the almost infallible cure, namely, drilling out the screw, and retapping the hole. There are cases where the thickness of surrounding metal will not stand this drilling-out process, but where it will, care should be taken to see that the operation is commenced in the exact centre of the head.

It is always advisable, after removing a tight screw, to replace it with another, as the threads of the former may be slightly out of pitch, or the slot in the head may be insufficiently deep to provide for the necessary leverage.

Prevention being undoubtedly better than cure, it is suggested that the threads of anything in the nature of a screw (or valve cap) which is liable to stick, either through mud, rust, or heat, should be liberally coated with graphite before screwing it into position. If this precaution were always taken, the necessity for the above remarks would hardly arise.



The use of a movable spanner to tighten or loosen a screw.

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The

LIGHT CAR & CYCLECAR

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

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

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Topics of the Day

Short Cuts to "Experience."

IF you are prepared for an emergency it is likely, when it arises, to have much less serious consequences than when it catches you unawares. This is an age-old axiom with an application that is universal, but it applies with special emphasis to motorists.

The man who has been driving for a number of years will probably have encountered almost every condition of road and traffic, and he will therefore be a much safer driver than those who have held driving licences for only a year or so. Among the latter, unfortunately, are many who have the impression that, because they have mastered the controls of their cars under normal conditions, they must necessarily be expert drivers.

In this issue there is an article which tells Londoners where they may find test hills near home which will call for handling of their cars on second gear in a manner approximately similar to that which is necessary in bottom gear for ascending the hills of Devon and Cornwall, of Wales, Scotland, and the Lake District. We advise readers who have no experience of the gradients in these comparatively distant touring centres to acquire some skill at hill-climbing on the hills we mention or on any others with single-figure gradients which may be within reasonable distance of their homes before starting for Whitsun tours in any of the districts named. When practising, it is well for a driver to learn the knack of restarting on a gradient and also to familiarize himself with the general "feel" of a car which has a strong tendency to run back. If, after such practice, he is baulked or misses a gear on a 1 in 3 gradient he will be prepared to act promptly and to handle his controls in the most effective manner.

The same advice applies with regard to circumstances other than hill-climbing. He is a wise man who learns on broad, quiet roads the best means for correcting a skid, and he is a still wiser man who spends monotonous moments at the wheel when on a long run in picturing emergencies and making a mental note of how he would act should those emergencies arise. Only by such means or by years of experience is it possible always, no matter what may happen, to BE PREPARED.

The Police and Road Trials.

WE wholeheartedly agree with any action taken by the police with a view to preventing club secretaries from holding trials on public roads which are entirely unsuitable for the purpose. Cycling, walking, and running, as well as motor events, were, presumably, alluded to in the recent warning issued by the Chief Commissioner of Police, and it cannot be too strongly emphasized that the greatest care should be exercised when organizing trials to obtain the co-operation of the local police.

The Commissioner plainly states that he does not wish to interfere unnecessarily with legitimate sport, from which it may be gathered that he is fully conversant with the value of speed trials and hill-climbs. The issue rests, then, with the promoters of competitions, on whom falls the responsibility for seeing that the arrangements are above reproach. That the Commissioner is very generously conceding a point in the interests of genuine sport is proved by his remark that "the use of the highway for purposes other than bona-fide travelling has no legal sanction." Putting two and two together, it is clear that he has no quarrel with organizers of trials, but that he wishes it to be known that such events must not interfere in any way with the use of the roads by persons employing them for the more important purpose of travelling from one place to another.

NUMBERS of our readers are unfortunately debarred from visiting the far-distant test hills of which they read so much in the pages of *The Light Car and Cyclecar*, but doubtless they often wonder how their cars would perform on such gradients.

It is frequently said that nobody knows less about London than the Londoner, and, with regard to the many test hills which exist within a 10-mile radius of Charing Cross, it is undeniably true. The photographs on these pages show only four, but they are representative examples, and, if inquiries are made, it will usually be possible to discover some sort of test hill in the immediate locality of every reader's home.

At the outset it should be explained that these hills do not boast of gradients of 1 in 4 or even 1 in 5, but their usefulness lies in the fact that they are excellent second-gear climbs. It is quite possible by judging the performance of a car on this gear to estimate its probable performance on a far worse gradient using bottom gear.

The heights of Hampstead and Highgate need no introduction to Metropolitan motorists, but there must be many who are familiar only with the well-known approaches, such as Fitzjohn's Avenue and North End Road. If the motorist makes his way to Kentish Town Road and continues along Highgate Road to the Parliament Hill Fields tram terminus, he will be at the parting of two ways, both of which entail second-gear work for practically every small car.

A Stretch of One in Seven.

If he continues straight on he will strike the lower slopes of West Hill, and he will be surprised how soon it will be necessary to drop into second, for the gradient rapidly stiffens to about 1 in 10, and it cannot safely be rushed. Following a fairly easy right-hand bend, the steepest stretch of about 1 in $8\frac{1}{2}$ is encountered; there is a matter of 40 yds. of this, which finishes the climb. The total length of the hill from the tram terminus is about $\frac{1}{2}$ mile.

Returning to the tram terminus, a second and even steeper hill may be tried by turning sharp right along Swain's Lane and bearing left in a gentle curve. This hill is deceptive, inasmuch as the major part of it can be surmounted in top gear; it rises to exactly the same elevation as West Hill, but the last part necessitates hard pulling on second. Measurements which we took recently showed that on this section, which is approximately 150 yds. long, the gradient is about 1 in 7.

LONDON'S TEST HILLS.

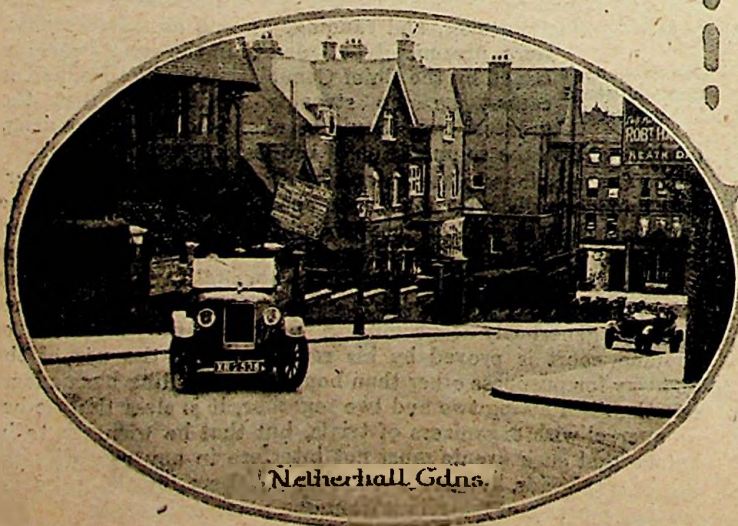
Gauging
— in Seco

Netherhall Gardens, which rises abruptly out of Finchley Road and leads into Fitzjohn's Avenue, is an old but often untried friend. Its severity lies not so much in the gradient, which is about 1 in $7\frac{1}{4}$, as in the fact that the driver cannot get a run at it, and must perforce tackle it almost from a standing start. As a result, it brings many cars down to bottom gear.

The same may be said to apply to Campden Hill Square, which lies to the left as one approaches



Netherhall Gdns. 1 in $7\frac{1}{4}$



Netherhall Gdns.



Swain's Lane

**Car's Performance by Its Efficiency
and Gear—Four Excellent Test Hills for
the Owner-driver.**

Holland Park Station (Central London Tube Railway) going towards Shepherd's Bush.

This is not by any means so steep as Netherhall Gardens, and, if the latter is found too much for a second-gear climb, it is interesting to tackle Campden Hill and see whether it can be surmounted on this gear.

Although other test hills exist within a ten-mile radius of Charing Cross, it would be hard to beat the four named, which represent progressive stages

in severity, regarded, as has been stated, entirely from the point of view of second-gear ascents.

Of equal importance to the pulling power of the engine is the efficiency of the brakes, and, when testing the former, a unique opportunity for trying the latter is provided. When the braking power is a decidedly uncertain quantity and the driver is, perhaps, unaccustomed to holding the car on a steep acclivity, precautions must be taken, and there will be no danger if the following recommendations are followed:—

Assuming that the car is in second gear when it reaches the steepest portion of the hill, the driver should declutch and apply both foot and hand brakes, leaving the lever in the second-gear notch and holding out the clutch. If both brakes are unequal to the task of preventing the car from running backwards, the clutch can be slipped and the engine switched off with the left hand. This should either stop the vehicle or enable a safe backward run down to more level ground to be accomplished. In the former case the wheels must be securely scotched before attempting to declutch and engage first gear preparatory to making a restart.

It is not advisable in the first instance to change from second to first. The gear might be missed, when, if the brakes were ineffective, the car would run backwards.

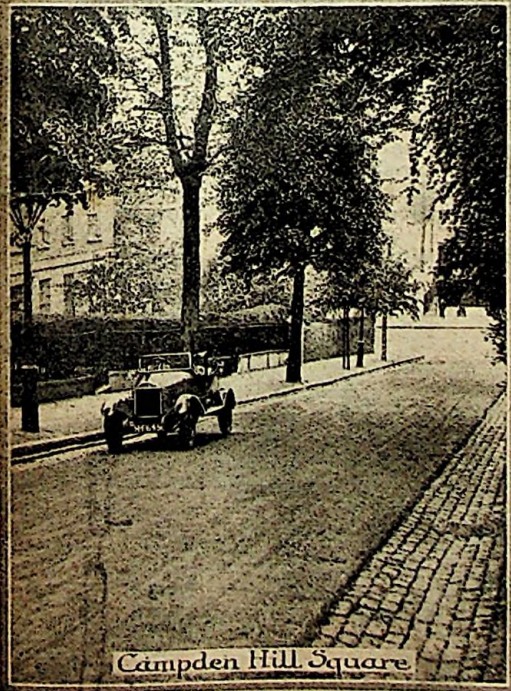
Measuring Gradients.

The methods adopted by us for measuring the gradient of these hills may be of interest, the necessary adjuncts being a small spirit-level, a ten-foot line and a two-foot rule. One end of the string is held on the road surface whilst the operator at the other end pulls it tight and moves it gently up and down until, by means of the spirit-level, he is satisfied that it is dead level. The distance from the string to the ground is then measured and divided into 120 ins., which at once gives the gradient. It is possible to estimate the gradient to a couple of decimal places, but owing to the rough surfaces of the average hills such fine results are hardly necessary, nor probably are they entirely accurate.

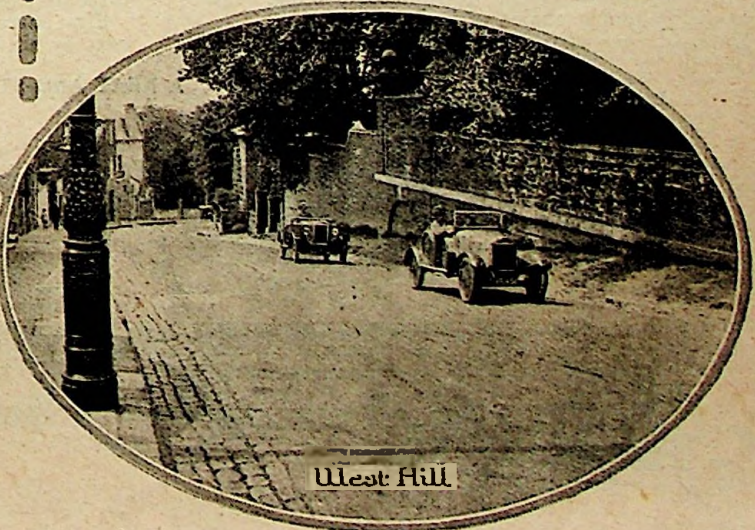
Ten feet is chosen as the length of the line, but obviously for a long steady gradient a far more accurate estimate can be obtained by using a line of greater length. In the absence of a second operator the string may be either pegged to the road or anchored by the back wheel of the car, which is allowed to come to rest on it. With a ten-foot line and two-foot rule gradients up to 1 in 5 can be measured.



Swains Lane 1 in 7



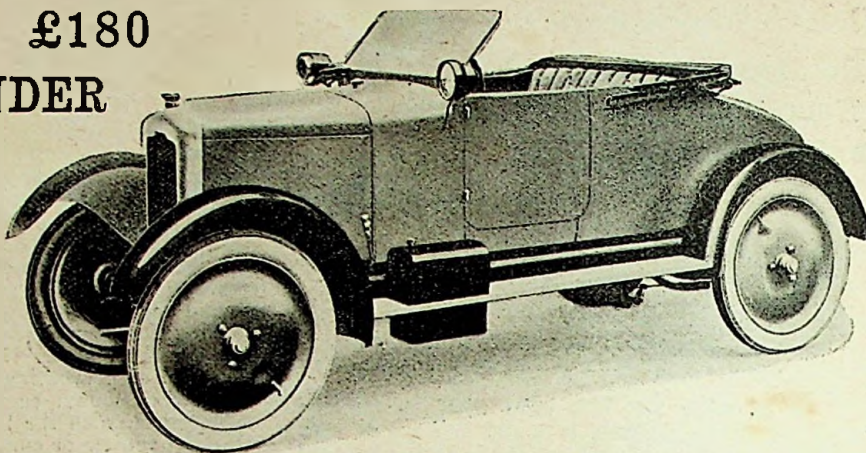
Campden Hill Square



West Hill

NEW 9 h.p. £180 FOUR-CYLINDER ROVER.

Additional Model Incorporates o.h.v. Water-cooled Engine, Pump Cooling and Complete Forced-feed Lubrication. Robustness, Accessibility and Efficiency the Principal Characteristics.



IN TWO SEATER FORM.

The body lines are distinctly pleasing, and it will be noticed that the familiar Rover radiator has been retained. A view of the four-seater appears on the second page of "Rich Mixture."

THE announcement that the Rover Co., Ltd., of Coventry, are about to produce an o.h.v. water-cooled four-cylinder 9 h.p. car as an additional model to their already famous and extremely popular 8 h.p. two-cylinder air-cooled model will arouse very great interest among light car owners.

In general appearance the new "Nine" is very similar to the "Eight"; in fact, to a casual observer the radiator cap and the rather lower position of the starting handle are the only distinguishable features. Apart from the engine the two chassis are very similar, the 9 h.p. chassis and body being built of components which have been thoroughly tested for several years on the 8 h.p. model. The water-cooled engine, too, has undergone the most gruelling trials, and in one month alone covered over 10,000 miles without any adjustment being made, climbing such famous hills as Bwlch y-Groes with ease.

Three Models of the "Nine."

The new "Nine" is being made in three models. In its simplest form with two-seater and double dickey or full four-seater body the price is £180, with electric starter the price is £192, and in de luxe form, with either two-seater and double dickey or full four-seater body the price is £12 extra. The standard equipment includes a three-lamp 6-volt Lucas lighting set, bulb horn, spare wheel and tyre and all-weather equipment, while the de luxe equipment consists of clock, speedometer, black leather upholstery and a choice of body colour.

Interest naturally centres in the new engine. This

is a cleanly designed push rod-operated, o.h.v. unit, in which simplicity is combined with accessibility to a very high degree. Particularly notable is the thoroughness with which the lubrication system has been carried out, while another point of interest is the fact that a water pump is incorporated in the cooling system. The unit, which has a bore, stroke and capacity of 60 mm., 95 mm. and 1,074 c.c., develops over 20 h.p. at 3,000 r.p.m., utilizes a 5 to 1 compression ratio and, complete with its three-speed and reverse gearbox, weighs 329 lb., as against the 221 lb. of the "Eight." A normal oil consumption of 1,000 miles per gallon, a petrol consumption of about 45 m.p.g., and a maximum speed of over 50 m.p.h. indicate its general performance in a car weighing about 11 cwt.

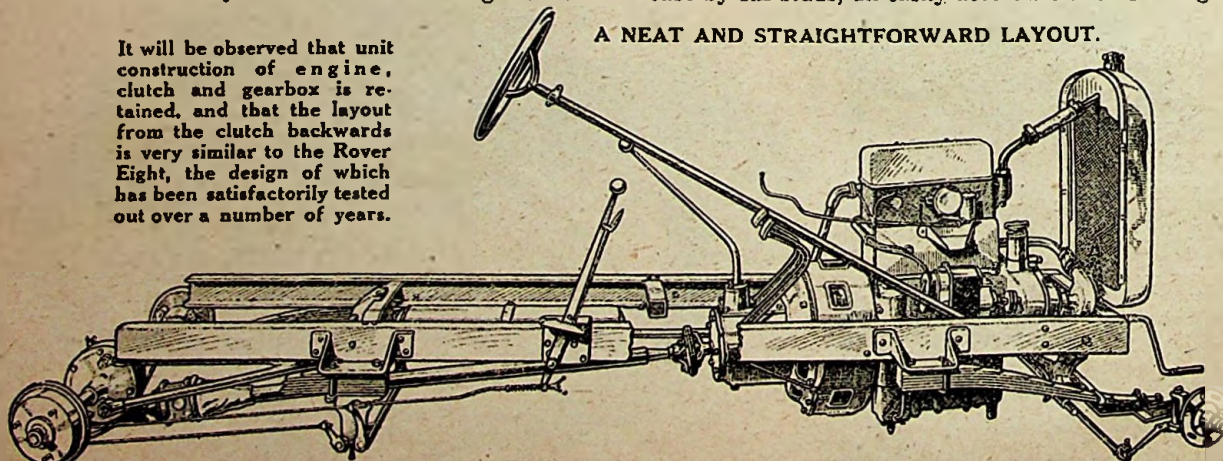
Engine Details.

The upper engine casting is an aluminium valve cover, which is secured to the detachable head carrying the valves and rocker shaft by four studs and nuts. The second casting consists of the head in which the valves are set vertically side by side, the whole of the combustion space being machined and the plugs being located on the near side under the exhaust manifold, which discharges to the rear. The cylinder barrel block is the third member, the cylinders being equally spaced along its length and the head with its gasket being attached to it by a number of long studs, several of which are also used to support the rocker-shaft bearings.

The barrel block is held to the aluminium crankcase by six studs, all easily accessible and of a larger

It will be observed that unit construction of engine, clutch and gearbox is retained, and that the layout from the clutch backwards is very similar to the Rover Eight, the design of which has been satisfactorily tested out over a number of years.

A NEAT AND STRAIGHTFORWARD LAYOUT.



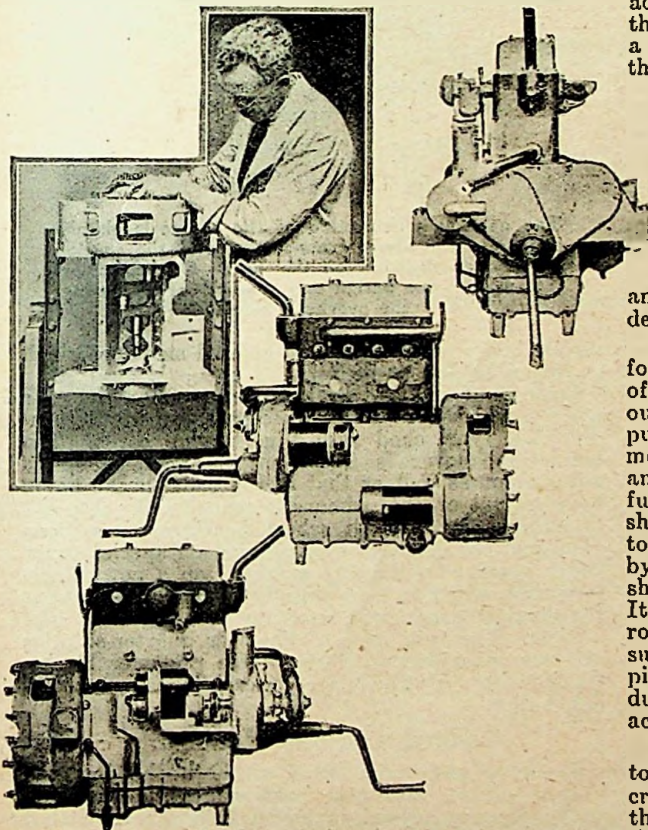
NEW 3 h.p. ROVER (contd.).

size than is usually employed for this purpose. The crankcase is a very comprehensive casting, which incorporates the housing for the front main bearing, most of the timing case, oil-filler chimney, magneto platform and flange. The rear main bearing housing is bolted to the rear of the crankcase.

Neat Crankcase Casting.

The lowest member incorporates the oil sump, the mouth of which is covered by a perforated zinc sheet, below which is a gear-type pump, which is submerged in oil and draws its supply through a detachable cylindrical gauze filter laid across the sump. The oil is forced to both main crankshaft and camshaft bearings, big-ends, overhead-valve gear and timing chains. The oil then drains back from the overhead platform through the push-rod passages in the side of the cylinder block, the push-rod chamber being rendered oiltight by means of a detachable aluminium plate secured by two nuts.

The timing cover is sealed by a plate into which the starting handle and housing is screwed and then locked by a grub screw, the timing gear itself being arranged in the following manner. First there is a Duplex roller Coventry chain to drive the Lucas 6-volt dynamo, the flange holding this instrument being pivoted about its lowest bolt to enable

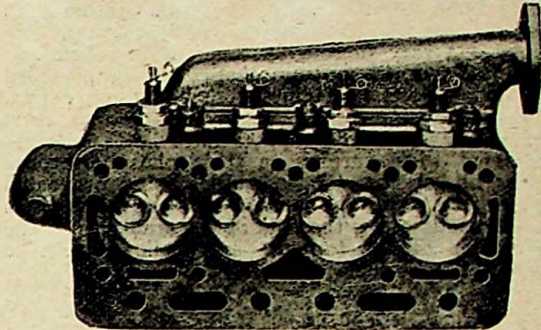


The top left-hand photograph shows the crankshaft complete with rear bearing, being threaded into position. The remaining photographs present three views of the complete engine.

the chain to be tensioned when necessary, and the other bolts being accommodated in slots for the same reason. Inside the case there is an oil thrower to prevent excess lubricant working through to the dynamo.

In front of the roller-chain sprocket on the crankshaft is a second sprocket for accommodating the

silent chain which drives the camshaft, the latter being located on the off side of the unit and being housed in two plain bearings. A second silent chain drives from the camshaft to another shaft, which is housed in a phosphor-bronze bearing in the back of the timing cover. The rear end of this shaft is coupled to the Lucas magneto by a single-peg drive



The combustion head, showing overhead tulip-type valves, cored water passages, sparking plugs and exhaust manifold.

disc, while the front end is provided with a jaw which drives the spindle of the rotary vane water pump. The Binneys graphite packing can be easily adjusted by means of two accessible nuts, while the total removal of the pump if necessary is also a simple matter, as it is fitted on to the outside of the timing-cover plate.

The Lubrication System.

As in the case of the dynamo, provision is made by means of a quick pitch groove on the driving spindle to prevent oil leaking out of the cover, while the magneto base is secured to the platform by two fairly accessible studs. On the top of this portion of the timing cover is the oil chimney, which is provided with a spring-held lid and conical gauze filter enabling the oil to be decanted straight on to the timing chains.

The details of the lubrication system are as follow. The pump is skew-driven from the rear of the camshaft, a T-piece feed pipe being fitted outside the crankcase on the delivery side of the pump. One lead is taken externally to the white metal rear main bearing. The crankshaft is drilled and the oil passes on to the plain big-ends, while a further lead by external pipe is taken to the camshaft bearings. External piping also leads upwards to the cylinder head, from which the oil is taken by duct pipe to the centre of the hollow rocker shaft. This is supported and fixed in five clips. It is cross-drilled so that the oil will lubricate the rockers, the latter also being drilled to enable the surplus to squeeze out on to the spherical adjusting pieces and cupped hardened steel tips of the duralumin push-rods, which have been adopted on account of their lightness.

The second lead from the delivery T-piece is taken to the front main bearing, thence via the drilled crankshaft to the front big-ends. A duct cast in the crankcase leads to the timing cover and camshaft, the oil being squirted on to the timing chain and falling into a well into which all the chains dip. Holes are drilled in the rear face of the timing cover to allow the oil to return to the base chamber when the level in the well has reached a certain height. Splash is relied upon for the cast-iron pistons and small-ends. The former are equipped with two rings above the fully floating gudgeon pin and a scraper ring, the groove for which is provided with oil holes. The gudgeon pin is prevented from moving sideways by split-spring rings.

NEW 9 h.p. ROVER (contd.).

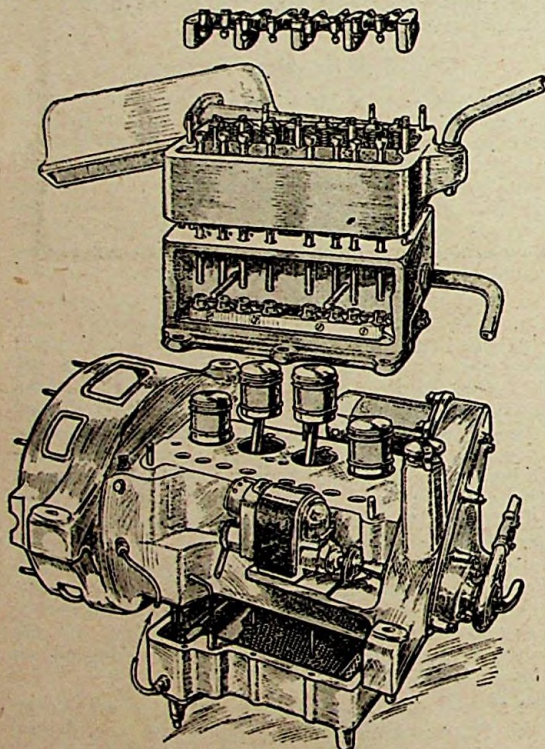
Cast-iron valve guides are pressed into the head and extend just above the rocker platform level, thus preventing a pool of oil from flooding the guides. The rockers themselves are kept separate by springs coiled round the shaft, the adjustment being by lock nut and spherical-ended screw. A lead is taken off the main lubrication system to a pressure gauge in the instrument board, and thus completes a very thoroughly thought-out scheme.

The valves are semi-tulip shaped, being provided with deep slots to facilitate grinding-in, duplex springs and taper-split cones completing their fittings. The push-rod tappets have flattened sides to prevent them turning in their phosphor-bronze guides, all of the tappet guides being prevented from moving axially by means of a screwed-in strap which extends along the side of the crankcase. The upper ends of the tappets are hollowed out to receive the push-rods.

Four-point Attachment.

The engine, with its three-speed gearbox and clutch, flywheel and electric-starter cover, is four-point attached direct to the side members of the frame. The radiator, which holds 13½ pints of water (the total amount of water being 2½ gallons), is supported on the front cross-member and is thus rather in front of the position of the dummy radiator used on the air-cooled model.

The clutch is of the single fabric-lined dry-plate



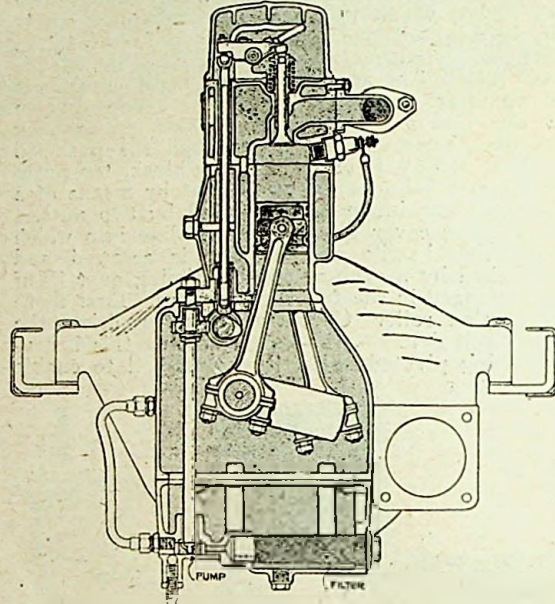
How the engine is built up. There are four main castings, including a detachable sump. All the working parts are cleanly designed and accessible.

type and requires no attention. The gear ratios, which are controlled by a central lever, are 4.84, 8.7 and 16.44 to 1, the reverse being 21.51. These ratios have been proved suitable by the most severe hill-climbing tests that a car can encounter. Within the last fortnight, for instance, one of the new "Nines" has climbed such notable ascents as Buttermere, Newlands, Hardknott, Blea Tarn and Wrynose in the Lake District—thus proving

that it is capable of going anywhere where the wheels can grip. Furthermore, on this test the petrol consumption worked out at 38.5 m.p.g. and the oil consumption at 1,300 m.p.g.—figures upon which it would be difficult to improve with the average small car.

Transmission Details.

The transmission utilizes an open propeller shaft of 1½ ins. diameter, equipped at the front end with a Hardy fabric joint and at the rear with a sliding universal, the final reduction being by worm and the



The general construction of the engine is plainly shown in the above cross-section and the special perspective drawing on the left. Of particular interest are the design and method of operating the overhead valves.

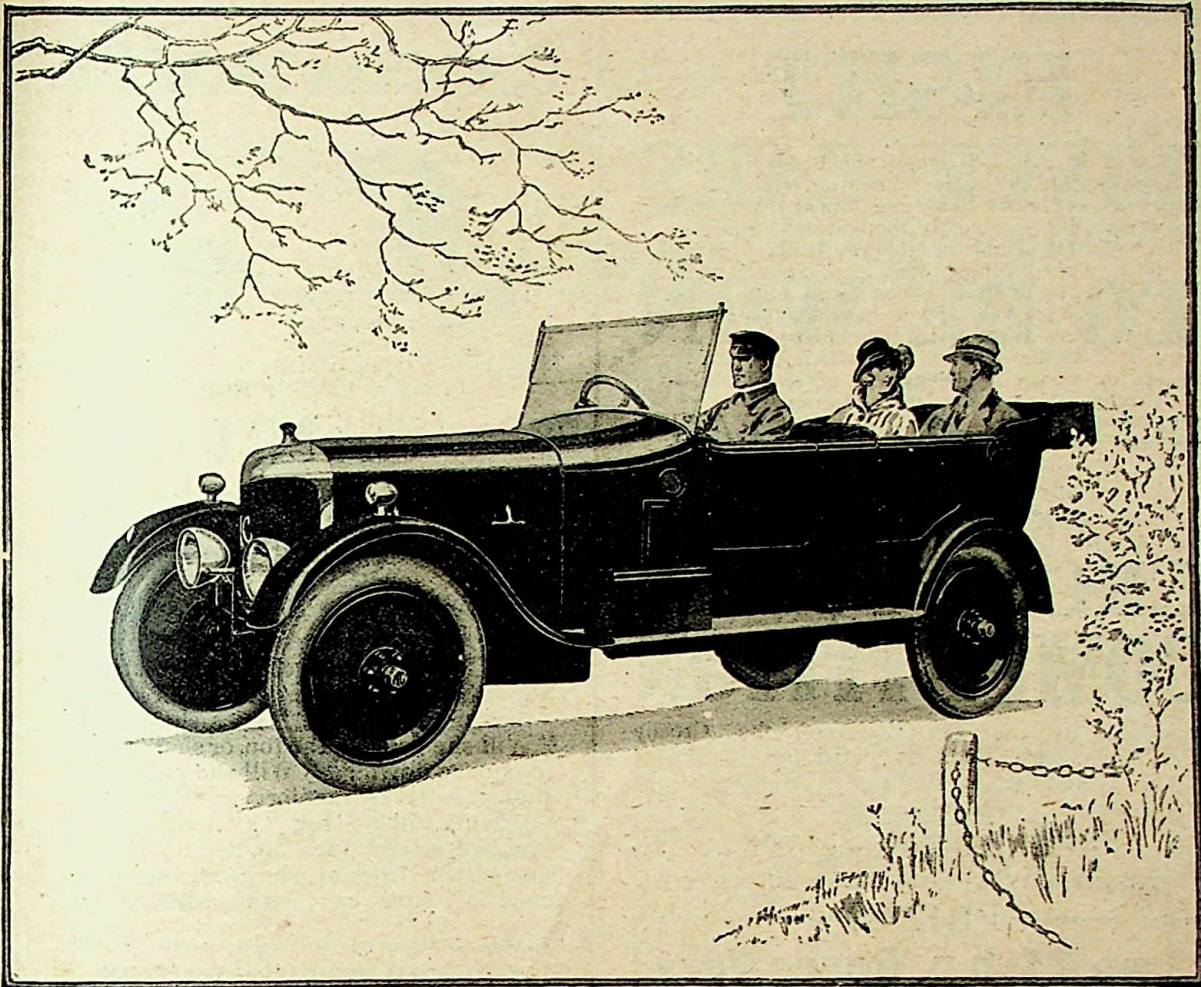
torque being taken by a triangulated member, which is spring loaded at its forward end.

Both hand and foot brakes operate upon the rear wheels, which are of the three-stud, quickly detachable disc type, shod with 3-in. Dunlop cords. The hand-brake lever is fitted on the right side, its adjustment as well as that of the pedal brake being by wing nut on the primary length of rod. A point of interest is that all wheel bearings have been enlarged, the front wheels running on special taper roller bearings and being mounted on a new H-section axle, which is very slightly dropped, as against the straight front axle used on the original 8 h.p. models. The thin ends of the rear quarter-elliptics are now provided with renewable plummer blocks, the housings of which are located in collars round the axle.

Hand Controls Modified.

Greasers are now fitted to both the top and bottom of the stub-axle bearings, while the two-spoke steering wheel is an inch larger than that used on the "Eights." The hand controls have been moved to the right of the column, the spark lever being advanced to the left of the quadrant and the throttle being closed to the right. The petrol tank holds five gallons of fuel and is housed in the dash, the feed to the Smith single-jet carburettor being by gravity. A neat strangler is provided.

The dimensions of the car are: wheelbase 7 ft. 10 ins., and track 4 ft. The overall length is 11 ft. and the width 5 ft. 2 ins. The makers' address is the Rover Co., Ltd., Coventry.



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"Lightcar and Cyclecar," March 7, 1924.

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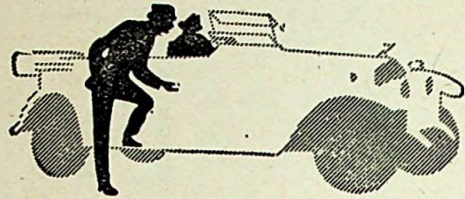
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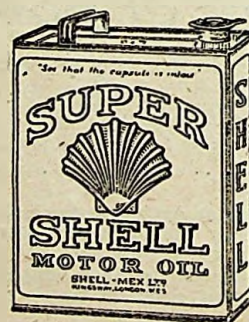
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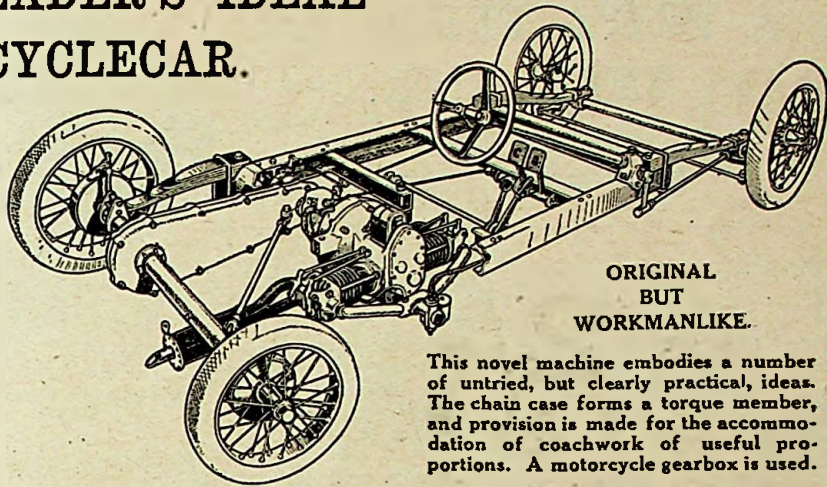
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ANOTHER READER'S IDEAL £100 CYCLECAR.

THIS IS THE SECOND ARTICLE WHICH HAS BEEN PREPARED FROM DATA SUBMITTED BY A READER. OTHER ARTICLES ARE ON THE TAPIS.



ORIGINAL
BUT
WORKMANLIKE.

This novel machine embodies a number of untried, but clearly practical, ideas. The chain case forms a torque member, and provision is made for the accommodation of coachwork of useful proportions. A motorcycle gearbox is used.

IN considering the problem of how to design a car which could be built for £100, it must be remembered that its most serious rival would be the motorcycle and sidecar outfit. Consequently, although the construction must be such that cheap production is ensured, adequate weather protection and reasonable comfort must be embodied in the design and the body must be built to accommodate at least three people.

The first essential is to get away from the idea of producing a small car which is really a large car in miniature. The fallacy of this practice can quite readily be demonstrated by a simple mathematical law which states that the volume of any space is proportional to the cube of the linear dimension. Applying this reasoning, it follows that if we design a car with a wheelbase of 8 ft., which is a reduced facsimile of a large vehicle with a wheelbase of 11 ft., then the space available for the passengers will be reduced, not in the proportion of 11 to 8, but in the ratio 11 cubed to 8 cubed. This proportion is actually 2 $\frac{1}{2}$ to 1, which means that there will be less than half the space available for passengers on the small car.

The writer, therefore, considers it essential that the whole length of the frame should be available for the body, no space being wasted by a projecting bonnet. For this reason, he would advocate the location of the engine on a level with the frame somewhere near to the centre of the chassis, and in order that it might be satisfactorily accommodated, the horizontally opposed two-cylinder type would be selected. This engine, of course, possesses the advantage of a capacity for high revolutions without vibration. In order to cheapen production and avoid difficulties in the location of the radiator, the cylinders would be air-cooled.

To Ensure Simplicity.

As regards springing, while there are several ingenious methods which could be used for a car of this type, the writer believes that the leaf spring possesses so many inherent advantages, and can be obtained in large quantities at such a low price, that it is not worth while to consider any other shock-absorbing device. Again to ensure simplicity, the quarter-elliptic type of leaf spring would be selected.

At the front, a pair of such springs could be used to locate a tubular front axle, while at the rear the tips of the springs would slide in guides fixed to the back axle casing, so as to position it transversely. These springs would not, however, be called upon to resist the thrust or the torque reactions.

This brings us to the question of the form of final drive that is most suitable. Despite its obvious disadvantages, the use of an enclosed roller chain is

advocated on the grounds of simplicity and low cost, and, further, because the rigid chaincase, in conjunction with a pair of stay rods, could be used as a secure location for the back axle, and could take care of torque and thrust.

The back axle would then consist simply of a pair of tubes bolted to the chaincase and enclosing a solid driving shaft, at the centre of which the sprocket for the roller chain would be keyed.

At the forward end, this chaincase would be carried upon a trunnion bearing which would be part and parcel with the gearbox. The driving shaft emerging from the gearbox would pass through this trunnion bearing and would carry at the outer end the foremost chain sprocket.

The gearbox would preferably be of the straight-through three-speed motorcycle type and would be secured by studs to form one unit with the engine crankcase. It would be necessary to incorporate a reverse gear in the box, but the epicyclic principle might be applied for this purpose with advantage. The engine and gearbox unit could be secured to a rigid cross-member of the frame, and the clutch, preferably of the single-plate variety, could be housed between the gearbox and the crankcase.

Contracting Brakes.

A simple braking layout could be employed for a light vehicle of this kind, consisting of external-contracting bands acting upon rear-wheel drums. An independent second brake might be placed at the driving end of the gearbox.

As regards minor details, which would have to be arranged on the cheapest possible lines, only a brief description need be given. The petrol tank, for example, could readily be housed in the forward part of the body along with an acetylene generator of reasonable size which would supply two side lamps and a tail lamp. The starting handle for the engine would, of course, project through the valance at one side.

The raked steering column would terminate in a box enclosing a simple worm and wheel mechanism secured to a side member of the frame, from which a drop arm and links would extend to the front wheels. The stub axles could well be mounted in steering heads of the Lemoine type, which lend themselves very well to brazed or welded steel tube construction.

Such a vehicle would, admittedly, embody a number of compromises between desirable features and cheapness of production. However, the writer believes it would have a wide appeal to the class of road users which at present employs the motorcycle and sidecar, whereon only the passenger obtains the comfort which the driver would share in a cyclecar.

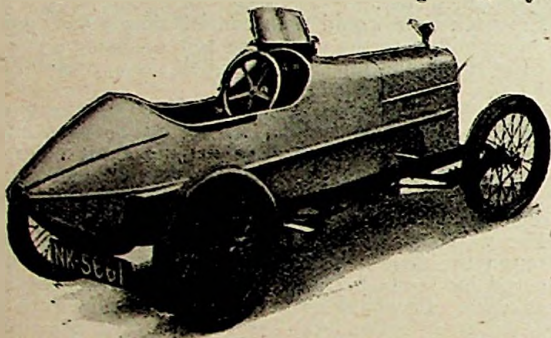
A PRIVATELY BUILT SMALL CAR.

An Ambitious Effort of an
Amateur Enthusiast.

THE average privately built small car is rarely so well finished as to give it the appearance of a commercial proposition, but it will be appreciated from the photographs on this page that at least one amateur enthusiast has achieved this end.

This monocar, for such it is, was designed by Mr. S. Atkins, 5, Hadley Terrace, East Barnet Road, East Barnet, and it took him a little over 18 months to build.

The chassis is built up of 1-in. by 2-in. ash members, strengthened with $\frac{1}{4}$ -in. steel plates on each side, the assembly being riveted together. An American air-cooled V-twin engine of 7.9 h.p. is used for the power unit, a fan being employed to assist cooling. The lubrication of the engine is by a



It will be agreed that this is one of the smartest-looking monocars yet brought to the practicable stage.

mechanical pump which is driven off the end of the camshaft.

The transmission throughout is by chain, the first step from the engine being to a three-speed heavy-weight type of Sturmey-Archer gearbox, which is mounted with the engine upon angle-steel members. Incidentally, the top gear ratio is $3\frac{1}{2}$ to 1.

From the gearbox the drive is taken to a countershaft running in Skefco self-aligning bearings, and from thence by twin chains to sprockets secured on the chassis side of the rear wheels. The back axle, which is of the solid type, is built up of $1\frac{1}{2}$ -in. steel tubing of a fairly heavy gauge, the same material being used for the front axle.

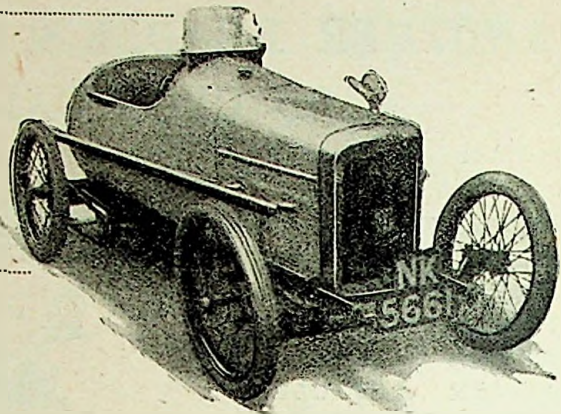
HOME-MADE BODYWORK.

THE accompanying photograph depicts what would appear to be a successful attempt, on the part of one of our readers, at body-building.

He informs us that the work was done at home and mentions that the sides are constructed of alternate planks of teak and mahogany. The top panels are of aluminium, and the body is mounted on a 1915 A.-C. chassis.

The car, which we should imagine from the photograph, presents a sporting appearance, is equipped with an open exhaust.

B10



It is indeed a big car in miniature, as will be gathered from this view.

The wheels are inclined to give true centre-point steering, the actual steering gear having previously done duty on a Ford.

Semi-elliptic springs are used to suspend the front axle, and quarter-elliptic springs are used at the rear. The driving torque is absorbed by suitably arranged rods running from the rear axle to the countershaft. Twenty-four in. by $2\frac{1}{2}$ -in. wire wheels fitted with Palmer tyres set off the general appearance of the little car.

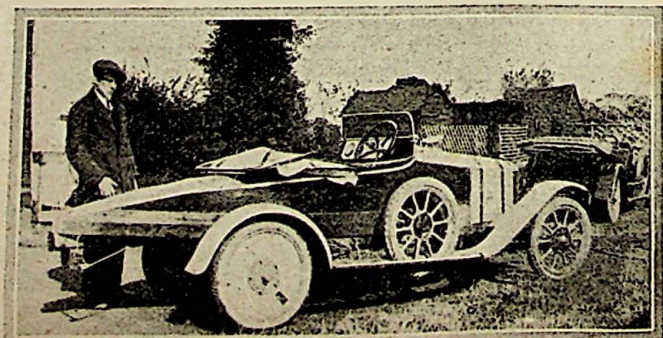
The body, as previously mentioned, provides accommodation for one person, and although the photographs cannot show the effect of the French grey finish and the bright aluminium bonnet there is no doubt, considering that the instrument board is of polished mahogany and well equipped, that the general effect is most pleasing. As will be seen, the windscreen is of the aeroplane type.

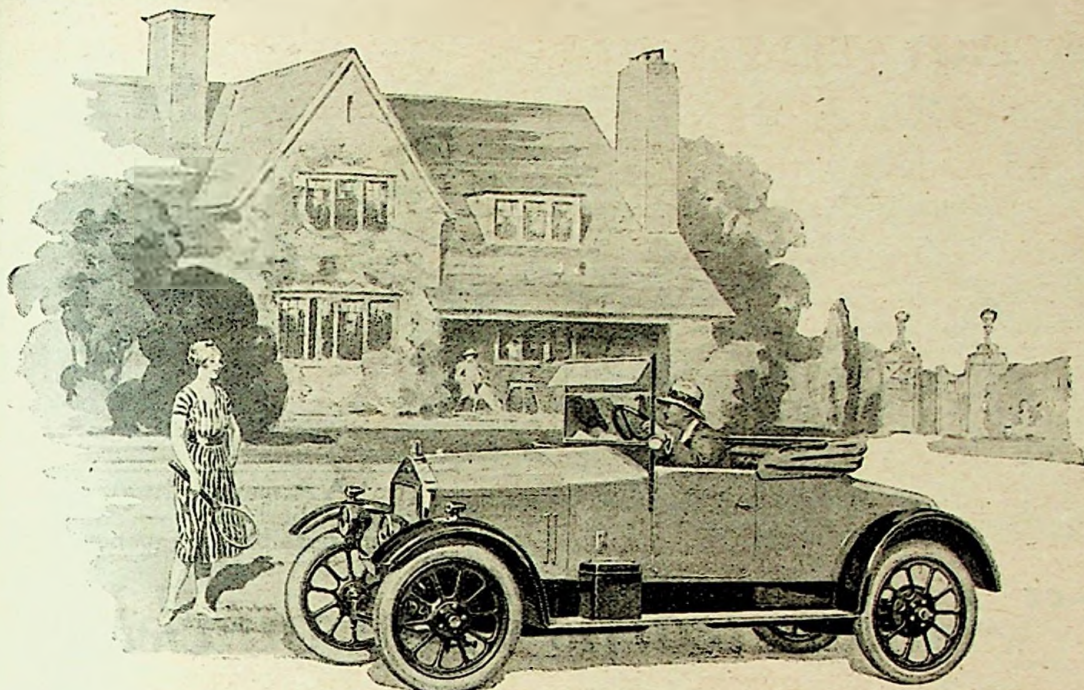
Wood Frame and Zinc Panels.

The frame of the body is built up of birch members, the ribs being steamed and bent into position. Zinc was used for the panels, this metal being chosen on account of its ease of manipulation. The upholstery is finished in red.

The track is somewhat narrow, being only 3 ft., whilst the wheelbase is 6 ft. and the ground clearance 6 ins.

We are given to understand that this little monocar has given exceedingly good results and that it provides a high degree of riding comfort. The designer and builder, in the hope that it may inspire other would-be enthusiasts to build their own cyclecars in their spare time, remarks that all the machining was carried out on a $3\frac{1}{2}$ -in. Drummond B.S. lathe, including both the rear sprockets. It is all the more interesting to note that Mr. Atkins is not a motor mechanic, and that this little car was built only for "the love of the thing." He has been well rewarded for his pains.





Price £265

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The Wolseley "Ten" has long been recognised as the real leader in the small car class. The following are some of the points of superiority which mark it as "The Small Car of Quality."

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- Two-seater £250
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- Four-seater do. do. £285
- Two-seater de luxe £325
- Four-seater de luxe £330
- Sporting Model ... £495

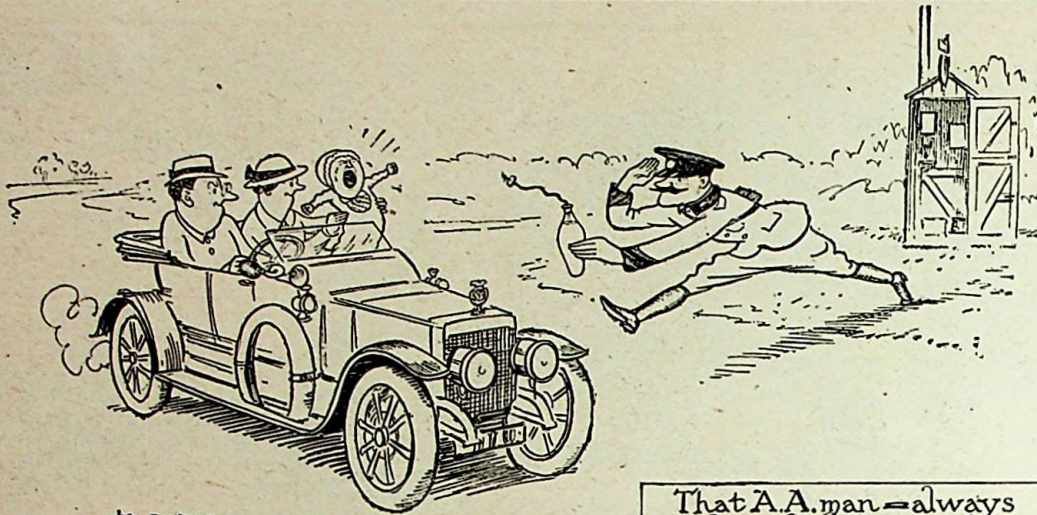
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John Barnard
1919

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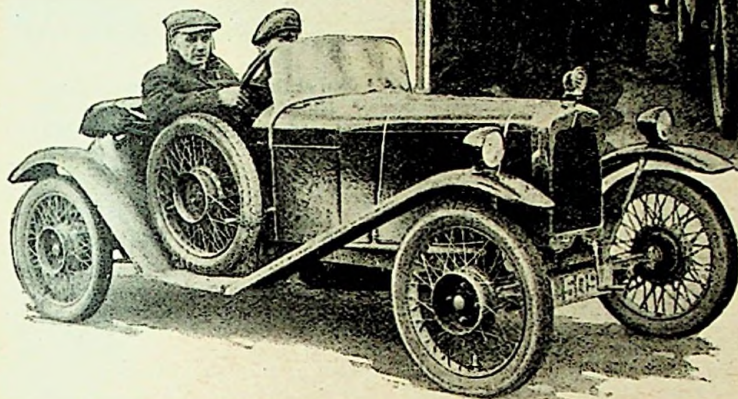
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To learn more about the many advantages which follow A.A. membership write to-day for the booklet “Always Ahead,” which can be obtained from the Secretary, The Automobile Association, 29, Fannin House, Whitcomb Street, London, W.C.2.

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

**BWLCH-Y-GROES
ONCE AGAIN !**

Small Cars in the
Sutton Coldfield
and North Birmingham
A.C.'s Event.



Left The new sports model Ariel Ten, with G. Broughton at the wheel. (Right) B. W. Harcourt (Austin Seven) checking in at the finish.

LAST Saturday the Sutton Coldfield and North Birmingham A.C. ran its annual Reliability Trial over the usual course from Birmingham to Bala, via Bwlch-y-Groes.

Out of 31 entries, eight cars exceeded the 1½-litre definition, the light cars consisting of four Austin Sevens, four Rhodes, two Gwynnes, a Lagonda, a sporting Ariel Ten, a Riley, McKenzie, Bayliss-Thomas, Crouch, Jowett, Singer, Clyno, Horstman, and A.C.

The principal event of the morning run was, of course, the ascent of Bwlch-y-Groes. The bottom corner caused no trouble whatever, but the steepest crest, where the gradient is about 1 in 4, caused the following drivers to fail:—Parsons (1,097 c.c. Ariel), Faulconbridge (1,496 c.c. Crouch), Whitworth (1,096 c.c. Singer), and Mott (950 c.c. Gwynne). Some of these failures were undoubtedly due to the fact that, in order to perform well in the petrol consumption test, which was worked out on a ton-mile-per-gallon basis, the cars were heavily ballasted and had their jets cut down to a minimum, the Gwynne and Ariel Ten being notable in this respect.

Faulconbridge's failure was due to the bursting of the rubber hose connecting the engine with the radiator. He lost all the water, but managed to trickle down into Bala, where he effected repairs and continued the afternoon's run.

An interesting feature of the event was the fact that all the bonnets were sealed at the start and every precaution was taken to ensure the accuracy of the petrol consumption figures, the cars being weighed within a short distance of the finish instead of near the start, as was the case last year.

Incidents were comparatively few, most of the competitors experiencing no-trouble runs. Norris, who was driving the original No. 1-engined Rhode—a

venerable works hack—made a good climb on Bwlch-y-Groes.

Harcourt, on one of the Austin Sevens, was nearly involved in an accident when approaching the "Buckley Arms" at Dinas, where a horse and cart blocked the road and a child ran out. Bromhead reported a no-trouble run in the identical Austin which Poppe drove in the R.A.C. Six Days' and which had also done well in the Land's End and Victory Trials. Arthur's Lagonda climbed a good deal of "Bwlch-y" on second, while Roe's Riley, which put up an extremely good petrol consumption figure, was equipped with the new Governor carburettor, as was McKenzie's McKenzie. The last-named climbed the greater part of Bwlch-y-Groes on second, but punctured on a non-stop section and had to run six miles on the rim.

Frank Hallam's Horstman carried four passengers, while Mott's little Gwynne

actually weighed 17 cwt. with its ballast. Watson, who drove a similar machine, frequently economized petrol by switching off and coasting in neutral.

RESULTS.
(Small Car Awards Only).

	Ton miles per gallon
The Watson Gwynne Rose Bowl (for best performance by a car under 1,100 c.c.)—N. Tomkinson (Rhode) ...	60.40

GOLD MEDALS.

T. A. McKenzie (McKenzie) ...	55.57
J. H. Arthur (Lagonda) ...	51.73
S. H. Roe (Riley) ...	49.92
F. J. Bartlett (Jowett) ...	40.34
B. Norris (Rhode) ...	39.72
F. L. Guy (Austin) ...	37.79
A. Watson (Gwynne) ...	37.06
Miss Roper (A.C.) ...	35.60
G. P. Law (Clyno) ...	34.01
J. C. Toogood (Rhode) ...	31.83
G. S. Galloway (Rhode) ...	26.86
E. G. Bromhead (Austin) ...	26.09
B. W. Harcourt (Austin) ...	25.79
F. Hallam (Horstman) ...	25.79
W. Milton (Austin) ...	25.11
J. G. Orford (Austin) ...	—
E. Sidwell (Baylis-Thomas) ...	—

Silver Medals: R. L. Parsons (Ariel), F. Whitworth (Singer), G. L. Thomas (Humber). Bronze Medal: F. Mott (Gwynne). Completed the Trial: O. N. Faulconbridge (Crouch).

**THE SOUTH-WESTERN CENTRE
A.-C.U. TRIAL.**

OUT of eight entries received, five light cars faced the starter in the South-Western Centre A.-C.U. Trial, which was held over two out-and-home runs from Exeter. The morning circuit included many miles of greasy lanes and several formidable water-splashes, which worked much havoc in the motorcycle classes, but did not cause any failures amongst the cars. In the afternoon the course led over 50 miles of main road to the North Devon test hills—Porlock, Lynton, Lydiates Lane and Beggar's Roost.

Porlock was in excellent condition and caused no trouble, but Dixon (Singer) took the lower hair-pin on Lynton too fast and pulled a rear tyre off, complet-

ing the ascent on the bare rim—a remarkable achievement. On reaching the summit, he sent a boy down to retrieve the cover, and regained it intact with the Parsons chain still fitted.

On Lydiates Lane, which was greasy, everyone made good climbs, all using chains, with the exception of W. H. Oates, whose Lagonda coupé climbed excellently on its low-pressure tyres. Eddy's Austin Seven had ample power in hand, while Satterby's A.C. and Healey's A.B.C. were also good. Dixon was somewhat late, owing to his tyre trouble, but he soon made up time. Beggar's Roost, although very loose, did not cause any failures, all the cars making good climbs.

DEBUT OF A NEW ALVIS SPORTS MODEL.

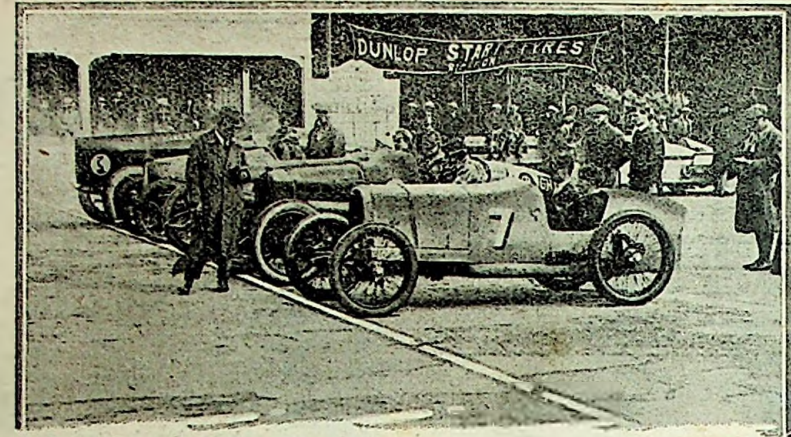
Wins Two Races
at Ealing Club's
Meeting.

THE Ealing and District Motor Club held a successful race meeting at Brooklands on Saturday last. Rain fell in torrents up to half an hour after the allotted time for the start, but the weather cleared shortly before 3 p.m. and continued fine for the remainder of the afternoon, the meeting being concluded without any interruptions.

Four-speed Gearbox.

The feature of the meeting was the appearance of a new special sports Alvis, which competed in and won both of the car events. This new sports model incorporates several interesting departures from the mechanical details of other sports models made by the manufacturers. The o.h.v. power unit, which has a capacity of 1,496 c.c., is identical to that used on other Alvis sports cars, although in this instance the four-speed gearbox is constructed in unit with the engine and centrally operated. The wheelbase is much shorter, being only 7 ft. 6 ins., while slightly larger wheels are employed at the back than at the front; the chassis is also approximately 4 cwt. lighter.

The hand brake takes effect on the transmission, while the operating mechanism of the brake is particularly



START OF
THE
SEVENTH RACE.

C. M. Harvey is seen at the wheel of the new Alvis (nearest camera). Note the larger diameter of the rear wheels compared with those at the front.

ingenious, being on the quick-thread principle. It is extremely powerful, and full pressure can be brought to bear on it by using only one finger. No differential is needed.

Only Two Starters.

In the first car race, which was restricted to vehicles with engines under 1,500 c.c., there were only two starters, this being due in no small measure to the fact that some were disqualified from taking part, as they had not complied with the new Brooklands silencing regulations. The race resolved itself into a duel between C. M. Harvey's Alvis and A. G. Miller's Bianchi. Despite the fact that there were only two runners, the race proved highly exciting, for after Miller had led the entire distance, Harvey opened out and beat him on the

line by half a wheel, at an average speed of 75.57 m.p.h.

Against the "Giants."

The other race was a handicap three-lap event for cars of any capacity. This race gave excellent indication of the speed of the new Alvis model, for Harvey, with only a moderate start against such cars as Thomas's Leyland, Norris's Wolseley Viper and Duller's Straight Eight Indianapolis Bugatti, quickly took the lead, winning very comfortably at 85.43 m.p.h., with Duller second and Thomas third.

Several light cars participated in an impromptu one-lap handicap for touring cars and motorcycles, which was, however, won by Mrs. Gordon on a Studebaker Light Six with a comfortable saloon body.

MOTORING MATTERS IN PARLIAMENT.

London Traffic—Bridges and New Roads—Compulsory Motor Insurance—Roads in Scotland.

THE condition of London traffic, of the Thames bridges, and of the exits from the Metropolis is being closely watched by Members of Parliament. Mr. Gosling (Minister of Transport) was asked by Sir H. Brittain whether, pending the passage into law of the London Traffic Bill, he would put into force emergency regulations to ameliorate the present congestion? The Minister could only reply that until the Bill was passed he had no powers in this direction.

According to a statement by Mr. Clynes (the deputy leader of the House), the London Traffic Bill cannot be further considered until after the Whitsuntide recess, which is to extend from June 6th to June 16th. Although the Bill is through Committee, there will be a lot of discussion on the Report stage, after which the Third Reading has to be taken. Subsequently the measure has to run the gauntlet of the House of Lords. It is obvious, therefore, that some consider-

able time must elapse before the Bill is transformed into an Act of Parliament.

Sir W. Davison asked whether the Ministry of Transport intended to hold an inquiry into the question of the Thames bridges, and Mr. Gosling replied that the London County Council was studying this problem. The Council would probably call into consultation other Metropolitan authorities. Any assistance which the Ministry of Transport could give was, he added, freely at the disposal of the responsible authorities, should they desire it.

The urgent need of improving the roads in Scotland was brought out in a question put to Mr. Gosling. The Minister replied that he was making considerable grants for this purpose. A special investigation was being made into the condition of roads in Inverness-shire. He could not agree that the Glasgow-Edinburgh road, which would be a valuable improvement, should be postponed.

No contracts on this road had yet been let, but he hoped they soon would be.

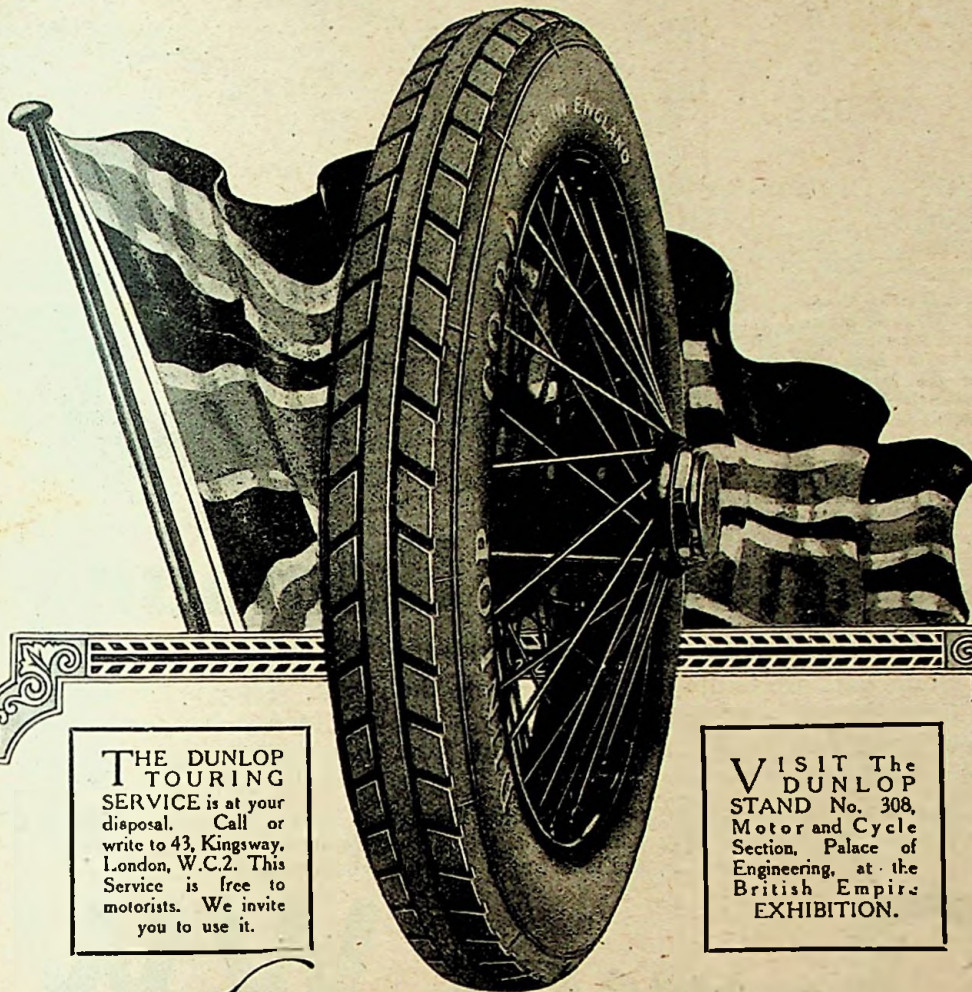
Mr. Gosling informed Mr. Baker that the question of compelling motorists to insure against accidents had been, and still was, under consideration. Mr. Baker had suggested that the Government should insist on the compulsory insurance of all motor vehicles, in order that injured persons might be able to obtain compensation. The Minister, however, pointed out that there were many difficulties in the way of compulsory insurance, and, in any case, legislation would be needed.

The question of level crossings over main arterial roads was raised by Viscount Curzon, who asked if the Government were making any efforts to do away with them whenever possible. Mr. Gosling replied that he recognized that such crossings were a hindrance, and he was anxious to get them abolished wherever possible.

**NEXT
WEEK.**

Full Programme of all the Whitsuntide Small Car Events Including Further Particulars of the London-Edinburgh Run.

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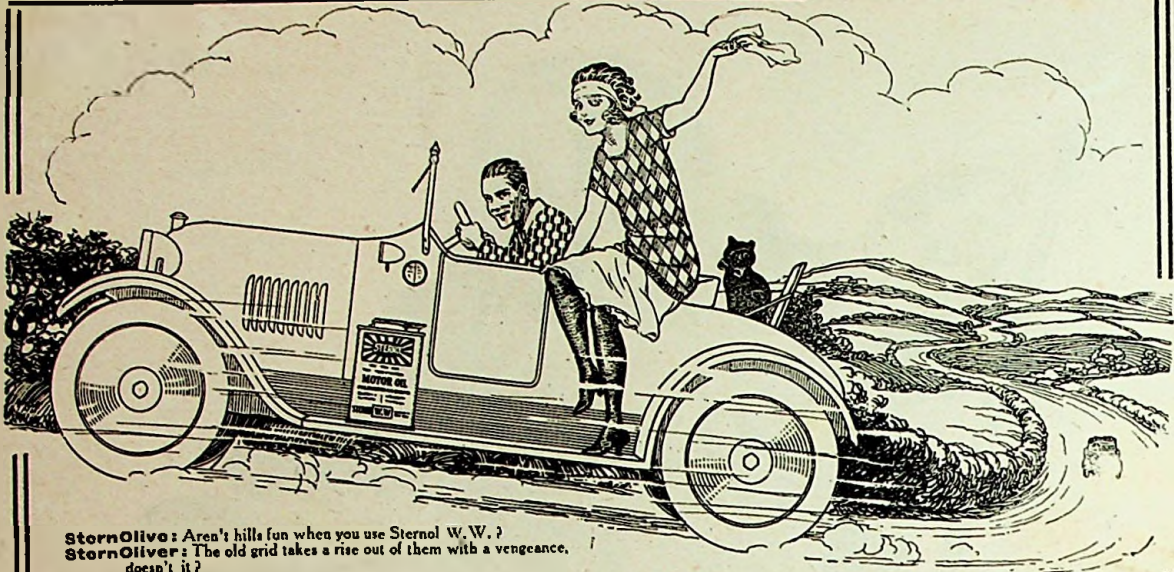
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C.F.H. 134

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SternOliver: The old grid takes a rise out of them with a vengeance, doesn't it?

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A SENSE of humour is the great lubricant of life. Some cars are badly lubricated. Note the result. They never see the light side of anything, work dourly, complain incessantly, groan and sigh at hard work, and scalding tears run from their radiators if they have to climb a long hill.

But a well lubricated car has the imperturbability that comes from a full sense of humour. Does it waste time moaning over hard work? No. It meets it with amiable equanimity, takes the rough with the smooth, and is as fine a pal as a good-humoured man or woman.

Sternol. W.W.

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THE SUPER OIL, SUMMER or WINTER

"this has considerably surprised me."

We received the following remarkable letter this year from Mr. Leslie Marshall, of "Holly Lawn," 17, High Road, Wembley:—



Obtain your supplies in the 5-gallon decorated drum, with FREE BRASS TAP. If your usual dealer does not stock, write us and we will see that you are supplied.

"Gentlemen—You will, no doubt, be interested to learn that my 30 h.p. 6-cyl. 1914-15 'Napier' has just completed 30,000 miles since June last, during which time it has not been found necessary to decarbonise the Engine in any way or touch the Valves, the Oil used being your Sternol W.W. I must say that this has considerably surprised me, as when the Cylinders were lifted (more out of curiosity) it was found that all the Valves were perfectly clean and gastight, no trace of pitting in either Valves or Seatings, and comparatively very little carbon on tops of Pistons and which was easily removed. It was not found necessary to make any adjustments to big ends, small ends or main bearings, showing that efficient lubrication must have been taking place.

"I might mention that your 'Magikoyl' has been frequently used, and whether it is due to that or not I cannot say; also engine washed out and fresh oil put in on an average every 5,000 miles. Personally, I consider it a most extraordinary performance. My only reason in writing you is that perhaps my experience may be of use to other Motorists and you are quite at liberty to make use of this."

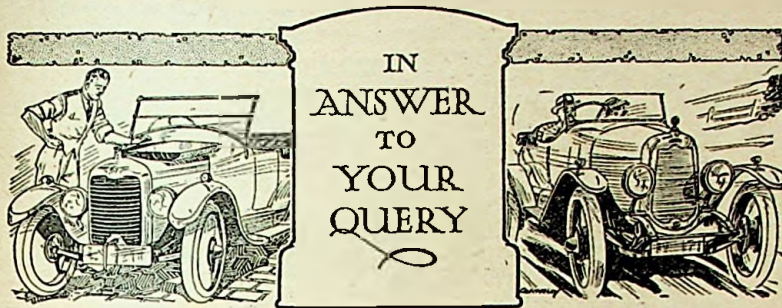


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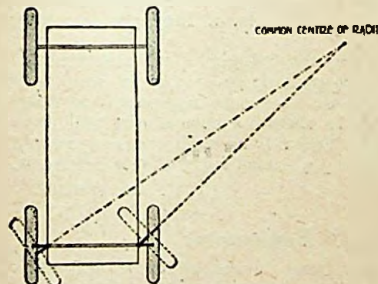
The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested to write upon one side of the paper only.

Piston Head Lubrication.

D.M.M.S. (London, S.E.8).—The trouble with the automatic inlet valves on your engine is probably due to them sticking in their guides. The use of a reliable "upper-cylinder" lubricant, such as Mileage oil, might help matters. The addition of the correct proportion of an oil of this nature is also most useful in all engines, especially where there is a tendency for valves to stick open.

Ackermann Steering.

E.E. (Manchester).—Practically all modern cars are fitted with this type of steering. Reference to the drawing will show that the front axle is fixed permanently to the car, and that the wheels are mounted on small hinged extensions, which are known as stub axles. These stub axles are linked together by a rod in such a manner that when the car



Sketch demonstrating the principle of Ackermann steering.

turns both front wheels swing on a radius from a common centre in line with the back wheels. This method obviates all drag between the road and the front-wheel tyres. It also gives the car a better "lock"; in other words, it enables it to be turned in a smaller circle without unduly reducing the width of the chassis in front.

Fitting a Carburetter.

N.O. (Calcutta).—A carburetter should, whenever possible, be fitted with the float chamber towards the front of the engine, as, when going up-hill, the petrol level is thus slightly raised in the jet, which is an advantage. Similarly, when travelling down-hill, the petrol level is automatically lowered, and this tends to prevent any wastage as the result of petrol flooding from the jet.

Charging New Accumulator.

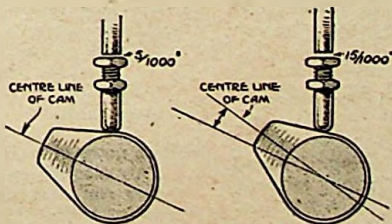
O.F. (Aberdeen).—It is recommended that a new accumulator should be fully charged, discharged and washed out and filled with fresh acid before recharging for service. The additional cost incurred will be well repaid by the lengthened life of the battery.

Slipper Pistons.

S.O. (Amersham).—Experiments have shown that a considerable amount of power is absorbed by oil friction between a piston and the cylinder in which it works. Especially is this so at high engine speeds. In order to reduce this friction, pistons have been designed in which the surfaces touching the cylinder walls have been reduced, so far as is possible, from the point of view of mechanical strength and other important factors. Pistons of this type are termed "slipper" pistons, and are largely fitted in present-day cars.

Valve Timing.

A.R. (Cork).—It is seldom that an alteration to the timing used by the manufacturers of any particular engine will make an improvement in its performance. Alteration to the shape of the cams requires special machinery, and is outside the scope of anyone who is not equipped with a knowledge of practi-



How a small difference in tappet clearance may largely affect the valve timing.

cal engineering. A detail frequently overlooked by motorists, and which materially affects valve timing, is tappet clearance. Reference to the drawing will show that minute difference can make a large variation in the timing of the valves, often amounting to several degrees. Unequal wear of the cams will affect valve timing, as will also a twisted camshaft.

"Topping Up."

T.H. (Dartmouth).—This is a trade term used to denote the process of making up any deficiency of acid solution in an accumulator by adding distilled water or dilute acid as may be necessary to maintain the correct specific gravity and level.

Tapping Threads in Aluminium.

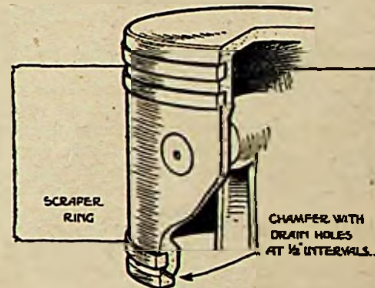
C.A. (London).—When tapping threads in aluminium, great care must be used, and the tap removed frequently in order to clear away the metal swarf. Turn the tap only a short distance at a time, and use paraffin or turpentine as a lubricant.

Aluminium Pistons.

T.H. (Loughborough).—Pure aluminium is not used for pistons, being unsuitable in this state. It is used as one of the constituents of an alloy, magnesium and copper in varying proportions being most frequently used in conjunction with it.

Excessive Oil Consumption.

W.O. (Leeds).—We should advise you to have a "scraper" ring in the skirt of each of your pistons. This means replacing pistons; the illustration is self-explanatory. Large baffle plates at the



A scraper ring fitted as shown tends to keep oil consumption low.

base of the cylinders may also assist matters, but care should be taken not to make them of such a size that insufficient oil and oil-"fog" can reach the cylinder walls.

Exhaust Gas Analysis.

M.I. (Belfast).—It is quite possible to analyse the exhaust gas of an engine after trapping it from the exhaust pipe or from any individual cylinder, as may be desired. The gas is conducted by means of piping to a specially constructed chemical apparatus, where each constituent is absorbed by chemicals and the amount measured. Exhaust-gas analysis, however, requires scientific training in the handling of apparatus of this nature.

Dynamotor Construction.

U.N. (Oxford).—"Dynamotor" is a coined word describing an electrical accessory which serves the purpose of a combined starter and lighting dynamo. Its construction entails special winding, and its chief advantage is the saving in space, an important detail with modern light cars. A dynamotor is permanently in engagement with the engine, and for starting purposes takes its current from the accumulators until the engine speed is sufficient to drive it as a generator.



We welcome at all times letters sent us by readers for publication in these columns, and, while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. Letters should be as brief as possible, but not abbreviated. We reserve the right to make any alterations or deletions which we deem necessary.

WHICH TYPE OF HORN?

Bulb or Electric, but Not Mechanical.

The Buzzer-type Electrical Horn Preferred.

The average motorist demands four things from his horn: Reliability, power, dignity and ease of operation. On these points the choice of electric, mechanical or bulb horns must be made. It is essential that the driver should not be "let down" by his horn; but this reliability entails responsibility.

It is absurd to expect any contrivance to function without being looked after. Given reasonable attention, electrical and mechanical horns are equally reliable, but inattention affects electrical horns more seriously. Bulb horns are not generally reliable, as dust easily chokes the reeds.

Power gives the driver time to act; here the bulb horn fails, while the other horns carry equally far.

Dignity in horns shows consideration; mechanical horns have no dignity due to their intermittent action; motor-driven electric horns cannot help rasping. Buzzer-type electric horns, unlike the bulb horn, can have great dignity combined with power.

In ease of operation, electric horns obviously are vastly superior.

Surely, then, the choice must be the electric horn, because it is first in reliability, except when it is not looked after, and first in power, ease of operation and dignity, in which the buzzer type leads the motor type.

I consider a well-made buzzer-type horn ideal.

B. W. GALPIN.

Mechanical a Poor Third.

For reliability fit a bulb horn, but for clearing the road give me an electric horn. The latter may go wrong in many ways; therefore, the former should be fitted on a new car.

Let its owner add an electric one if he desires. I like both. Apart from reliability, circumstances are many where the bulb horn calls attention effectively, and in a far more gentlemanly way. The electric horn can be aggravating.

It might be argued that it is cheaper for the new car to be fitted with an electric horn and for the owner to fit the bulb horn if he desires. Rest assured the purchaser pays—always.

The mechanical horn belongs to a class which has no outstanding claim to merit. It is not so reliable as the bulb nor as penetrating as the electric. Moreover, it is often awkward to fit, and invariably develops an annoying rattle.

St. Andrew's Vicarage,
Hoyland, Barnsley.

H. CROWTHER-ALWYN.

Bulb Horn Operated by Radiator Fan?

Most motorists will admit that the press-button electric horn is the most convenient to use in traffic, but it has its disadvantages, and few motorists rely on it alone. The chief of these is that the functioning of the horn depends, as a rule, on the condition of the battery, whereas bulb horns will work provided the bulb is moderately sound.

Hand-operated diaphragm horns are also liable to get out of gear, and generally they give a very unpleasant note. Taken all round, all three types are fairly reliable, and I think I may say absolutely reliable, if they get fair play and moderate attention.

I have forgotten most of my "Light, Heat and Sound," but I think it ought to be possible to produce a horn with a penetrating note which would not be unpleasant to hear. Would it not be possible to operate a horn of the bulb type from the radiator fan? Probably a sufficient air pressure could be obtained by fitting a funnel immediately behind it.

Co. Down, Ireland.

H. H. BROWNRIGS.

Another Supporter of Electricity.

We may fairly assume that, for effectiveness and reliability, the present-day electric horn is at least equal to the bulb or mechanically operated warning device. The circuit is simple, and the consumption of current is not excessive. The mechanism can be housed under the bonnet or in any convenient sheltered position, and long or short notes of warning can be given with minimum effort.

This ease of operation is an outstanding advantage, as the driver can steer and warn with one hand, leaving the other free for traffic signals, gear change or hand brake. Indeed, it can easily become a habit—an exceedingly useful one—to drop the hand to the brake lever when giving a prolonged warning to playing children or in view of other potential dangers.

I strongly favour the electric horn, controlled by a rocking ring within, and concentric with, the steering wheel. Wrists, thumbs or fingers are available to "sound an alarm," and to beginner or expert, speedman or potterer—more especially in grease or narrow lanes—this is of value, as steering control is not affected to any appreciable extent. Furthermore, this type is the only one which will penetrate to the ears of a char-à-bancs, etc., driver.

Exeter.

W. R. BRIGHT.

* * The winner of the guinea prize will be announced in next week's issue.—ED.



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IF you are thinking of having a new car within the next six months—get it now.

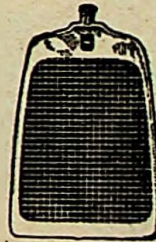
Second-hand values are pretty good—they will not get better—and I can give you a good price for your present car in part exchange for a new car.

The balance you can pay in instalments to suit your convenience, and in practically every case, no further initial payment is necessary—just hand over your car.

It does not matter what make of car you have to exchange—I can give you the best price for it—because I am a Specialist.

You do not want to deal with General Practitioners. Go to a Specialist right away.

Remember, it does not pay to run a sick car—let me take your liability from you and supply you with an asset in its place. That's sound business!



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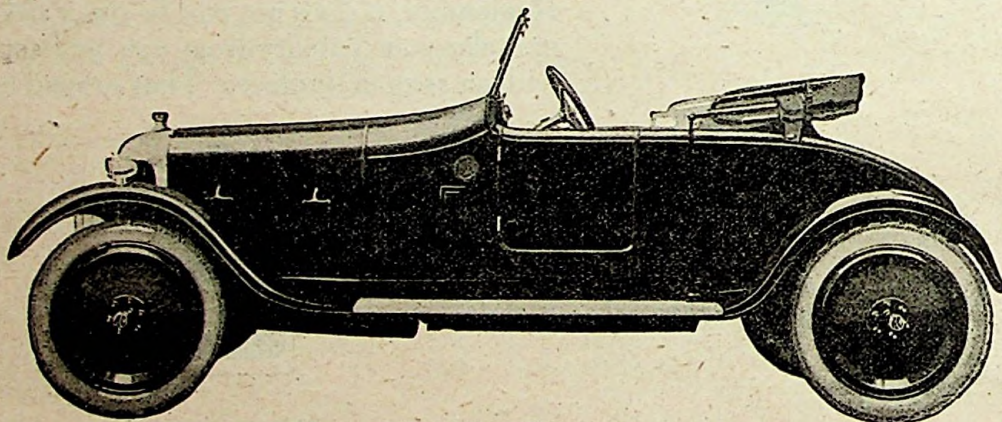
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IT is often difficult for a person residing in the country to obtain a reasonable and definite allowance offered for his car in part payment for a new model. We specialise in this class of business, and on receipt of a detailed description of the car to be exchanged, we will either MAKE A DEFINITE OFFER BY POST, TO INCLUDE DELIVERY AND COLLECTION IN ENGLAND, SCOTLAND OR WALES, or send to inspect the car at our own expense. The balance can be paid over an extended period if required.

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The NEWNHAM

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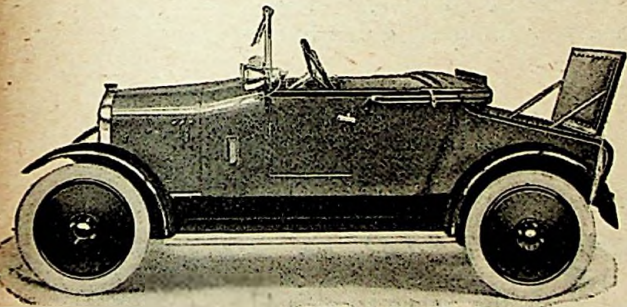
In most cases we are also prepared to issue the guarantee in EXCHANGE deals, where a new car is purchased, and also in some cases where a new car of different make, but for which we are agents (see below), is concerned.

FULL PARTICULARS WILL BE FORWARDED ON REQUEST.

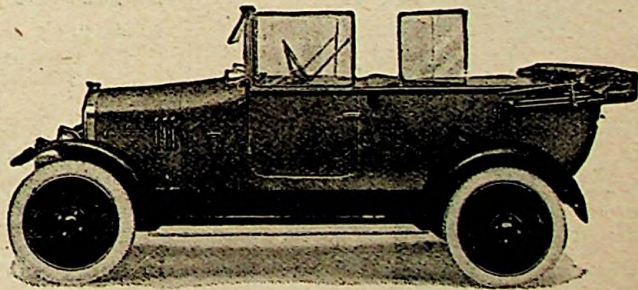


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"POPULAR" 2-seater with starter, £200
"DE LUXE" 2-seater, £225



"DE LUXE" 4-seater, £235
"POPULAR" 4-seater, £210

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Mr. D. Chinery's Gwynne "8" was awarded the DAILY CHRONICLE CUP for the most meritorious performance, irrespective of Class, in the R.A.C. Six Days' Trial, and the GOLD MEDAL in Class E.

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"Dagenite" the Favourite

Next week sees the Derby run—a test of endurance lasting a few minutes only—but—
to-day,

to-morrow,

next week;

next month, and

next year

the endurance of

TRADE "Dagenite" MARK

is being subjected to the severest of acid tests—and *Dagenite* wins every time!

Dagenite one-piece Containers will not crack and cannot leak. Ask your dealer for particulars or write to us for Catalogue "L."

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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.)

THE IDEAL £100 CYCLECAR.

A Second-hand Bargain Preferred—Criticism and Comment.

With reference to the recent correspondence on this subject, may I suggest that it would be more profitable to invest £100 in a sound second-hand proposition rather than on a new machine which has been built **£100 Too Cheap** down to a (comparatively low) price? In **to be Good.** this case, the sum mentioned would purchase a used car in good condition having a far more comprehensive specification and a better performance than a new car, cheaply constructed, and in which it is admitted that everything would be of the simplest description, could be expected to have. A.B.C.

Manufacturing Difficulties.

As an automobile mechanic of some years' standing, and one who is very interested in the development of the cheap light cyclecar, perhaps I may be permitted to criticise the design of a three-wheeled cyclecar which **An Impracticable** appeared in your issue of May 23rd.

Design. I consider the design impracticable, both from a mechanical and from a financial and manufacturing standpoint.

I have myself built two three-wheelers, scrapping many components in doing so, and found my greatest trouble was the lying over of the rear wheel when cornering. This, your contributor states, cannot possibly happen with his design, but I would submit that a wide, rectangular, horizontal framework is the worst possible type of construction to deal with this trouble. It also entails a very long rear-wheel spindle, unsupported, except at its extreme ends, which is obviously bad.

With regard to the position of the engine, I admit that, whilst the nearer the driving wheel the better, in that a short transmission becomes possible; the position shown would be very unsatisfactory for an air-cooled engine. It is completely cowed in, the only entry for cool air being beneath, and no exit for the heated air is visible. In the drawing the engine is shown attached to the frame by long bolts passing through the engine plates and projecting several inches before bolting to the frame—a very insecure and flexible method.

Regarding gears, your contributor may be satisfied with two-speed epicyclic gears. Personally, I am not, and I do not think that two speeds would be sufficient for a vehicle which must be primarily a go-anywhere-fully-loaded bus.

The suspension system would answer very well, and, notwithstanding the joints, bearings, etc., involved, is the best

part of the design. The Ackermann system of steering has already been proved satisfactory for light vehicles.

The suggestion to hinge the rear portion of the body would certainly add to the accessibility of the chassis, although, if a dickey is provided, much would depend, and suspend, on the hinges. Incidentally, in the drawing no accommodation is provided for the legs of the dickey passenger!

From the manufacturer's point of view the design is unsound as a cheap job. There would be too much work in it. It must not be forgotten that, for a machine to be sold to the public at £100, the actual cost of manufacture should not exceed £70, leaving £15 manufacturer's profit and overhead charges and £15 for the agent, who also has overheads to meet (and very often sundry "commissions") before he finally takes his profit. It is important, therefore, that labour charges be kept down to the absolute minimum. For instance, in this design there are three separate frames to be assembled, 14 lugs to be riveted on, two transverse arms, fork ends, spring boxes, etc., to be machined, and a body requiring a heavy framework, inasmuch as only the centre portion actually rests upon the chassis, both front and rear overhanging.

Therefore, if the manufacturer is to provide a good, powerful engine, as he must to obtain the performance your contributor demands, combined with a presentable body, electric lights, etc., and if he avoids shoddy material or unsatisfactorily cheap labour, I do not think he could do the job at £70.

Should this letter catch the eye of your contributor, I hope that he will not be offended at my frank criticism, and if he would care to send his address to a fellow-enthusiast, I should have pleasure in forwarding him my design for the ideal £100 cyclecar, that he may treat it in a similar manner. Birmingham. T. W. WYNOLL.

A Comment on Lieut. Galpin's Letter.

I have taken much interest in this correspondence. The sketch and description of Lieut. Galpin's conception shows that it is both practicable and pleasing.

If he will figure out the approximate cost to his specification, I am afraid he **£120—not £100.** will not be able to sell it, allowing for advertising and agents' commission, below **£120.** Perhaps you could induce him to write further on the subject.

A. E. PARNACOTT.

Detection of Crime.

It may be of interest to those of your London readers who intend touring in the West of England during the Whitsun Holidays to know that police traps are habitually worked by the local police on Bank-holiday Mondays on the two main roads running to Exeter and Plymouth. The one trap is situate at the village of Middle

Police Traps in the West. Wallop, between Andover and Salisbury, via Salisbury Plain, the other being worked at the Park House cross-roads, approximately half-way between Andover and Amesbury, on the alternative route.

In both cases the police adopt the questionable principle of stationing the "trapper" in plain clothes, usually negligently leaning against a telegraph pole or other support.

Furthermore, the speed of the motorist is only estimated by the "trapper," who, as is usual with all traps of this description, would seem to fail to make allowance for the fact that the smaller the car the faster it appears to be travelling, in comparison with larger cars, which, although travelling at the same speed, are allowed to pass freely without being stopped.

In view of this, the motorist would do well to remember that the most efficient speedometer in the world is of no avail against the estimate of the law, no matter if he be travelling well within legal limits. Nor does the defence that the road was perfectly deserted, and consequently clear, create any impression on country magistrates when drivers are before them. H.K.S.

East Twickenham.

A Troublesome Point.

I am an interested reader of *The Light Car and Cyclecar*, and was unfortunate enough to see your remarks with regard to Morgan number-plates and Wilmslow too late, as I was fined 10s. there last week for using cycle-

Should be Car Size. size numbers at the rear in place of car size. The front plate was car size. I

have since looked up old copies of *The Light Car and Cyclecar* to find out the correct size plates for Morgans, and it took me some time to find what I wanted. It seems that it is absolutely essential for three-wheelers to carry number-plates at front and rear of exactly the same size as those used on four-wheelers.

I often remember having seen a reference in your paper, but when I have wanted to refer to it I have been unable to trace the issue among my stock of back numbers.

May I suggest that a portion of some page be reserved for an index of outstanding items. I believe it would be very useful as a reference, particularly as I feel sure that many people must keep their old copies. C. OLDFIELD.

35, Milner Street,
Old Trafford, Manchester.

* * We regret that it is impossible to provide a longer index in *The Light Car and Cyclecar* than that afforded by the contents table published every week on the same page as "Topics of the Day." For the benefit of readers who retain their back numbers for binding, we publish every six months a printed volume index which is obtainable from these offices.—Ed.

OUR READERS' OPINIONS (contd.).

Where the Manufacturer Fails.

Is it not strange that manufacturers of light cars cannot give more attention to details. A car round about the £250 mark is looked upon as something specially good in these times by many of us, and it is most disappointing to find faults which could obviously be remedied by any thoughtful person after one year of manufacture.

More Attention to Details Wanted.

My first disappointment was to find, after my initial ride of 60 miles, that the side curtains, which were packed in the dicky, were rubbed—a brand-new car and side curtains looking second-hand. Apart from looks, it is essential that these should be very clear. A little soft material fitted between them would have prevented this.

Second annoyance: the filler to the petrol tank (under the bonnet) is on the side of tank, and one cannot tell, even by the primitive method of poking with a stick, how much petrol there is. If the price of the car does not allow for a dashboard petrol gauge, surely a rough indicator could be fixed on the tank itself.

Third complaint: pedals not adjustable—year 1924!

Fourth complaint: dicky seat will not close with the cushion in its place. Another inch in the depth of the dicky surely would not entail much cost or spoil the appearance.

N.13.

W.C.B.

Driving to the Common Danger.

Whilst travelling recently from Southport towards Ormskirk I had occasion to overtake another car on the outskirts of the latter town. Just as I was in the act of doing so, a two-seater Alvis, bearing a Coventry number and travelling in the same direction as myself, tore past, compelling me to slow down in order to avoid a general collision involving all three vehicles.

A Bad Case.

I followed the driver into Ormskirk, and, despite the narrowness of the street, he endeavoured to "cut-in" between a bunch of cyclists and a car coming towards him. It was only due to the driver of the latter pulling up dead that an accident did not occur.

These incidents happened on Sunday, the 18th inst., between 6 p.m. and 7 p.m., and should this letter catch the eye of the offender I should like him to note that I have his number, and that, in the event of my witnessing a similar occurrence, in which he is the guilty party, I can either inform the police of his identity or prosecute him myself.

SAFETY FIRST.

Air v. Water Cooling.

Under the heading, "Air v. Water Cooling," you ask if 10,000 miles without decarbonizing is possible. It certainly is. With large cars I imagine it happens frequently, but

10,000 Miles it is not beyond small ones, for mine will soon accomplish it. It has now been over 9,400 miles, and is running as well as without decarbonization. when new. Not even a tappet has been adjusted, and I have no idea when it will need decarbonizing, but should have no hesitation in starting on a tour now. Last month it climbed Red Bank with four up, so, at any rate, its tune is not bad. The car is a Riley. Usual disclaimer.

COVERLEY.

Does Self-decarbonization Occur in Air-cooled Engines?

I should be interested to know if other readers of your paper have noticed the following phenomenon in the Rover Eight engine. Last Easter I completed a tour of over 1,000 miles in Scotland on my 1922 Rover Eight

A Pleasing Phenomenon. (which already has more than 10,000 miles to its credit), finishing up with a practically non-stop run from Glasgow to South-

port (212 miles) in the good time of 8½ hours. Thinking that the engine would benefit by a good cleaning out, I removed a cylinder head, and found that I might have saved myself the trouble, as a light deposit of soot on the piston head was all that was revealed. The base of the valve caps was absolutely bright and clean, also the heads of the valves and plug points. I scrapped drip feeds some months ago and fitted a new central oiling system.

Is it possible that the high normal running temperature has the effect of burning out carbon as per oxygen process?

Ainsdale, Lancs.

W. OSMOND NELSON.

B54

INFORMATION WANTED.

Owing to pressure on our space it is impossible to include readers' replies to queries in "Our Readers' Opinions," and correspondents anxious to help fellow car owners are courteously requested to communicate direct with the address which is given in most cases.

Address Wanted.

Will the reader who wrote us on the 19th inst., asking for a route from Leicester to Tivetshall (Norfolk), kindly forward his address, in order that we may let him have the required information?

Rover 8.

Has any reader had an air inlet fitted to the induction pipe of his Rover Eight? If so, would he be good enough to let me know the result?

H. W. TILBURY.

Potters Bar, Middlesex.

G.N.

I should be very grateful if any reader would either lend or sell to me a 1922 G.N. instruction book.

Orchard Cottage,

RONALD A. BURR.

Totterhoe, near Dunstable.

Austin Seven.

I shall be glad of any information regarding the Austin Seven sports—average speeds, comfort, running costs and performance on rough and hilly roads.

55, Abbey Road,

F. HUGH TIPPETT.

Torquay.

I wonder if anyone can give me his experiences of the Austin Seven sports as regards durability, springing and quietness after having run some 1,000 miles; also general running?

R. BONNER.

Worcester College, Oxford.

Aero Morgan.

Experiences and information concerning above, especially with regard to road-holding qualities, particularly on corners, shock absorbers, low-pressure tyres and front-wheel brakes. Suitability for competition work when fitted with 1,096 c.c. o.h.v. Blackburne engine.

H. H. BEACON.

17, The Leas, Folkestone.

Coventry-Premier.

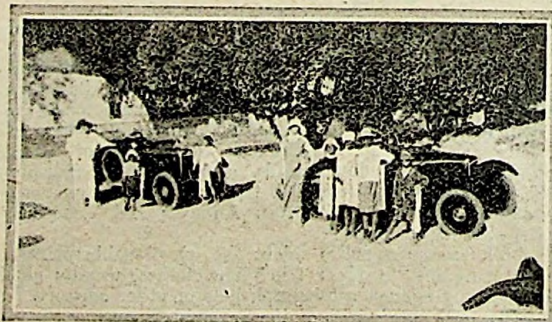
Will some reader please inform me of the best setting for a Cox Atmos carburettor on a 1922 model of the above car? My petrol consumption works out at 30 m.p.g., which, I should think, could be improved upon by at least 50 per cent. Also, is petrol and benzole mixture suitable? If not, what is recommended?

R. W. CHAMBERS.

7, South Brink, Wisbech.

CONDENSED CORRESPONDENCE.

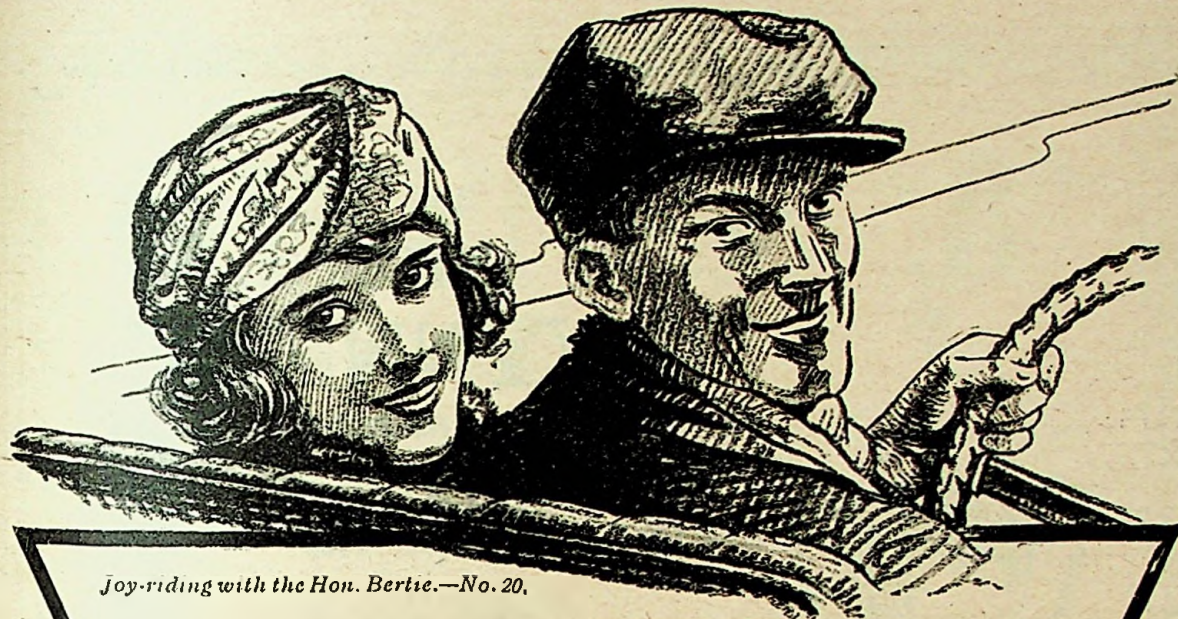
A Cape Town reader writes (enclosing a photograph of two 8 h.p. Rover cars), telling of the splendid service he



Air-cooling in the Tropics Two 8 h.p. Rovers in South Africa.

has obtained from three light cars fitted with air-cooled engines which he has owned in South Africa. He lays particular emphasis on their freedom from overheating under all conditions.

J.H.S. (Liverpool) is enthusiastic concerning the improvement effected in his light car by the fitting of low-pressure tyres. He says that speed and hill-climbing are increased, whilst comfort is much increased. Stability on corners and in grease is also excellent.



Joy-riding with the Hon. Bertie.—No. 20.

The World and his Wife want an ALVIS—

"This is the weather to appreciate ALVIS superiority, when you can drive all day and every day without a hitch. This is the season to pile up mileages and find out the faults of the less enduring cars.

Pals come to me for a lift because their cars are laid up. I oblige them, of course, but I don't forget to rub it in about the ALVIS reliability, and more and more of them are getting an ALVIS of their own. You can't get away from facts. There's my ALVIS always ready, never any trouble, always in perfect tune. There's the other cars, in garage and out for some repair or other. All the talking in the world won't alter the fact that ALVIS performance, reliability, comfort and general appearance is second to none. YOU find a pal with an ALVIS and take a ride. It will open your eyes to ALVIS superiority."

Write for Catalogue and nearest Agent's name and address.

THE ALVIS CAR & ENGINEERING CO., LTD., COVENTRY.

LONDON DISTRIBUTORS:

Henry's, Ltd., 91 and 155, Great Portland Street, W.1



TOURING MODELS.

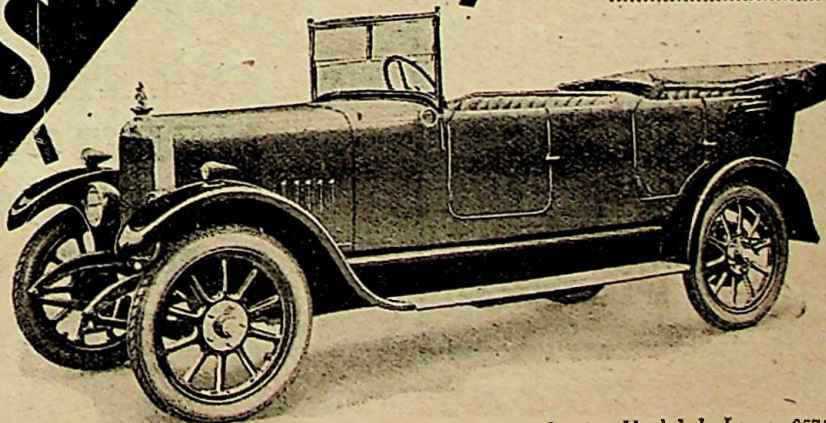
Owing to special demand we are now fitting our 8 and 5-Seater de Luxe Bodies to the 8/12 12/50 h.p. chassis at the following prices:—

3-Seater de Luxe .. £550
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12/50 h.p. 2-Seater Super-Sports, O.H.V. .. £550
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ALVIS



12/50 h.p. 5-Seater Model de Luxe, £575

The GOLD CUP awarded to the ALVIS as WINNER of the 200 Miles INTERNATIONAL LIGHT CAR RACE, Brooklands, Oct., 1923, at an average speed of **93.29 m.p.h.**

BRITISH EMPIRE EXHIBITION, Stand No. 120.



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

H.P.

B55



THE GWYNNE "8"

(D. CHINERY)

WINS The Daily Chronicle 250 GUINEA CUP

(R.A.C. SMALL CAR TRIALS)

**FOR THE MOST
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PERFORMANCE
IRRESPECTIVE
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SHELL No. 1 SPIRIT.
SUPER SHELL OIL.
DUNLOP TYRES
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S.U.
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K.L.G. PLUGS.
FELLOWS
MAGNETO.
SMITH'S
SPEEDOMETER.

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

GWYNNE "8"

SPECIFICATION:

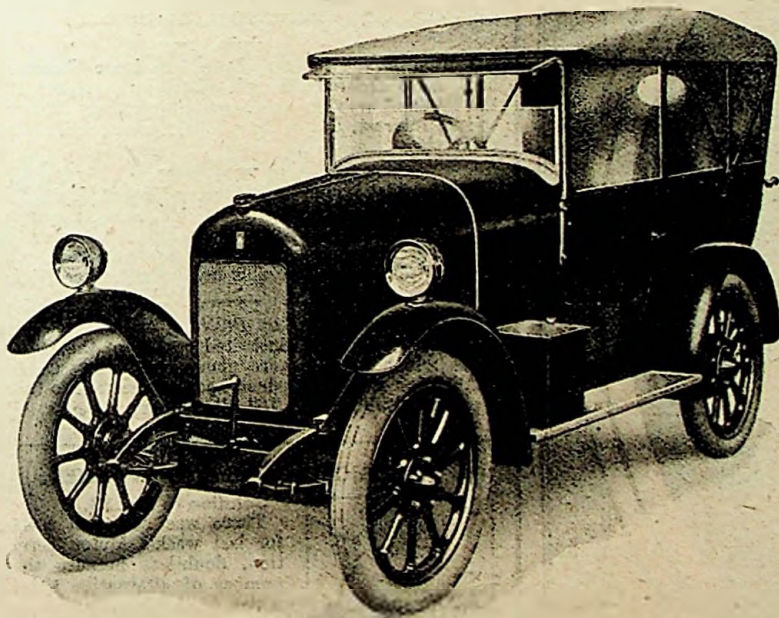
Engine.— Four - cylinder, 55 mm. x 100 mm., 950 c.c.'s capacity, rated at 7.6 h.p. Overhead valves, detachable head, honeycomb radiator, no pump or fan.

Clutch.— Inverted leather cone.

Gear Ratios.— 14.25 to 1, 9.15 to 1, 4.83 to 1.

Back Axle.— Spiral bevel and differential.

Details.— Half elliptic springs, rebound snubbers, 40 to 50 miles per gallon, 50 to 55 miles per hour. One-man hood, full light side curtains, two-panel screen, adjustable seat, ample room.



TAX

£8

COMPLETE

£235

FOUR-SEATER.

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Telegram:
"Gwynnes,
London."

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

SOLEX

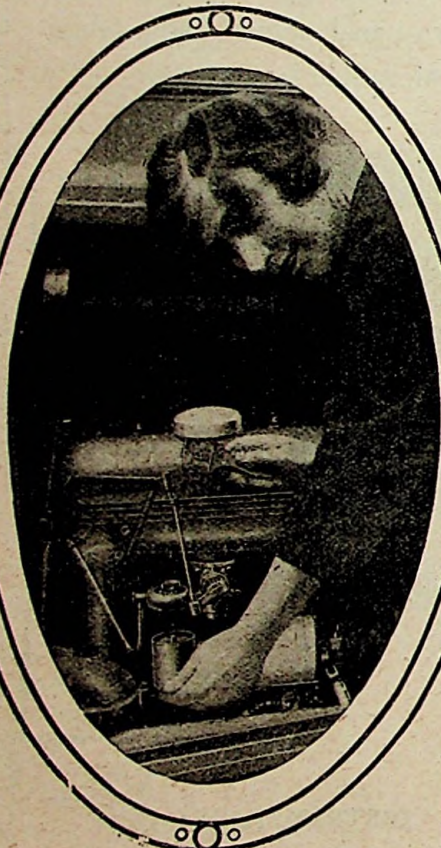
THE NO-TROUBLE CARBURETTOR

The BEAUTY of SIMPLICITY

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Just four turns of the mounting nut and the base of the Solex Carburettor containing the float chamber, main jet and pilot jet is in your hand ready for cleaning or the remedying of a choked jet.

For economical running and power development the Solex gives—and continues to give—better results than any other carburettor.



We ask you to prove these statements for yourself by testing a Solex at our expense. Write for details of our 30 days' FREE Trial Offer.

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115, SOUTHWARK ST., LONDON, S.E.1
Telephones • • Central 5172 and Hop 2734.

AROUND THE TRADE.

Out of the 16 makes of cars which competed in the recent R.A.C. Small Car Trials, 13 were equipped with speedometers, those fitted to 10 of them being of Smith manufacture.

A new catalogue relating to the Ariel Ten has just been issued by Ariel Works, Ltd., Bournbrook, Birmingham. Readers of *The Light Car and Cyclecar* are invited to write for copies.

Mr. D. Chinery, winner of the £250 cup for the most meritorious performance in the R.A.C. Six Days' Trials, is the proprietor of the Olympia Motor Co., 1, Hammersmith Road, London, W.14.

Dunhills' new sectional catalogue is now available for those who care to apply to Dunhills, Ltd., 359-361, Euston Road, N.W. 1. Provision is made for the insertion of extra pages as these are issued.

We gather that readers requiring tuition may obtain it at the inclusive fee of £3 13s. 6d. in the various makes of 1924 cars at the British School of Motoring, Coventry House, Coventry Street, Piccadilly, W.1.

We are advised by Messrs. Burroughs Wellcome and Co., that they will be pleased to supply copies of their new photographic booklet, "Foresight in Photography," to any of our readers who may care to apply.

The title of a new company which will confine its activities to the distribution of Peto and Radford's portable batteries is Northern Distributors, Ltd., the address being 16, Princes Chambers, John Dalton Street, Manchester.

Ashton Evans Motors, Ltd., Floodgate Street, Birmingham, have secured the sole distributing rights throughout the Midland area for the Lennox air valve. This valve is of special interest, due to its scientific construction and unusual principles.

The booklet issued by Benton and Stone, Ltd., Bracebridge Street, Birmingham, dealing with the Enots grease-gun system is probably one of the most exhaustive works on grease-gun chassis lubrication which has yet been issued, and should prove of considerable help to all owner-drivers.

The *Goodyear Product Bulletin*, as its name implies, is a paper containing an illustrated review of the Goodyear products which are in more general demand. Copies of this publication may be obtained upon application to the Goodyear Tyre and Rubber Co., 162, Shaftesbury Avenue, W.C. 2.

MOTOR TERMS TRAVESTIED.



Up on Top.

Solution to No. 13.

There was not such a large entry for last week's Motor Term competition, doubtless because there was a number of alternative titles, each of which seemed to have impressed readers as fitting the case. "Up on Top" was the original motor term which the artist depicted, and the first reader to suggest this was Mrs. A. Patten, Oakmount, Brookwood, Surrey. Several readers suggested "Doing it on Top," and a few "On Top."

A number favoured "Pulling Well on Top." "Gallery Pipe" was an attempt the exact meaning of which is rather obscure, "On Easy Terms" being, perhaps, in the same category. A guinea is offered for the first correct solution of this week's Motor Term, the Travesty of which will be found, as usual, on the second page of "News."

How Amateurs equal Coach Painting and save £10 to £20



MANY Car Owners are securing a perfect finish on their cars and saving money by adopting the following plan. First, the work must be satisfactorily prepared. This is simple and easy, and is explained in the Robbialac Instructions Leaflet. Second, the materials must be suitable for amateur use, and this requirement is fully met by Robbialac. Third, the Robbialac must be correctly applied, as indicated in the Robbialac Instructions Leaflet. Fourth, after giving the car its coat of Robbialac Colour, give a coat of Robbialac Transparent Finish and use Robbialac Brushes. You will then have a coach finish equal to first-class professional work and the cost for renovating a 2-seater with two coats will be under 15/-; 4-seater under 25/-. The professional coach painter's charge for the same work would be £10 to £12 and £20 to £25 respectively upwards. Robbialac is sold by all Motor Accessory Dealers. Write to Robbialac, Dept. "C," Warton Road, Stratford, E.15, for Instructions Leaflets, Colour Cards and Price Lists.

Robbialac Exclusive Colours and Whitby Black, in 3/-, 5/9, 10/9 and 20/9 Tins.

Robbialac Special Brushes, 1/-, 1/3, 2/-, 2/9 and 3/6



Robbialac Transparent Finish in 1/3, 2/3, 3/-, 5/9, 10/9 and 20/9 Tins.

Cylinder Black Robbialac, in 1/-, 2/3, 3/- and 5/9 Tins.

*Motoring
is intended to be
Comfortable*

and there's no earthly reason
why it should be otherwise

Roads may be bad, but why go bumping and jolting along when there's no need for it? Gabriel Rebound Snubbers were evolved to do away with all that. The manufacturers of the Morris-Oxford Car, seeking to provide the highest degree of riding comfort with due regard for the care of the car's mechanism, are fitting Gabriel Snubbers to each car before it leaves the factory. Sufficient testimony, surely.

In principle and operation Gabriel Snubbers are mechanically correct, for while permitting the springs to perform their intended functions to the limit of their efficiency under normal road conditions, Gabriel's prevent abrupt or violent movement when, by reason of road inequalities, the springs have the tendency to throw.

For all Cars
from
£6:6:0
per set of
four.



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SNUBBERS**

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Wholesale only. Head Offices and Warehouses:
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Permit us to send you
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MAP OF ENGLAND AND WALES.

Scale 13 miles to the inch. Showing the whole of England and Wales; printed in colours to show the contour of the land. Cloth 4s. net; 4s. 2d. post free. Paper 2s. net; 2s. 2d. post free.

Send for free booklet containing useful motor-ing information and particulars of many other maps, books and journals.

Map of 50 Miles Round London.— Scale 4 miles to the inch. In one sheet, with London in the centre, extending round a radius of approximately 50 miles. Cloth 3s. 0d. net; 3s. 2d. post free. Paper 1s. 6d. net; 1s. 8d. post free.

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FIRST QUALITY
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FOR HOODS, SCREENS, ETC.

Samples and prices on application.

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8, Water Lane, Ludgate Hill, LONDON, E.C.4.

A Shock Absorber specially designed
for
Jowett Cars

The "P.M." surpasses all others,
you can fit it easily yourself, and
it is cheap to buy.

3 Gns. per pair (Carriage paid),
Direct from the Manufacturers
and Designers.

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Or J. R. KINSEY & Co., Ltd., 350, Lower Addiscombe Road,
HYDES, John Bright Street, BIRMINGHAM. [CROYDON.]

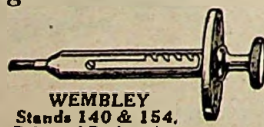


The "Bowire" Dashboard Plunger

No. 515. A popular method of
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Price **6/-**

Wire Mechanism
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The Original
Patentees and
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EARLY DELIVERY

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Every Spare Part in Stock. Repairs by Specialists.

Your Old Machine Accepted in Part Payment.

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Works: 46, LONDON ROAD.

Write for Catalogues
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TRADE SUPPLIED.

243, Lower
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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.

A Week-end Run in Unknown Essex

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| Saffron Walden | Rose & Crown |
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The Sign of these Inns is an assurance of a comfortable room and a good meal. Send for full list and map to

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The Ideal Holiday



Don't worry about hotel accommodation which you can never get where you want it.

Hire a Trailer Caravan

to attach to your own car and go where you like and when you like. We have various models which you can hire by the week suitable for any light car, and for from two to four persons.

A holiday with your car and an **Eccles Trailer Caravan** will give you more pleasure at less cost than any other form of holiday. Write for terms, stating your requirements. It is advisable to book early.

The Holiday Caravan Co.

(G. L. HAWKINS, Proprietor).

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MOTORING - CAMPING - TOURING EQUIPMENT LTD
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Agents for Eccles Trailer Caravans and Motor Caravans, and everything for camping and touring.
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The National Motor Journal.....

Every phase of National Motoring. Practical articles well illustrated. All the news of the automobile world. The link between the Home Countries and the Dominions.

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B&D STABILIZERS

Specially designed for Light Cars, e.g.:

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- AUSTIN "7"
- JOWETT
- Etc., etc.



EASY TO FIT

STOP BOUNCING and STEADY YOUR CAR

55/-, 63/-, 72/- per Axle according to make of car.

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SPRINGS SPRINGS

No matter what your requirements may be you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer.

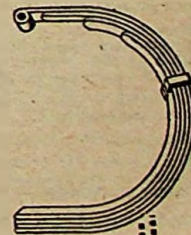
Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Spring Washers, all sizes and types in stock, 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

Send details of your requirements. We quote by return. REPAIRS AND REPLACEMENTS A SPECIALITY.

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Birmingham Office ..
Telegrams .. "Tonston, Smethwick."
.. 14, Warwick Chambers, Corporation Street.
Telephone .. Central 3350.
London Office .. 14, Austin Friars, E.C.2
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93, Hope Street, Glasgow.
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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.

The Argyll "12"

With Single Sleeve Valve Engine.



THE POPULAR CAR TO-DAY

Chassis can be fitted with
2-Seater, 4-Seater, Coupe,
All-weather or Saloon Bodies
Finished any Standard Colour.

Detailed Specification gladly sent on request.

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Head Office and Works: BRIDGETON, GLASGOW.

Sole Distributors for London and District:

WARD & DRISKELL Ltd., 36, North Audley Street.



"Enots"

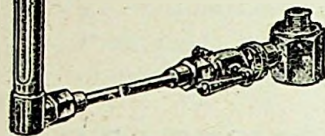
PETROL LEVEL GAUGE

Why be stranded with an empty tank?

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

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

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



Price
10/6
each.

Obtainable from any good garage.

BENTON & STONE, LTD.

(Dept. L.)

BIRMINGHAM.

Chekko

Brake and Clutch Linings

A Little Argument and WARNING about BRAKE LININGS.

In these ubiquitous motoring days there are probably thousands of novices as car owners or drivers with little or no experience of the practical side of motoring.

They cannot be expected, as yet, to know the difference between a strip of cotton belting and an Asbestos Brake Lining. Many motorists do not distinguish between a cheaply got up so-called "Asbestos" Brake Lining and the high-class genuine article which alone can establish the makers' claim, and means so much in motoring safety and pleasure.

That article is CHEKKO, and fastidious and careful motor owners should insist on fixing it, or having it fixed, on their brake bands and shoes.

CHEKKO cannot be "burnt out" or deteriorated by frictional or other heat, and is the only brake lining made from warranted and provable pure asbestos only.

Remember that your personal safety and that of your passengers (not to speak of others on the road) is dependent on your braking equipment—THE MOST IMPORTANT EQUIPMENT ON ANY CAR OR MOTOR VEHICLE.

CHEKKO will last thousands of miles running under the most gruelling conditions.

No other Brake Lining will do this.

Do not risk life or limb in addition to worry and costly outlay by trying to save a few shillings in your Brake Lining Equipment.

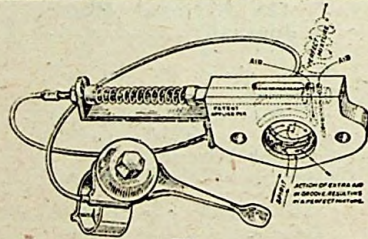
Get—Insist on—the Best: CHEKKO ONLY.

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USE AIR .. It's free



The LENNOX

Air Valve and Atomiser

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In addition it reduces wear and tear, prevents overheating, atomises every globule of petrol and reduces carbon deposit.

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Low Friar Street : : Newcastle-on-Tyne.

Midland Distributors:—

ASHTON EVANS MOTORS, LTD.,
Floodgate Street : : : Birmingham.

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 Sign of
Good Service.

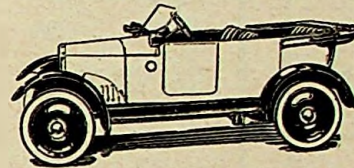
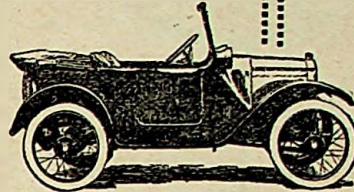
GODFREY'S

366-368, Euston Road,
LONDON, N.W.1, and
208, Gt. Portland St., W.1. Phone—
Museum 3401-2-3

GODFREY'S can deliver NOW.

- Morgan de luxe £140
- Rover "8," 2-str. £160
- Rover "8," 4-str. £160
- Austin "7," with
self-starter ... £165
- Singer, 4-str. de
Luxe ... £235
- and
- Renault, 8'3 h.p.
2-str. and dickey, self-
starter, balloon tyres £270

GODFREY'S, LTD., to cope with an ever-increasing business, have opened a New Showroom for their Light Car Department at the above address. There, with the advantages of greater space and better facilities, the qualities that have made GODFREY'S establishment in Great Portland Street a veritable Mecca for Motorcyclists will be available in even wider scope for Light Car buyers.



G You will be able to see THE BEST OF THE ECONOMY CARS AT GODFREY'S under the pleasantest conditions.

To EXCHANGE your Motorcycle for a Car, or your present Car for a new one; buy on most attractive DEFERRED PAYMENTS

—at GODFREY'S Ltd.

366-368, Euston Road, N.W.1.

FOR SALE—Very large plant, up to date, at Sedan (France) on the great transversal railway, Nord Lille-Nancy. In close connection with all the big manufacturing districts and the centre of steel mould casters. Easy access of raw materials: coal, iron, and steel. Great number of skilled mechanics. Mechanical workshops fitted for the output in series of all engineering work: motorcycles, motor cars, textile machinery, etc. Private electric power station. Own foundry fitted with all the latest modern appliances. Special facilities for payment. Part of capital could be secured in France. Apply for full information to
M. MONNET, Administrateur,
55, Quai de la Tournelle, PARIS.



REMEMBER—

COME to Wembley and see the "New Garden," before going into the Exhibition, at

The Triangle, Wembley.

In the event of a reduction in price during the present season, we undertake to refund the amount of such reduction to each purchaser.
Write for Catalogue

We pay fares for all customers of new cars ordered at our Showrooms.

Arnott & Harrison, Ltd.
22, Hythe Road, Willesden, N.W.10.
Phone: Willesden 2297.
Grams: "Arr-otharr", Phone, London."

CASH PRICE
£110

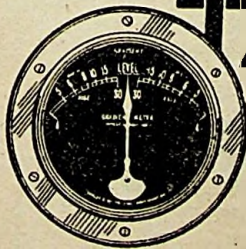


£27:10
CASH and balance monthly.

TAPLEY

GRADIENT METERS

PROVE YOUR CAR'S PERFORMANCE.



With a TAPLEY on your car you know its capabilities and can prove them. It is a barometer of your engine's welfare. It indicates road gradients, acceleration, brake horse-power, speed, air resistance, etc., with absolute accuracy.

BRACKET TYPE, suitable for any instrument board; Brass 7/6, Nickel or Black 7/6. When ordering give finish and type of dial required, and state whether the dashboard is wood, steel, or aluminium.

FLUSH TYPE, brass, nickel, or black. Angle of slope of dashboard from vertical must be given when ordering. We supply a special protractor for the purpose free.

TAPLEY & CO., TOTTEN, SOUTHAMPTON.

Send for Illustrated Descriptive Literature.

H.P.

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



You can buy a SINGER 10 h.p. CAR from ALLEN-BENNETT'S—or exchange your present Car for a Singer—on terms so completely adjusted for your convenience that you will hardly notice the cost.

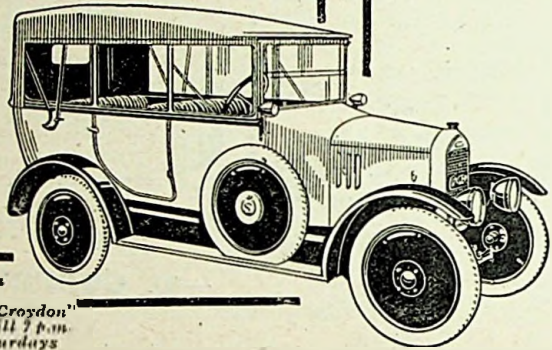
Write for details and for copy of Allen-Bennett's publication, "The Car You Should Buy."

Singer Models

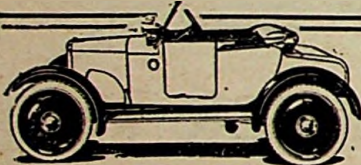
- 10 h.p. Popular Two-Seater ... £200
- 10 h.p. Popular Four-Seater ... 210
- 10 h.p. De Luxe Two-Seater ... 225
- 10 h.p. De Luxe Four-Seater ... 235
- 10 h.p. Saloon Weimann Body 275

The **ALLEN-BENNETT Motor Co., Ltd.**
8-9-10-11, Royal Parade, WEST CROYDON.

Croydon
450.
"Truck, Croydon"
Open till 7 p.m.
on Saturdays



YOU WOULDN'T BUY A CAR WITH SQUARE WHEELS!



Rover "8."

£160 or £40 down and 12 payments of £10 10s. with option of a special rebate. May also be purchased on 18 monthly payments.



The A-C "Empire."

£299 cash, or £74 15s. down and 12 payments of £19 12s. 6d., with option of a special rebate.

"OPTION OF REBATE" EXAMPLE:

SINGER	£200 0 0
1 cash deposit	50 0 0
Financial charges	7 10 0
	£147 0 0

Payable in 12 instalments of £12 2 6
25 % Rebate allowed if a/c paid in 2 mths.
25 0 0 Rebate allowed if a/c paid in 4 mths.
25 15 0 Rebate allowed if a/c paid in 6 mths.



Of course not—yet our experience shows that first car purchasers are prone to do things just as much against their own interests. But whether you are looking for your first car or your tenth you may come with certainty to Lamb's Ltd. Our one concern is to see you suited, to see you getting the utmost pleasure and service from the car we sell you. All our endeavours are bent to that end,

A SELECTION FROM OUR STOCK, DELIVERY NOW.

- | | |
|---------|-----------|
| A-C. | WOLSELEY. |
| B.S.A. | TALBOT. |
| ARIEL. | ROVER. |
| AUSTIN. | MORGAN. |
| SINGER. | STANDARD. |

TRADE SUPPLIED.

EXCHANGES.

LAMB'S LTD

WALTHAMSTOW, E.17.
Opposite Hoe St., Station, Walthamstow. 12 minutes from Liverpool St. Station. No. 2 or 4 Platforms.
50, HIGH ROAD, WOOD GREEN, N.
Ten doors from Empire.
BUSTON ROAD, N.W.1.
Opposite Gt. Portland Street Station, Met. Museum 4978

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.

**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 25, 15 per cent for 52. Terms: Cash with order, and otherwise nec.

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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

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

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/4 per cent. (3d. in the £, 2s. 6d. minimum) on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach the Head offices first post Tuesday, and should be addressed to THE MANAGER, "THE LIGHT CAR AND CYCLECAR," 7-15 ROSEBERY AVENUE, LONDON, E.C. 1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

Head Offices:—7-15 Rosebery Avenue, London, E.C. 1. Telephone, Clerkenwell 6000 (7 lines). Telegrams: "Pressimus, Holb., London."

NOTICE

Owing to postal delays and irregularities, it is advisable to post advertisements **EARLY ON MONDAY** so as to ensure, as far as possible, that they reach us by the **FIRST POST** on Tuesday. Lately several advertisements have been received too late for inclusion although despatched on Monday.

SECOND-HAND

LIGHT CARS AND CYCLECARS FOR SALE.

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966). London agents. Several second-hand, all models in stock, guaranteed, from £100; deferred payments and part exchange. zzz-164
A.B.C. A. P. Rey, -1922 sports model, excellent condition, £97 10s.; extended terms. 378-394 Euston Rd. Museum 7600. 601-282
A.B.C. 1922 2-seater sports, many extras, new condition, £110. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 601-765

A.B.C. 1922, sports, small mileage, dynamo, speedometer, side curtains, Dunlop cords, excellent condition, 100 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 601-6794

A.B.C. 1922, Regent model, 2-seater, dickey, dynamo lighting, taxed, nice order throughout, £120. Below.

A.B.C., 1921, sports model, dynamo lighting, taxed very fast, £90, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 601-788

A.B.C., 1921, large body, dickey, dynamo and starter, overhauled, repainted, taxed, insured for year, fully equipped and perfect, £115. 318 Cricklewood Lane, N.W. 2. 601-6294

A.B.C., 1921, clover-leaf, dynamo, starter, new tyres, perfect mechanical condition, £100. Pearce 12d Oxford and Cambridge Mansions, Marblebone Rd., N.W. 1. 601-6419

A.B.C., 1923, fitted with special coach-built 2-seater body, large dickey, dynamo lighting, all-weather equipment, licensed, exceptional condition, 140 guineas. Below.

A.B.C., 1923, 2-seater, sports, dynamo lighting, etc., licensed, splendid order, 100 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St. W. 601-855

A.B.C., 1922, Sports, good mechanical condition and appearance, £95, or exchange. 307 Goldhawk Rd., Shepherd's Bush 601-587

A.C. cars. Cathness and Co., Ltd. If you require a good second-hand A.C. or desire your present car taken in part exchange for a new A.C. apply to us. Owing to the numerous inquiries we receive we are able to allow top prices in part exchange. We are also prepared to buy good second-hand A.C. cars for cash. Cathness and Co., Ltd., the leading A.C. agents and specialists, 65 Gt. Portland St., W. 1. Tel., Langham 2172. 601-766

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

A.C., 1914, 10hp, 4-cylinder, 2-seater, good mechanical condition, £40. Milne, Watson Rd., Wood Green. 601-6230

A.C. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to The Garage, 12 Cornwall Terrace, Mews, N.W. 1 (by Mme. Tussaud's). Extended payments and exchanges. 601-529

A.C., 1925, Empire model, all-weather, in fine order, £200. Batchelor, 13 St. James' Rd., Kingston. 601-6764

A.C., 1922, 2-seater and dickey, 1 and s., in good order, £190. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. Langham 2983. 601-773

A.C., 1915, 10hp, 2-3-seater, good tyres, year's tax, in splendid condition, 49 guineas, exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 601-792

A.C., 1920, 2-seater, in fine condition, £150 cash, or £37 10s. down and 12 payments of £9 16s. 11d., with option of a special rebate. Lamb's, Ltd., 387 Euston Rd., N.W.; opposite Ilce St. Station, Walthamstow; 50 High Rd., Wood Green. 601-256

A.C., sports, special experimental model, V screen, complete equipment, instruments, dynamo, etc., detachable hood, new tyres, excellent condition, 98 guineas for quick sale. Box No. 5851, c.o. "The Light Car and Cyclecar." 601-6328

A.C., 1922, special Sports model, 2-seater aluminium body, dynamo and starter, speedometer, revolution counter, clock, excellent condition and small mileage, £275. Maudes', Walsall Garage, Walsall. 601-855

A.C., 1923 Empire model, all-weather side screens, taxed for year, Marles steering, repainted, £235. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 601-366

A.C. The authorized A.C. agents. The actual 1921 show model Sports A.C., fitted with special 70 m.p.h. engine, in excellent condition, many extras, including 2 spare wheels, etc., taxed £225, or small deposit and balance over 18 monthly payments. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Telephone, Croydon 2450-1. 601-897

A.C. 1921 2-seater, starting and lighting, excellent condition, taxed for 1924, just overhauled and repainted, bargain, £160; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2250. 601-873

ALBERT 1923 4-seater, 4-speed and reverse, dynamo lighting and starter, all-weather equipment, speedometer, clock, 2 spare wheels, in perfect condition, £175. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W. 18. 601-517

ALBERT, 4-seater G2 model, 2 spare wheels, lighting, starter, taxed, fully equipped, nice order throughout, £180 or offer. Write, "Lunden," Harrow View, Harrow. 601-781

ALLDAYS MIDGET, new gears, worm and bevel, hood, 3 tyres, repainted and overhauled recently, cost £50, sell £25; a reliable little bus. 7 Alwyne Rd., N.1. 601-2517

ALVIS. New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. zzz-304

ALVIS, 1922-23, 10.5hp sports, dickey, dynamo lighting, self-starter, clock, speedometer, dash lamp, electric horn, aluminium plates, luggage grid, extra spare tyre, new hood, tax paid, bargain, £172 10s.; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 601-6639

ALVIS, 1921-2, semi-sports, dicker, starter, speedometer, clock, extra, 60 m.p.h. guaranteed, exceptionally good condition throughout, £160, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 601-792

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- AMILCAR**, 1922, dynamo lighting, spare wheel, excellent condition, 28 gns. Clark's, 7 Exhibition Rd., S.W.7. 601-275
- ARIEL**, 1923, 9hp, 4-seater Chummy, few months' old only, dynamo lighting, numerous extras, tax paid, £145. Ernest Grimalkin, 101, 87 Gt. Portland St., W. 1. Langham 2985. 601-772
- ARIEL**, new, soiled, 1924, de luxe Ariel 9, self-starter, 4 seater, painted blue, cost £201, all accessories, magnificent car, 155 guineas, guaranteed. 391 King St., Hammersmith. 601-6844
- AUSTINS**. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-299
- AUSTIN**. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to The Garage, 12, Cornwall Terrace Mews, N.W.1 (by Mme. Tussaud's). Extended payments and exchanges. 601-530
- AUSTIN 7**, 1923, in particularly good condition throughout, speedometer, tax paid for the year, shock absorbers, etc., subject to any trial, £120. Fredrics and Co., Ltd., 89 Gt. Portland St., W. 1. 601-761
- AUSTIN**, 7hp, sports model, in stock, mileage from the works registered, £170. Box No. 5841, c/o "The Light Car and Cyclecar." 601-e414
- AUSTIN 7**, 1923, Chummy, £125. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 601-x320
- AUSTIN 7**, 1924, electric starter, just delivered, mileage 200, tax paid, £155. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 601-838
- AUTOGRAF**, 1924, 10hp, 2-seater, all-weather, double dickey, fully equipped, shop-soiled, £220, including tax to December. Cheltenham Motor Garage, Winchcombe St., Cheltenham. 601-x953
- A.V. monocars** from £25; 2-seaters from £35. Open Saturdays until 5 o'clock. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 602-a585
- A.V.**, 6hp, 1920, overhauled and repainted as new, £25, taxed, insured, 1 Belgrave Rd., Wanstead. Phone 407. 601-e828
- A.V. monocar**, first-class condition, very little used, J.A.P. engine, as new, £35 or near offer. B. 91, Caversham Ave., Palmers Green, N. 601-371
- A.V. monocars**, from £25; 2-seaters from £35 to £70. We specialize in buying, selling, and exchanging and supply on deferred terms. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 601-372
- BAYLISS-THOMAS**, 4-seater, 1923, starter, curtains, accept £185, insured, full licence paid. 61 Westborough, Scarborough. 601-e833
- BEBE PEUGEOT**, 4-cylinder, w.-c., 2 speeds, reverse, hood, windscreen, side curtains, spare rim, lamps, taxed, good condition, what offers? Lavender Cottage, Heath Rd., Hillingdon. 601-e860
- BELSIZE-BRADSHAW**, Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966), London agents. Several second-hand in stock, guaranteed, from £100; deferred payments and part exchanges. zzz-165
- BELSIZE-BRADSHAW**, 2-seater, late 1922, dynamo lighting, spare wheel and other accessories, carefully used, mileage under 5,000 and in exceptionally good condition, hood and paintwork like new, fully taxed, £100. Moore, 62 Avenue Rd., Highgate, N.6. Clerkenwell 6788. 601-e30
- BELSIZE-BRADSHAW**, 1922, 2-seater, tax paid for the year, excellent mechanical condition, 90 guineas. Hans Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3301. 601-919
- BLERIOT-WHIPPET**. Astounding offer. 79 guineas. Brand-new 1923 (not shop soiled) Bleriot-Whippet 2-seater, with full makers' guarantee, electric lighting, spare wheel with tyre, hood, screen, magneto ignition, mechanical hand starter, pump, jack, tools, belt drive and mechanical horn; any car or motorcycle taken in exchange; easy payments. Write, phone or call. Short and Glass, Ltd., 362, 487, 489, 491 and 493 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2362 and 2363. zzz-750
- BLERIOT-WHIPPET**, £38; exchanges, deferred payments; 1921 Bleriot-Whippet, 2-seater, hood, screen, lamps, 5 detachables, nice condition. Seabridge, 35 Manser Rd., East Dulwich. Sydenham 2452. 601-813
- BLERIOT-WHIPPET**, 1923, 2-seater, splendid condition, tax paid, £53. Dobbing, Bishopston, Ferryhill, Co. Durham. 601-e873
- BLERIOT-WHIPPET**, late 1920, 2-seater, 9hp, hand starter, electric and gas lamps, luggage grid, etc., spare wheel, £28, cash, deferred, or exchanges. Teddington Garage, 160 High St., Teddington. Kingston 2562. 601-x325
- BLERIOT-WHIPPET**, 1923, 9hp, brand new, 2-seater, electric lighting, fully equipped, makers' guarantee, 79 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-848
- BLERIOT-WHIPPET**, 1923, 9hp, 2-seater, spare wheel, hood, electric lighting, run 1,200 miles, as new, bargain, £55. D. 3 Priory Gardens, Shepherd's Hill, Highgate. 601-g323
- BRITON** 1920 4-seater, dynamo and starter, £95; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 601-897
- B.S.A.** 10hp de luxe model, August 1922, every refinement, perfect order, £150, by appointment. Rogers, 137 Clements Rd., East Ham, E. 6. 601-e838
- BUCKINGHAM**, 1923, 10hp, 2-seater, dickey, pastel blue, dynamo lighting, splendid condition, £90. The Oak, Feltwell, Norfolk. 601-a772
- BUCKINGHAM**, 1922, practically new condition, guaranteed, £60. 28 St James St., Brighton. 601-864
- BUCKINGHAM**, 1923, 10hp, 2-seater, dickey, dynamo lighting, all-weather equipment, year's licence, 100 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-849
- BUGATTI**, 1921, 4-seater model, first registered 1923, dynamo lighting, starting, small mileage, £195; 1921 Brescia model, dual ignition, Bosch lighting and starting, fully equipped, £285. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 601-835
- CALCOTT**, 1922, 10.5, 2-seater, dynamo lighting, repainted, £135. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 601-325
- CALCOTT**, £95, 1919, 10hp, 2-seater, dickey, dynamo lighting, year's tax, etc., beautiful condition. Vivian, 33 Spenser St., Victoria St., S.W. 1. Vic. 8677. 601-778

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- CALCOTT**, 10.5hp, 1919, 2-seater, dickey, dynamo lighting, 6 detachable wheels, smart appearance; offers. Alderton, Reigate, Surrey. Phone 154. 601-909
- CALCOTT**, 2-seater, sacrifice, 68 guineas; appointment. Owner, 7 Park Pl., St. James's, Regent 2670. 601-g511
- CALTHORPE**. Moores Presto, Croydon agents Calthorpe cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-754
- CALTHORPE**, A. P. Rey. 1920, 4-seater sports, starter, tax paid for the year, £115; extended terms. 378-384 Euston Rd. Museum 7600. 601-e283
- CALTHORPE** racing single-seater, wire wheels, 80 m.p.h., £150.
- CALTHORPE**, 1920, 4-seater, dynamo lighting, £125; cash, deferred, exchanges. Ralston Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 601-342
- CALTHORPE** car, 2-seater, 5 lamps, 5 detachable wheels, any trial or examination, bargain, £36 15s. Wilkins, Simpson, opposite Olympia, London. 601-e644
- CALTHORPE**, 1921, 2-seater, starting, lighting, licensed, repainted, £110. Tamplin Motors, Malden Rd., Cheam. Sutton 21. 601-e760
- CALTHORPE** 1920 sports 2-seater, dynamo lighting, electric horn, licensed, hood, screen, speedometer, clock, 5 wheels, aluminium bonnet, upholstered plush cord, £17 overhaul, exchange combination, 3-wheeler, sell £95. 89 East Hill, Wandsworth. 601-e834
- CALTHORPE**, late 1921, 10hp, super-sports 2-seater, dynamo lighting, speedometer, clock, dash lamps, polished aluminium body, very fast, has been kept well and is in beautiful condition throughout, £110. Willetts, Lausfeld, Ettingshall, Wolverhampton. Phone, 61 Sedgley. 601-353
- CALTHORPE**, late 1923, 2-seater, run under 5,000 miles, appearance and condition new, tax paid, 185 guineas. Hans Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3301. 601-921
- CALTHORPE**, 1922, 10hp, 4-seater, electric self-starter and lighting, very good condition, £135. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 601-365
- CALTHORPE**, 1921, 10hp, 4-seater, lighting, starting, clock, repainted, year's licence, splendid order, 115 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-859
- CALTHORPE** 1922 de luxe 4-seater, self-starter, all extras, fully taxed, £140; deferred terms and exchanges. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 601-380
- CARDEN** official repair depot. All spare for Carden cars stocked; complete overhauls undertaken. Send for list of improvements. Arnott and Harrison, Ltd., manufacturers of New Carden light cars, 22 Hythe Rd., Willesden, N.W. 10. Phone, Willesden 2297. zzz-257
- CARDEN**, streamline, single-seater, unused, requires finishing, paint, etc., £24, bargain. Wood, 79 Fernhead Rd., Westbourne Park, W.9. 601-e858
- CARDEN**, 1924, Family model, used for demonstration purposes only, bargain, £95. Southern Garage, East Grinstead, Sussex. Phone 222. 601-e790
- CARDEN**, 1921, 2-seater, year's tax, new tyres, speedometer, fully equipped, £25. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 601-825
- CARDEN** 1921 2-seaters, side-by-side seating, fully equipped, £22 to £35. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 601-373
- CITROENS**. Try Henly's. You cannot beat their terms! 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-298
- CITROEN**, £125, 1921, 4-seater, taxed year, English mudguards, smart, perfect order, near offer; exchange combination and cash, 181 Newton Rd., Burton-on-Trent. 601-e868
- CITROEN**. W. H. Jones and Co. The Citroen car specialists and authorized agents offer: £155. 11.4hp Citroen, 1922, 4-seater French de luxe body, speedometer, clock, perfect. £175. 11.4hp Citroen, 1923, 4-seater French de luxe body, tax paid. £236. 11.4hp Citroen, 1923, English 4-seater body, tax paid, mileage under 5,000. £265. 11.4hp Citroen, 1923 English coupe, 2-seater and dickey, tax paid, painted blue, perfect. Exchanges and special deferred terms arranged. W. H. Jones and Co., 101 Gt. Portland St., W. 1. 7197 Mayfair. 601-917
- CITROEN**, 1921, 4-seater, many extras, rear screen, fine condition, £120. Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 601-394
- CITROEN** 1921 4-seater, £125; 1920 4-seater, £85; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 601-889
- CITROEN**, 1923, 7.5hp, dynamo lighting, self-starter, in excellent condition, £115, or small deposit and the balance over 18 monthly instalments. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Telephone, Croydon 2450-1. 601-895
- CITROEN** 1920 4-seater, dynamo lighting and self-starter, right-hand drive. This car has only been in use 18 months, and is in exceptionally good condition throughout, mileage 10,000, guaranteed sound, £100. The Gables, Sylvan Hill, Crystal Palace. Phone, Sydenham 225. 601-x961
- CLULEY** 1924 2-seater, demonstration car, licensed, little used, £230. Below.
- CLULEY** 1924 4-seater, taxed year, many extras, only done 1,000 miles, owner going abroad. £230. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 601-322
- COVENTRY-PREMIER**, late 1922, 4-wheeler, splendid condition throughout, small mileage, new tyres, improved gearing, numerous additions, best offer over £75 accepted. Vicar, Eccleshill Vicarage, Bradford. 601-e850
- COVENTRY-PREMIER**, 4-wheeler, late 1922, under 6,000 miles, self-starter, perfect mechanical condition, new tyres, £125, cost £250, taxed, insured. Knight, Outfitter, Soham. 601-e825

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

COVENTRY-PREMIER (Singer), 1923, engine 434, chassis 428. 2-seater, remodelled, side curtains, etc., ready to take four anywhere in comfort, any reasonable trial, £135. 10 Manor Parade, Sutton, Surrey. 601-8837

COVENTRY-PREMIER. F.O.M. offer 1922 Coventry-Premier, 4-wheeler, dynamo, dicky, excellent condition, bargain, £87 10s. 5 Heath St., Hampstead (near Tube). 601-301

COVENTRY-PREMIER, 1921, 3-wheeler and dicky, dynamo lighting, £85; cash, deferred, exchanges. Raiton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 601-346

COVENTRY-PREMIER, late 1922, 8hp, double dicky, dynamo lighting, self-starter, speedometer, mats, Easting side screens, mileage under 5,000, taxed till December, condition like new, bargain, £95, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 601-6640

COVENTRY-PREMIER, 1922, dynamo lighting, 2-seater and dicker, very fine order, £85. Batchelor, St. James Rd., Kingston. 601-6766

COVENTRY-PREMIER, 1922, 2-seater, double dicky, dynamo, speedometer, side screens, year's tax, 5 new tyres, £80. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 601-824

COVENTRY-PREMIER 1922 4-wheeler, dynamo lighting, spare wheel, etc., only wants seeing, £75. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 601-375

CROUCH, 10hp, 1923, Economic 2-seater, dicky, light blue, black wings, dynamo lighting, self-starter, speedometer, dash lamp, all-weather coupe, petrol can and carrier, car in practically new condition, fully equipped, £175. See below.

CROUCH, 8hp, 1921, 10hp, 1922, 2-seater, grey, black wings, acetylene lighting, 5 lamps, speedometer, tyres good, excellent condition throughout, fully equipped, £65. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 601-297

CROUCH, 1923, 8-18hp, royal blue, Lucas dynamo lighting, side curtains and hood to form a coupe, dashlamp, speedometer, aluminium plates, very little used, tax paid, as new, £120, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 601-6636

CROUCH 10hp 1922 2-seater, double dicker, all-weather curtains, Lucas dynamo lighting, 2 spare wheels, speedometer, the whole car in excellent condition, £110. Colmore Depot, 49 John Bright St., Birmingham. 601-901

CROUCH, 2-3-seater, double doors, Lucas dynamo, Sankeys, good tyres and spare lamps, overhauled, 45 m.p.g., £60, no offers. 7 Alwyne Rd., Canonbury. 601-316

CROUCH 1921 2-seater, excellent order, electric light, impulse starter, £75. Hirst's Garage, Golders Green, N.W.11. Hendon 1422. 601-9665

DEEMSTER 10hp all-weather coupe, dark blue, leather upholstery, Triplex glass etc., in excellent condition, not done 13,000 miles, 50 m. to gallon, 4-40 m.p.h. on top, cost £700 price £160 for quick sale, owner taking delivery larger car in a few days; inspection and trial by appointment. Box No. 5839, c/o "The Light Car and Cyclecar." 601-6784

DEEMSTER, 1924 model, 10hp, 2-seater, sunk dicky, lighting, starting, speedometer, year's licence, splendid order, 155 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-850

DEEMSTER 1920 2-seater, dynamo and starter, excellent condition, £85; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 601-892

DE MARGAY, 1921, 2-seater, 8.9 Anzani, detachable wheels, dynamo lighting, overhauled and repainted, £45. Culliford, 21 Oppidans Rd., Chalk Farm, N.W.3. 601-826

ERIC-CAMPBELL, 1920, 10hp, 2-seater, dynamo, sports, £100. Bartlett's, 95 Gt. Portland St. 601-337

ERIC-CAMPBELL, 1922, 10hp, 2-seater, polished aluminium body, very nice condition, £125. Newham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 601-367

E.S.A., 1924, 10hp, 2-seater and dicky, English bodywork, 4-cylinder, w.c., o.h.v., dynamo lighting, new tyres, 3-speed and reverse, Bosch, Zenith cantilever springs, £165, or exchange or terms. Milne, Watson Rd., Wood Green. 603-6768

FIAT, 1921, 10-15, 2-seater, repainted, in excellent mechanical condition, £225. The Hans Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3301. 601-920

FRAZER-NASH speed model, 2-cylinder, 4 speeds, exceptional condition, winner of many premier awards; what offers or exchanges? Headingly Motor Co., Ltd., 8 Otley Rd., Leeds. 602-349

FRAZER-NASH, 1924, 11.9 Anzani sports engine, enclosed transmission, very chic 3-seater body, list price £450, will accept £325; would take Austin 7 or A.B.C. part. Headingly Motor Co., Ltd., 8 Otley Rd., Leeds. 602-348

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-546

G.N., 1921, good mechanical condition, fast, dynamo lighting, speedometer, spare wheel, good tyres (2 new), £50; drive 50 miles prospective purchaser. Nutt, 24 Eglinton Crescent, Edinburgh. 601-3505

G.N. Black and Finch, 222 Gt. Portland St., W.1, sole concessionaires, have Frazer-Nash G.N. boat-shaped body, guaranteed 60 m.p.h., £160; 1922 Legero, very fast, £80; 1924 Anzani, 4-cylinder, guaranteed 75 m.p.h., £250; Vitesse, overhead camshaft model, aluminium body, dynamo lighting, etc., speed 70 m.p.h., £175; 1921 touring, £55. Phone, Museum 2271. 601-836

G.N., 1921, 2-seater, dynamo lighting, detachable wire wheels, spare tyres as new, all accessories, full equipment, upholstery, hood, and paintwork perfect, in first-class condition throughout, very smart, fast and reliable, open to any examination willingly, £68. Ben Motors, 165 Lower Richmond Rd., Mortlake, S.W.14. Richmond 2258. 601-815

G.N., 1923 de luxe, in excellent condition, done under 3,000 miles, 5 wheels, electric lighting, speedometer, capacious dicker, set tools, etc., for quick sale, 90 guineas. I. Campbell-Gray, 7 Collingham Gardens, S.W. 601-6777

G.N., 1921 dynamo lighting, spare wheel, speedometer, taxed, excellent order, £52 10s. Clark's, 7 Exhibition Rd., S.W.7. 601-274

G.N., 1921, 1922, cylinders, aluminium pistons, chassis just completely overhauled, dynamo lighting, speedometer, clock, voltmeter, dashlamp, special body, coach painted red, air cushion, aluminium discs, shock absorbers, £70. 47 Church Rd., Richmond. 601-843

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

G.N., 1922, aluminium body, dicky, taxed, £78 10s. 484 West Green Rd., N.15. 601-8831

G.N., 1920, improved body, dynamo lighting, speedometer, spare wheel, etc., tax paid, very good condition, £50. 37 Playfield Crescent, Dulwich, S.E.22. 601-6797

G.N., 1921, dynamo, spare wheel, mechanical oiling, new hood, scuttle, ventilator, as new mechanically and in appearance, £65, or exchange motorcycle and cash. 81 Upper Richmond Rd., East Putney. 601-6750

G.N., 1920, 2-seater, dynamo lighting, speedometer, nice appearance, and mechanically perfect, £50. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 601-314

G.N., 1921, perfect condition mechanically, electric light, many expensive extras, £45. Griffin, Bridge Garage, Hinton Rd., Loughborough Junction, S.E.24. 601-330

G.N., 1922, 8hp, 2-seater, Legero aluminium body, dynamo lighting, spare wheel, etc., splendid condition, 79 guineas. Below.

G.N., 1922, 8hp, 2-seater, dynamo lighting, speedometer, spare wheel, dicker seat, splendid condition, 79 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-856

G.N., late 1921 de luxe model, 2-seater and dicky, side screens, speedometer, dynamo lighting, spare wheel, tax till end of year, £58, or exchange combination or Morgan. 7a Northwick Terrace, Maida Vale. 601-3505

G.N., 1920 or 1921, 2-seater, dynamo lighting, 5 detachable wheels, clock, speedometer, tools, etc., just repainted, new hood fitted, very smart, excellent condition throughout, year's tax paid, £50. 83 Penhurst Rd., Thornton Heath. Phone 1572. 601-8960

G.N., 1922-23, tax paid, 2-seater and dicker, dynamo lighting, any trial, 68 guineas. 31 Hydelthorpe Rd., Ballham. 601-383

G.N.s and other small cars always in stock; write, call, or phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 601-374

G.W.K., 1922, 10hp, 2-seater, grey, black wings, dicky seat, dynamo lighting, speedometer, mirror, all-weather side curtains, good tyres, fully equipped, excellent condition throughout, £110. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. Phone, Langham 2230. 601-296

G.W.K., £85, exchanges, deferred payments, 1920-21, 4-seater, dynamo, 5 detachables, taxed, insured, fast, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 601-811

G.W.K., de luxe 2-seater, 8-10hp, water-cooled, hood, screen, lamps, any trial, going cheap, offers; exchange motorcycle; instalments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 601-800

G.W.K., 1921, 4-seater, excellent condition, just overhauled, dynamo lighting, £100 or near offer. Newman, Radley College, Abingdon. 601-854

G.W.K., 2-cylinder, 2-seater, pre-war Brooklands model, just overhauled and repainted by makers, dynamo lighting, £85. Below.

G.W.K., 1919, 2-cylinder, 2-seater, all-weather fittings, perfect condition, £80. Below.

G.W.K., 1915, 2-cylinder, 2-seater, in good mechanical order, £45. Royal Berks Motor Co., 29a King's Rd., Reading. 601-871

G.W.K., 1921, 4-seater, perfect condition and appearance, dynamo, license, £85. 45 Green Lane, Penge. Telephone, Sydenham 604. 602-735

G.W.K., 9.2, 2-seater, good appearance, first-class mechanical condition, new pistons, new tyres, £40. Bland, 77 London Rd., Gloucester. 601-6767

G.W.K. 1923, 2-seater, dynamo and starter, splendid condition throughout, registered, bargain, £120. J. Wright and Co., Saffron Walden. Tel. 16. 601-266

G.W.K., 1921, 4-seater, cream, dynamo, speedometer, rear screen, nearly new hood, engine just thoroughly overhauled, extras, 2 new tyres, exceptional hill-climber, owner-driven, getting motorcycle, deliver anywhere genuine buyer, £85. Clappen, Seacroft, Leysdown, Kent. 601-824

G.W.K. 1920 2-seater, dicky, dynamo lighting, excellent condition, £75. Maude's, Walsall Garage, Walsall. 601-829

G.W.K., 1922, 4-seater, dynamo and starter, fully licensed, excellent condition, £125; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 601-878

GWYNNE 8, 1923, chummy, complete, tax paid, £155. Latrelle, 88 Woodlands Rd., Ilford. 601-819

GWYNNE 8, 1924 chummy model, £195; buying 4-seater. Alderton, Reigate, Surrey. Phone 154. 601-910

HANDS, £125, 1922, 10hp, 2-seater and dicky, lighting and starting, absolutely as new, consider exchange. Ewers, Newton Rd., Burton-on-Trent. 601-867

HANDS, 1922, 10hp, 2-seater with dicky, £110 cash, or £27 10s. down and 12 payments of £7 4s. 5d., with option of a special rebate. Lamb's, Ltd., 387 Euston Rd., N.W.; opposite Roe St. Station, Walthamstow; 50 High Rd., Wood Green. 601-262

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 650-2293

HILLMAN speed model, 1922, little used, any examination, guaranteed perfect, very fast, aluminium body, copper exhaust, Hartfords fitted, private owner, bargain, £220; exchange entertained. Clews, 51 Gt. Hampden St., Birmingham. 602-3509

HORSTMAN, £125; exchanges, deferred payments; 1920-21, 11hp, 4-seater, separate front seats, dynamo, starter, 5 detachables, rear screen, luggage grid, speedometer, taxed, nice condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 601-809

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

HORSTMAN, 1922, 4-seater, excellent order throughout, £165. Headingley Motor Co., Ltd., 8 Otley Rd., Leeds. 602-351

HUMBER 8. Spare parts, service, repairs, and second-hand sales depot, Humber, Ltd., Canterbury Rd., Kilburn, N.W.6. 'Phone Maida Vale 2001. zzz-254

HUMBERETTE, 1914, £35, electric lights, tax paid December, good condition, any trial; deferred payments. Herbert Robinson, Ltd., Cambridge. 601-803

HUMBERETTE, late '14, w.-c., full equipment, good running order, £35. Miss Black, Torre Abbey Cottage, Torquay. 601-417

HUMBERETTE 1915 3-seater, good order, all tyres good (2 new oversize), lamps, hood, Singer blue, privately owned, death cause of sale, £28; seen any time by appointment. 'Phone, Tottenham 178. Corle, 15 Ethorley Rd., N. 15. 601-g512

JOWETT, 1923 (June), 4-seater, taxed, insured, electric, shock absorbers, spare wheel, speedometer, hood screens, etc., new condition, private owner, mileage 7,000, bargain, £140, or reasonable offer; West of England. Box No. 5775, c/o "The Light Car and Cyclecar." 601-e51

JOWETT, 1923, as new, 2-seater, dicker, year's tax, small mileage, £140, or exchange new 2-seater Cowley and cash; private owner, Williams, 14 Summerland Rd., Minehead, Somerset. 601-e865

JOWETT, 1924, 7hp, 2-seater and dicker, immediate delivery; exchanges; easy payments. Batchelor, St. James' Rd., Kingston-on-Thames 'Phone 2966. 601-c765

JOWETT, 2-seater, with double dicker and self-starter, £180; we can deliver this wonderful car from stock. J. Proudman and Son, 156 Park St., Grimsby. 602-e845

JOWETT, 1921, model de luxe, perfect condition, 2-seater, double dicker, electric horn, mirror, licence holder, mileage 7,000, reason selling bought larger car. Frith, High St., Aylesbury. 601-e776

JOWETT 1924 2-seater, starter, perfect and practically brand new, guaranteed, £150. Welford's, 28 St. James' St., Brighton. 601-865

JOWETT late 1923 4-seater, self-starter, oversize tyres, hardly soiled, practically a new car, taxed to December, £175. Wynfrith, 50 Harold Rd., Norwood, S.E. 19. 601-g322

KINGSBURY JUNIOR, 1921, 2-seater, sunk dicker, 3-speed and reverse (central change), dynamo lighting, detachable disc wheels, spare, tyres very good, all accessories, taxed, upholstery, hood and paintwork perfect, in first-class condition throughout, open to any examination, £58. Ben Motors, 165 Lower Richmond Rd., Mortlake, S.W. 14. Richmond 2258. 601-816

LAGONDA, 1920, 4-seater, perfect condition and appearance, £85, licensed, 43 Green Lane, Penge. Telephone, Sydenham 604. 602-756

LAGONDA, 2-seater, all-weather model, K.K., painted dark blue, black hood, fully equipped, in good condition, small mileage, owner purchasing coupe model, price £210. Lagonda, Ltd., 195 Hammersmith Rd., W.6. 601-280

LAGONDA, 12hp, 1924, 4-seater, dynamo lighting, self-starter, speedometer, clock, all-weather, spare petrol can and carrier, back screen, in practically new condition, done under 4,000 miles, £275, or will exchange for late model Rover 8 or Austin 7 and cash. Advertiser, Royston, Chalfont Common, Chalfont St. Peter, Bucks. 601-332

LAGONDA, 1924, 2-seater demonstration car, little used, bargain, £260. Below.

LAGONDA, 1921, coupe, lighting, starter, excellent condition, £155. Smith and Hunter, 90 Gt. Portland St. 'Phone, Museum 8166. 601-325

LAGONDA, 10hp coupe in perfect mechanical condition, and exceptionally smart appearance, all tyres almost new, £58. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 601-516

LAGONDA, 1922, 4-seater, rear screen, fine condition throughout, tax paid, £175. Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 5129. 601-395

LAGONDA, 1923, K.K. model, 2-seater, £165; 1921 2-seated coupe, £120; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 601-891

LAGONDA 1922 2-seater, dicker, starter, etc., perfect car, £135. 28 St. James' St., Brighton. 601-865

LEA-FRANCIS, 1924, 10hp chummy model, specially finished blue and antique grey leather, latest all-weather fittings, unused and fully guaranteed, list price £250, accept £225. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. 601-806

MARSEAL 1923 10hp 2-seater, Sports model, hood, screen, speedometer, £115. Maudes', 100 Gt. Portland St., London. Telephone, Museum 7676. 601-832

MATHIS, 1918, 2-seater and dicker, in splendid condition, dynamo, detachables, full tax, £68. Maynard, Woolhampton, Reading. 601-827

MERCURY, 1920 model, 2-seater, dicker, spare wheel, speedometer, dynamo lighting, electric horn, like new, taxed 1924, £120; would accept piano or motorcycle part. 77 Craven Park Rd., Harlesden. 'Phone, Harrow 195. 601-782

MORGAN specialists. James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-337

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, 245 Lower Clapton Rd., E. 5. Dalston 2408. zzz-84

MORGANS, new and second-hand, from £55; exchange, deferred. Cleve-laud Garage, Ackworth, Yorks. 608-b128

MORGAN, late 1921, de luxe model, 10hp, thoroughly overhauled, repainted, in splendid running order, owner buying car. City Garage, Havant St., Portsmouth. 601-4986

MORGAN, late 1921, de luxe, 10hp, air-cooled, magneto, acetylene lighting, disc wheels, Watford speedometer, watch, mirror, Klaxon horn, petrol can and carrier, tools, spare chain, etc., tyres and condition excellent, bargain, £66. Wilkins, Simpson, opposite Olympia, London. 601-c641

MORGAN, 1920, M.A.G., 10hp, water-cooled, de luxe, £69. Bartlett's, 93 Gt. Portland St. 601-333

MORGAN, 1923 (August), de luxe, 8hp J.A.P. w.-c., small mileage, taxed, new condition, any test; evenings. Challan, 64 Walnut Lane, Willesden Green. 601-e846

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

MORGAN, G.P., M.A.G., taxed year, special body, overhauled, repainted, speedometer, electric and gas, £65. 300 South Lambeth Rd., S.W. 8. 601-g292

MORGAN, wearing parts recently renewed, rebushed, thoroughly good order, Braddons, bills shown, bought car, £50, offers. 129 Chatham St., Reading. 601-g293

MORGAN, Grand Prix, 1923, o.h.v. Anzani, w.-c., dynamo lighting, Binks carburettor, hand control, foot accelerator, speedometer, clock, electric horn, bulb, discs, hood, tax paid, colour crimson, £115 or near. 20 Manchuria Rd., Clapham Common, West Side. 601-g297

MORGAN, 1922, Grand Prix, 8hp w.-c. J.A.P., dynamo lighting, speedometer, disc wheels, tax paid, guaranteed perfect, £100. Homac's, Morgan Service Depot, 245 Lower Clapton Rd., N.E. 'Phone, Dalston 2408. 601-793

MORGAN, Grand Prix, 1921, M.A.G. w.-c. Royal blue, new hood, taxed, £80 or near. 66 St. Kilda Rd., West Ealing. 601-g501

MORGAN, 1921, family, 10hp, M.A.G. w.-c., new tyres, Rapson on back, disc wheels aluminium dash speedometer acetylene lighting, taxed, excellent condition, £85. "Crossblue," First Avenue, Gillingham, Kent. 601-e782

MORGAN, J.A.P., late model, engine as new, beautiful appearance, tax paid, drive away, bargain, 58 guineas. "Oakhurst," Hainault Rd., Chigwell, London. 601-412

MORGAN, family, 1923, air-cooled, 8hp, spares and accessories, £95. Aldridge, 17 James Ave., Cricklewood, N.W.2. 603-e829

MORGAN, de luxe, 1919-20 8hp J.A.P., excellent condition, dynamo lighting, speedometer, clock, new tyres, £70 or near offer. 65 Malvern Rd., Dalston, London, E.8. 601-6796

MORGAN de luxe, 1922, 10hp M.A.G., w.-c., dynamo lighting, running boards, 2 Ortho side screens, Dunlop cord tyres, Jeff tube in back, hood cover, inside ratchet brake, disc wheels, petrol can and carrier, all tools and jack, good as new, little running, 96 guineas. Johnson, 33 Haythorn Ave., Newport, Mon. 601-e817

MORGAN, 1922, Family, dynamo, M.A.G. water-cooled, speedometer, repainted, taxed for year, excellent order, £110. Below.

MORGAN, Grand Prix, J.A.P. engine, lighting set, good order and taxed till June, £65. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. 3. 'Phone, Avenue 5548. 601-845

MORGAN, 1922, 8hp, Family model, M.A.G. engine, finished mauve, all lamps and horn, £105. Maudes', 100 Gt. Portland St., London. Telephone, Museum 7676. 601-851

MORGAN de luxe, 1923, water-cooled M.A.G., mileage under 2,000, just been revarnished, tax paid, £95, or small deposit and balance over 18 monthly payments. Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Telephone, Croydon 2450-1. 601-899

MORGAN, late 1920, Aero 10hp w.-c. M.A.G., special racing body, electric lighting, clock, thoroughly overhauled, any trial, £65. Lorkin, 273 High Holborn, London. 'Phone, Holborn 666. 601-385

MORGAN, air-cooled, de luxe, tax paid, several extras, in good order throughout, any trial, £63. 50 Park Parade, Wembley, Middlesex. 601-g514

MORRIS-OXFORD, 2-seater, tax paid, £47 10s.; after 9 Friday. 7 Talbot Rd., Highgate N.6. 601-e821

PALLADIUM, de luxe model, painted cream, many extras, tax paid, £250. 8 Otley Rd., Leeds. 602-352

PERRY, 1916, 2-seater, dynamo lighting, £75; cash, deferred, exchanges. Raiton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 601-345

PERRY, 1915, 2-seater and dicker, dynamo lighting, £85; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 601-893

RHODE, 9.5hp, 1922, occasional 4-seater, grey, black wings, dynamo lighting, speedometer, clock, dashlamp, Klaxon and ordinary horns, toolbox on running board, spare petrol can and carrier, step mat, practically new Dunlop cords, fully equipped, excellent condition, taxed for year, £135. Below.

RHODE, 9.5hp, 1923, all-weather saloon, maroon, black wings, dynamo lighting and self-starter, speedometer, clock, dash lamp, cigar tray, mirror, luggage carrier, hood envelope, extra-air, stepmats, mascot, 2 spare wheels, excellent condition throughout, taxed for year, £175. Mebes and Mebes (Established 1893), The Original Light Car Specialists, 144 Gt. Portland St., W.1. 'Phone, Langham 2230. 601-298

RHODE, 1923, chummy de luxe model, l. and s., clock, speedometer, taxed for year, £145. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W.1. Langham 2983. 601-774

RHODE TEN, fine condition, just fitted with new hood, tax paid for year, 125. 8 Otley Rd., Leeds. 602-350

RHODE 1922 4-seater Chummy, dynamo lighting, fully licensed, £115; exchange or hire-purchase. The Light Car Co., 351, 410 to 414 Euston Rd., London. 601-861

RHODE, 1923, 9.5hp, 4-seater, all-weather saloon, lighting, starting, fully equipped, licensed, 160 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-851

RICHARDSON light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. zzz-276

RICHARDSON 8, 2-seater, dicker, electric and acetylene lighting, hood cover, mirror, new tyres, just overhauled, splendid order, good appearance, licensed, £48. 79 Telford Avenue, Streatham. 601-e862

RILEYS. Guaranteed Rileys from £190. Write for list. 1922-3 models wanted in part exchange for 1924s. Lewes, Motor Works, Sussex. 601-932

Small car enthusiasts who have in view the purchase of a larger car should read "The Motor," the National Motor Journal, and consult the small advertisement columns.

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

RILEY, 1924, 4-seater all-weather, used for few demonstrations, as new, £350. Paulton's Garage, Wolverhampton. Phone 1555. zzz-324

RILEY, 1922, sports 2-seater, aluminium body, very fast, beautiful condition, £240. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8156. 601-324

ROGER, 1923, 2-seater and dickey, dynamo lighting, fitted with Coventry-Glimax engine, disc wheels, etc., perfect order, £85, or exchange Willets, Lanesfield Ettingshall, Wolverhampton. Phone, 61 Sedgley. 601-554

ROVER 8. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to The Garage, 12, Cornwall Terrace Mews, N.W.1 (by Mme Tussauds). Extended payments and exchanges. 601-531

ROVER, 1921, 8hp, sound condition, side shields, clock, etc., licensed, any trial, £90. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E. 1. zzz-647

ROVER, 1924, 8hp, 2-seater de luxe and dickey, £130. Bartlett, 93 Gt. Portland St. 601-356

ROVER 8, 1922 (late), full equipment, side curtains, splendid condition, taxed, 85 gns.; exchanges, terms. Allber Garage, Thornhill Rd., Earlsfield, S.W. Latchmore 4588. 601-791

ROVER EIGHT, 1922, 2-seater, de luxe model, dynamo lighting, clock, speedometer, leather upholstery, mechanically perfect, appearance as new, insured and taxed to end of year, £95. Martin, 10 Herbrand St., Russell Square, W.C. Tel., Museum 6594. 601-789

ROVER, 8hp, 1923, chummy 4-seater de luxe model, clock, speedometer, leather upholstery, paintwork unscratched, mechanically perfect, taxed and insured for year, £125. Cahoon, Westgate House, Bedford Place, W.C.1. 601-790

ROVER 8, 2-seater de luxe, 1924 model, mileage 567, indistinguishable from new, tax paid, £145; terms arranged if desired; would accept motorcycle part. 77 Craven Park Rd., Harlesden. Phone, Harrow 193. 601-781

ROVER, 8hp, 1923, chummy de luxe, self-starter, clock, speedometer, taxed and insured 1925, new condition, £155. 112 Stroud Green Rd., Finsbury Park, N.4. 601-848

ROVER, 8hp model de luxe, maroon, dickey, taxed year, clock, speedometer, etc., beautiful condition, £98. Braus, 14 Turlo Rd., Finsbury Park, N.4. 601-849

ROVER 8, 1921, speedometer, dash lamp, oversize Dunlops, £73. Spencer, Ilawthornden, Maidstone Rd., Rochester. 601-879

ROVER 8, 1923, chummy 4-seater, taxed year, like new, £120. Smith and Hunter, 30 Gt. Portland St. Phone, Museum 8156. 601-319

ROVER, 8hp, 1921, dynamo lighting, just returned from the coach-painters, appearance as new, mechanically perfect, £73. Below.

ROVER coupe, saloon model de luxe, 8hp, 1923, dynamo lighting, self-starter, speedometer, clock, automatic screen wiper, interior lighting, a very smart little car, and mechanically perfect, £130. Below. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 601-315

ROVER, 8hp, 1920, dynamo lighting, excellent mechanical condition, £62 10s. Hudson, Bylaugh, Dereham, Norfolk. 601-822

ROVER, 8hp, chummy, 1923, exceptional condition, unused during winter, guaranteed sound throughout, spares, extras, extended trial, £125 cash. Mason, 32 North St., Bishop's Stortford. 601-832

ROVER 8, 1921, royal blue, speedometer, Binks carburetter, rubber floor mat, electric horn, new accumulator, R.O. side windows and curtains, £65. Purvas, Garage, Brighton Rd., Horsham. 601-874

ROVER 8, late 1922 2-seater, as new, scarcely scratched, tax paid, clock, all accessories, real bargain, £110. Maile, 22 Comeragh Rd., West Kensington, W.14. 601-8771

ROVER 8, 1922, exceptionally good, many extra fittings, taxed December, £80. James, over Alexander's, 482 Harrow Rd., Paddington. 601-271

ROVER 8, 1924, chummy model, taxed and insured until end of year, many extras small mileage, £125. 2 Codrington Mews, Bleabem Crescent, Notting Hill, W.11. 601-415

ROVER coupe de luxe, dynamo lighting, starting, clock, speedometer, mascot, tyres new, double oiler, grand condition, fully insured, £130. Cope, 7 Wellington St., Woolwich. 601-856

ROVER 8, 1923, licensed, good condition, electric lighting, £100. Kellys, Engineers, Llandudno. 602-865

ROVER 8's. We usually have several to choose from. Raillon Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 601-344

ROVER 8, 1921, excellent condition, good tyres, speedometer, dynamo lighting, etc., recently overhauled, £70. 63 St. Thomas Rd., South Hackney 601-298

ROVER 8, 1922, taxed, insured, excellent condition, 76 guineas; after 6. Brown, 305 Squirros Lane, Fitchley. 601-875

ROVER 8, 1921, excellent condition, unused 12 months, paint good, tyres good. Pike, 102a Church St., Chelsea. Tele., 137 Ken. 601-872

ROVER, 8hp, 1921, 2-seater, excellent condition, £75; exchange or hire purchase. The Light Car Co., 331, 410 to 414 Euston Rd., London. 601-890

ROVER, 1923, 8hp chummy model, tax paid, practically unscratched and indistinguishable from new, £115, or small deposit and the balance over 18 monthly payments. Allen Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Telephone, Croydon 2450-1. 601-896

ROVER 8, 1921, mileage 7,000, repainted, taxed for year, excellent condition, £77 10s. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. 3. Phone, Avenue 6548. 601-846

ROVER, 1922, standard 2-seater, dynamo lighting, moderate mileage, £85. Below.

ROVER 1923 2-seater, Lucas dynamo and starter, small mileage, as new, £115. Maudes', 100 Gt. Portland St., London, W. 1. Telephone, Museum 7676 601-830

ROVER 8, 1922-23, taxed year, any trial, 83 guineas Hydethorpe Motors, 31 Hydethorpe Rd., Batham. 601-382

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

ROVER 8, 1920, first registered February 1921, insured till August 31, taxed, in very nice condition, spare wheel, dynamo, side screens, all good tyres, all accessories, £64, trial. 14 Ritherdon Rd., Batham, S.W. Phone, Streatham 2765. 601-324

ROVER 8, 1921, any trial or examination, 62 guineas. Hydethorpe Motors, Hydethorpe Rd., Batham. 601-384

ROVER, 1924, 8hp, 4-seater, new, never been used, £140. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth, Putney 2728 601-381

SALMON, 1924, 2-seater, actual car on view at last Olympia Show, self-starter, dynamo, excellent tyres, taxed, used for demonstration purposes, £150. K.J. Motors, Bromley. 602-229

SALMON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmon cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W. 1. Phone, Mayfair 2966. zzz-283

SALMON, 1923, special sports, 2-seater, dynamo lighting, starter, V screen, enclosed hood, taxed till December, many extras, very fast, nice order throughout, £125 cash; exchanges, deferred payments. W. T. Dnuu, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 601-787

SALMON, 1922, o.h.v., de luxe 2-seater, double dickey, leather upholstery, side curtains, C.A.V. dynamo lighting, speedometer, spotlight, 5 new tyres, fast, good acceleration, perfect throughout, £90. Ralph, 62 Bathurst Mews, W.2. 601-267

SALMON 1924 (new) Sports 2-seater, very fast, well tuned up, in use 3 weeks, owner going abroad, genuine bargain, including 12 months' guarantee, £175. Letters only, Waldoek, Ryestead, Manor Way, Guildford. 601-319

SALMON 1922 (late) 2-seater, dickey, all-weather curtains, dynamo, speedometer, 5 new tyres, licensed 1924, beautiful condition, £110; exchange Morgan. 284 South Lambeth Rd., S.W. 8 601-630

SCOTT-SOCIABLE, 1923, almost new condition, Bonniksen, spare wheel, dynamo, etc., year's tax, £115; deferred or exchange Kinsey's of Croydon, 550 Lower Addiscombe Rd. Phone, Addiscombe 1129. 601-680

SCOTT SOCIABLE, 1924 model, blue, splendid condition, Bonniksen, dash lamp, watch, tilting wheel, guaranteed, nearest £115. Gibbons, Broad St., Fly, Camos. 601-8770

SCOTT SOCIABLE, delivered September, 1923, ran 1,000 miles, tax paid for the year, fully equipped, £90 or best offer. Brown's, Haddon-side, Houghton-le-Spring. 601-877

SCOTT SOCIABLE, 1924, practically new, guaranteed condition, fully licensed, £110. 28 St. James's St., Brighton. 601-862

SINGER. Potential purchasers of this make of car, either new or second-hand are invited to send their requirements to The Garage, 12 Cornwall Terrace Mews, N.W. 1, by Madame Tussauds. Extended payments and exchanges. 601-532

SINGER, 1914, 10hp, 2-seater, dickey, dynamo lighting, mechanical horn, 5 detachable wheels and excellent tyres, recently overhauled throughout, perfect order, taxed, £50. K.J. Motors, Bromley. 602-141

SINGER, 1924 Popular model, 2-seater and dickey, only used by us for few trial runs, as new, special bargain, £179 15s. Wilkins, Simpson, opposite Olympia, London. 601-643

SINGER, 10hp, coupe body, smart little car, excellent running order, detachable wheels and spare, tyres good, fully insured, tax paid, June, privately owned, £60. May, 117 Norwood Rd., S.E., after 7.30, or phone Brixton 2573. 601-818

SINGER, 2-seater, 10hp, dynamo lighting, excellent running order, £45, or near offer. C., 17 Cramore Way, Muswell Hill. 601-876

SINGER, coupe, 1921, l. and s., drop head, taxed for year, £110. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. Langham 2985. 601-775

SINGER, 1921, 2-seater, dickey, starter, perfect condition and appearance, £90, licensed. 43 Green Lane, Fenge. Telephone, Sydenham 604. 602-757

SINGER, 1922 coupe, double dickey, many extras, tax paid, equal to new, £120; exchanges. James (over Alexander's), 482 Harrow Rd., Paddington. 601-270

SINGER, 1923, 10hp, all-weather body, engine overhauled, new tyres, tax paid, 110 guineas. Flick, Rose and Crown Hotel, Tonbridge. 603-857

SINGER, 1924, Popular model, 2-seater, self-starter, used only for a few trial runs, special price £179 15s. Eagles and Co., 275 High St., Acton. 601-797

SINGER, 10hp, 1921, 2-seater, starting and lighting, extra large dickey seat, speedometer, mileage 7,000, £88, taxed. Eagles and Co., 275 High St., Acton. 601-798

SINGER, genuine 1921, smart 2-seater, dynamo lighting, 10hp, hood, screen, spare wheel, speedometer, biggest bargain in London, 89 gns.; motorcycle part. Wandsworth Motor Exchange, Ebaer St., Wandsworth (Town Station). 601-801

SINGER, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 601-807

SINGER, 2-seater, Rotax dynamo lighting, 5 lamps, clock, spare wheel, taxed, £42. Anderson, 21 Croft Rd., Merton, S.W.19. 601-880

SINGER, 1916, 10hp, 2-seater, dynamo lighting, speedometer, side curtains, just overhauled, owner bought 4-seater, price 67 guineas. Giller, 12 Lansdown Avenue, Slough. Phone, Slough 240. 601-864

SINGER 10, 1917, 2-seater, dickey, dynamo lighting, detachable wheels, spare tyre, very good, all accessories, taxed, upholstery, hood and paint very good, mechanically perfect, exceptionally smart, reliable, open to any examination willingly, £58; always a good stock of Singers as above. Ben Motors, 165 Lower Richmond Rd., Mortlake, S.W.14. Riche '2258. 601-817

SINGER 1923 4-seater de luxe, all-weather, small mileage, as new, tax paid, £180. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 601-539

SINGER, 1921, 2-seater and dickey, starting and lighting, repainted, new hood, taxed, bargain, £85, exchanges, extended payments. Neave and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2250. 601-875

SINGER, 1924, 10hp, 4-seater de luxe, only used slightly for demonstration runs, £215. Newnham Motor Co., 245 Hammersmith Rd., W. 6. 601-368

"MOTOR REPAIR WORK." How to carry out your own repairs at home.
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SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SINGER, 1924, 10hp, Weymann saloon, lighting, starting, fully equipped, year's licence, new condition throughout, 235 guineas. Below.

SINGER, 1922, 10hp, 2-seater coupe, lighting, starting, year's licence, 120 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-852

STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-300

STANDARD. Moores Presto. Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

STANDARD. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to the Garage, 12 Cornwall Terrace Mews, N.W.1. By Madame Tussauds. Extended payments and exchanges. 601-333

STANDARD 9.5 1914 2-seater, completely equipped, in first-class running order, low price accepted. K. Lankester, 39 Eden St., Kingston. Phone 85. zzz-100

STANDARD. A. P. Rey, 9.5hp, 1920, long chassis, tax paid for year, starter, full equipment, £117 10s.; extended terms. 378-384 Euston Rd., Museum 7600. 601-284

STANDARD, 1919, 9.5, 2-seater, dickey, speedometer, all-weather equipment, dynamo, good tyres, taxed, perfect condition, 82 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 601-6791

STANDARD, 1924, 11.4, 4-seater, taxed, aluminium plates, 400 miles, £235. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 601-326

STANDARD, 1924, 11.4hp, 4-seater, all-weather, mileage 2,000, taxed to December, guaranteed as new, first cheque £205 secure. Wilson, Little Orchard, Langley, near Windsor. Phone 27. 601-879

STANDARD 1921 2-seater, dickey, full equipped, starting and lighting, £135. Black and Finch, 222 Gt. Portland St., W. 1. Phone, Museum 2271. 601-837

STANDARD 1923 11.4 2-seater, large dickey, small mileage, fully taxed, £185. Lionel H. Pugh, 9 South Moulton St., W. Mayfair 4453. 601-820

STANDARD, 53 guineas, exchanges, deferred payments, 1914, 2-seater, dickey, 5 detachable wheels, electric headlamps, speedometer, good appearance, runs well. Seabridge, Below.

STANDARD, £130, exchanges, deferred payments, 1920, long wheelbase, 2-seater, dickey, 9.5hp, all-weather hood, lighting, starter, 5 detachables, taxed, wonderful little engine, Eastbourne and back on top gear, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 601-810

STANDARD, 1923, 11hp, 2-seater with dickey, tax paid for 1924, £185. Newbam Motor Co., 245 Hammersmith Rd., London, W. 6. 601-369

STELLITE 1914 2-seater and dickey, 5 detachable wheels, lamps, etc., in first-class condition throughout, thoroughly overhauled by makers, taxed till December, £40, no offers. The Gables, Sylvan Hill, Crystal Palace, S.E. 19. 601-962

STELLITE, 1920, 2-seater, dickey, dynamo lighting, fully equipped, licensed, 90 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-853

STONELEIGH, 9hp, mileage 300, tax paid, £110. Sumner Bros., Barrack Square, Coventry. zzz-631

STONELEIGH, 3-seater, dynamo lighting, taxed for year, speedometer, original tyres, new in March, 1924, £105. Naylor and Kirk, 406 Garratt Lane, Earl'sfield, S.W. 18. Phone, Wimbledon 2041. 601-318

STONELEIGH, 1923, chassis No. 863, 3-seater, 8.9, 6,500 miles, fully equipped, excellent condition, recently decarbonized, fully insured, including for mechanical breakdown, until May, 1925, £95, no offers. Apply, Saturday after 3 p.m., or write, H., 20 Mornington Ave., Cranbrook Park, Ilford. 601-295

SURREY, May, 1921, chummy model, 3-seater, 11hp Coventry-Simplex engine, 5 speeds and reverse, dynamo lighting, speedometer, clock, electric horn, spare wheel, etc., usual equipment, year's tax, splendid condition throughout, any examination, £65, exchanges and deferred. Teddington Garage, 160 High St., Teddington. Kingston 2562. 601-326

SWIFTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-301

SWIFT. Moores Presto. Croydon agents Swift cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756

SWIFT, 1920, 10hp, 2-seater, dickey, Rotax lighting side screens, recently overhauled, superb condition, recommended with every confidence, year's tax, £110 or near offer. Kinsey and Co., 350 Lower Addiscombe Rd., Croydon. Phone, Addiscombe 1129. 601-679

SWIFT, 1920, 10hp, 2-seater, dynamo, etc., £95. Bartletts, 93 Gt. Portland St. 601-334

SWIFT, 1923, 10hp, chummy, as new, £165. Bartletts, 93 Gt. Portland St. 601-335

SWIFT, Cass's Motor Mart, Ltd. 1921, 2-3-seater, starter, dynamo, just overhauled and repainted, several new tyres, splendid condition, £155; also earlier model, £97 10s.; deferred terms, exchanges. 5 Warren St., W. 1. Museum 623. 601-777

SWIFT, 1923 de luxe 2-seater, lovely order, £160; exchanges or deferred. James, over Alexander's, 482 Harrow Rd., Paddington. 601-269

SWIFT, 7-9hp, 2-seater, fully equipped, in splendid condition, £60 or small deposit and balance over 12 monthly payments. Alca-Bonnett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Telephone, Croydon 2450-1. 601-898

SWIFT, £58, exchanges, deferred payments, one of famous staggered-seat models, 2-seater, 7-9hp, hood, screen, lamps. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 601-812

SWIFT, 10hp, 1917, coupe, drop head, dynamo lighting, detachable wheels, spare, tyres as new, all accessories, full equipment, leather upholstery, frameless windows, paintwork, etc., perfect, in first-class condition throughout, open to any examination willingly, £65. Ben Motors, 109 Lower Richmond Rd., Mortlake, S.W. 14. Richmond 2258. 601-814

SWIFT, 7-8hp, 2-seater, Stepney, good tyres, acetylene, dark blue, smart condition, tax paid, drive away, £55 or reasonable offer. Hutchinson, 40 Derby Rd., Stapleford, Notts. 601-876

TALBOTS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-302

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

TALBOT, 1923, 10-23, 4-seater, very nice condition, licensed, £250. Below.

TALBOT, 1923, 10-23, sporting 2-seater, splendid order throughout, £230. Below.

TALBOT 8, 1922, de luxe 2-seater, good condition throughout, £100. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 601-321

TALBOT, 1923, 10-23hp, 2-seater de luxe, full equipment, tax paid, repainted, perfect condition, £250. Thorp, 14 Upper St. Martin's Lane, W.C.2. Regent 1384. 601-783

TALBOT, 10-23hp, late 1923, self-starter, dynamo, 4-seater, in magnificent condition, tax paid year, all-weather side curtains, runs beautifully, cost £450, accept 225 guineas. Cornwall Motor Co., 7 Cornwall St., Livery St., Birmingham. 601-847

TALBOT coupe, 1923, 8-18hp, real leather head and upholstery, car in excellent condition, £225. G. L. Francis and Co., 110 Gt. Portland St., W. 1. Phone, Museum 6231. 601-281

TALBOT, 1924, 10-23, practically brand new, 2-seater, taxed December, listed £550, sacrifice £280. James, over Alexander's, 482 Harrow Rd., Paddington. 601-272

TALBOT 10-23hp 1923 4-seater, all-weather curtains, luggage grid, small mileage, as new, tax paid, £265. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 601-840

TAMPLIN 1921 2-seater, 8hp J.A.P., 3 speeds, £30 and £35. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 601-376

TAMPLIN, 1921, 2-seater, side-by-side, dynamo, clock, speedometer, discs, good condition, 34 gns; or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 601-6793

TAMPLIN, 1922, 8hp, 2-seater, 3-speed and reverse, dynamo, etc., splendid condition, 65 gns.; exchanges or deferred. Edwards, 225 Hammersmith Rd., W. 601-859

TAMPLIN, 1922, sporting 2-seater 8hp J.A.P., 3 speeds and reverse, kick-starter, electric lighting, side-by-side seating, exceptionally smart lot, any trial, £55. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 601-377

T.B. three-wheeler, 1921, w.c., 8hp J.A.P. engine, spare wheel, hood and side curtains, dickey seat, good condition, nearest £70. Hunt, 66 Theobald Rd., Cantos, Cardiff. 601-675

T.B., 3-wheeler, w.c., Blackburne, 3 speeds and reverse, spare wheel, acetylene lighting, £60. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 601-378

WILLIAMSON, 3-wheeler, 1916, Douglas 8hp water-cooled engine, nearly new, fine condition throughout, nearest £70. 505 High Rd., Tottenham, N.17. 601-6315

WOLSELEYS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-303

WOLSELEY, 1922, 10hp, 4-seater de luxe, starting, lighting, clock, speedometer, rigid a.-w. equipment, taxed 1924, 190 gns. Thorp, 14 Upper St. Martin's Lane, W.C.2. Regent 1384. 601-784

WOLSELEY, 1923, 10hp de luxe 2-seater, fullest equipment, many extras, painted lake, mileage approximately 4,000, £250, cost £350 October, has been maintained in perfect condition by Wolseley, Elmdonford, c/o Vickers, Ltd., Westminster. Telephone, Victoria 6900; Extension 28. 601-823

WOLSELEY, 1925, 7hp de luxe, self-starter, dynamo lighting, all-weather hood and side curtains, speedometer, electric horn, etc., not done 2,000 tax paid, only £139 15s., cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 601-642

WOLSELEY 10, 2-seater, dickey, new July, 1923, taxed to December, insured to September, many extras, buying 4-seater, £195. 102 Eltham Rd., Lee, S.E. 601-673

WOLSELEY, 160 guineas, late 1922 10hp, 2-seater de luxe model, tax paid 1924, lighting and starting, all-weather side curtains; also 1921 2-seater, tax paid, excellent order, a bargain, £135; extended payments and exchanges. White and Mears, 9a Brick St., Piccadilly. Grosvenor 1804. 601-370

WOLSELEY, 1922, 7hp, 2-seater, lighting, starting, side curtains, licensed, 135 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 601-864

WOLSELEY, 10hp, 1921, excellent 2-seater coupe, dynamo and starter, £175; exchange or hire purchase. The Light Car Co., 331, 410 to 414 Euston Rd., London. zzz-756

WOLSELEY, 1920, 10hp, 2-seater de luxe, dynamo, starter, dickey, just overhauled and repainted, £140. Stratton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 601-393

WOLSELEY, 1921, 10hp, de luxe model, dynamo lighting, fully licensed, £165; cash, deferred, exchanges. Railton, Colburn and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 601-343

WOLSELEY, 1923, 10hp de luxe, 4-seater, fitted with many extras, A.W. curtains, small mileage, indistinguishable from new, year's tax, £265. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 601-841

LE ZEBRA, 1921, de luxe, speedometer, electric horn, self-starter, new tyres, double dickey, licensed and insured till December, body crimson, in new condition, £85. 52 Crouch Hill, N. 601-841

SPARE PARTS FOR LIGHT CARS.

A.V. spares and repairs. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 606-954

DEEMSTER spare parts. We can supply any spare part for any model from stock. Elephant Motors, Ltd., Elephant House, 97-101 Newington Causeway, S.E.1. Telephone, Hop 3161-2. 602-771

G.N. spares. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. Phone, Headingley 480. Wire, "Trubie, Leeds." 613-562

G.W.K. twin spares. Radiator, magneto, axle, steering, conrod, etc., serviceable and very cheap. List sent. Barnes, 75 Wyndham St., Cardiff. 601-678

MORGAN spares. The Stevenage Motor Co., Ltd., Stevenage, Herts. can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write wire or phone your requirements. Prompt attention given. Phone, Stevenage 55. zzz-599

SPARE PARTS (continued).

MORGAN spare parts depot. Spares for all models from stock. List free. Elec. Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C. 3. 'Phone, Avenue 5548. 601-847

RICHARDSON spare parts in stock. Arthur Franks, 34 Lenton St., Sheffield (late manager). 613-c414

SINGER (genuine) 50s axle shafts, 28s., carriage paid. Discount to trade. Crow Bros., Guildford. 601-310

LONDON Morgan Service Depot. The only firm officially appointed as a service depot in London by the Morgan Motor Co. Every spare part in stock; overhauls a speciality. Homac's, 243 Lower Clapton Rd., N.E. 'Phone, Dalston 2408. 601-795

NEW LIGHT CARS AND CYCLECARS

A.B.C. Cambridge Service-Motor Co., Ltd., Cambridgeshire Agents and Spare Parts Stockists, Hobson St., Cambridge. 612-6570

A.B.C.s, 1924. A limited number left of these popular cars 2 and 4-seaters, full makers' guarantee immediate delivery, at £160 and £185 respectively; exchanges, extended payments, Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 601-867

A.-C. cars. Calhoun and Co., Ltd. the leading A.-C. agents and specialists, offer immediate delivery of all 2-seater models; delivery of the new 4-seater, long wheelbase, in 10 days; our terms for extended payments and part exchanges cannot be beaten. Calhoun and Co., Ltd., 65 Gt. Portland St., W. 1. Tel., Langham 2172. 601-767

A.-C., 12hp. Try the authorized agents for immediate delivery. Jackson's Garage, Guildford. 'Phone 345. zzz-206

A.-C. cars. Gordon Watney and Co., Ltd. We are West-end agents and specialists for A.-C. light cars: all 1924 models in stock for immediate delivery. Highest market value allowed for your present car and special deferred terms arranged for long periods. Continuous service after purchase. 51 Brook St., London. W. 1. 'Phone, Mayfair 2966. zzz-280

A.-C., 1924, any-weather Empire model, fitted with Marles steering, coloured blue, £341; deferred terms to suit customer. Autoveyors, Ltd., authorized agents, 84 Victoria St., Westminster. zzz-384

A.-C. Autoveyors, Ltd., authorized A.-C. agents. All 1924 models for immediate delivery. Special facilities for deferred terms and service after purchase. 84 Victoria St., S.W. 1. zzz-383

A.-C. cars in stock. Deferred payments, exchanges. Birkenhead Motor Works, 54 Duke St., Birkenhead. 605-196

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A.-C. Unless you get our quotation you do not know the best allowance for your old car or cycle; we specialize in part exchanges and deferred payments. The Light Car Co., 351, 410-414 Euston Rd., London. 601-895

A.-C., any-weather model in stock, mauve finish, £341 cash, or £35 5s. down and 12 payments of £31 2s. 7d., with option of a special rebate. Lamb's Ltd., 387 Euston Rd., N.W.; opposite Hoec St. Station, Walthamstow; 50 High Rd., Wood Green. 601-260

ALVIS. Debnam, Atherstone Mews, Gloucester Rd. Station. Ken. 2917. zzz-855

ARIEL. Sole agents for Bournemouth and district, Primavesi, Maulercher and Co, 204 Holdenhurst Rd., Bournemouth. 'Phone 2893. zzz-771

ARIEL, 10hp, 1924, 4-cylinder, 4-seater models, £198; de luxe models, £210; only delivery. Second-hand motorcycles, combinations or light cars taken in part payment and treated as first payment down; the remainder at your convenience. Wauchop's, 9 Shoe Lane, Fleet St., E.C. 4. 613-501

ARIEL. North London agents. Exchanges. Deferred payments. Jones Garage, Muswell Hill, N.10. 'Phone, Hornsey 2917. zzz-206

ARIEL 10. Try Jackson's Garage, Guildford, authorized agent, for earliest deliveries. zzz-849

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ARIEL 10. Main London distributing agents. Black and Finch, 222 Gt. Portland St., W. 1; demonstrations arranged on the new 4-cylinder model, £198 and £210. 'Phone, Museum 2271. 601-834

AUSTIN. Rootes, Ltd., distributors and specialists. 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W. 1. Telephone, Mayfair 1676-7, Maidstone. Dorking. zzz-606

AUSTIN 7. Immediate delivery can be given of this wonderful little car, 4-cylinder engine, 4-wheel brakes, very complete equipment, price £165. Car Mart, Ltd., 46-50 Park Lane, W.; 297-9 Euston Rd., N.W. 1.; 173 Piccadilly, W. 'Phones, Grosvenor 1620, Museum 2000, Regent 2612. zzz-433

AUSTIN. Weybridge Automobiles, Ltd., Austin specialists, can give immediate delivery of Austin Seven cars; demonstration car available; deferred payments and exchanges arranged. York Rd., Weybridge. 'Phone 236. zzz-40

AUSTIN 7 for immediate delivery, £165; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-566

AUSTIN, 7hp. All models for immediate delivery. Jackson's Garage, Guildford. 'Phone 345. zzz-208

AUSTIN 7. Immediate deliveries. We are the authorized agents for this splendid car: 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, High Rd., Goodmayes, Essex. 'Phone, Ilford 1082. zzz-570

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AUSTIN car, 1924, 7hp, mechanical starter, £160 or extended payments. Taylors, Ltd., 52 Sussex Pl., South Kensington, S.W. 7. 'Phone, Kensington 8558. zzz-184

NEW LIGHT CARS AND CYCLECARS
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AUSTIN cars. 7hp. Earliest delivery of all models. Exchange, cash or deferred terms. Saunders Garage, Golders Green. Speedwell 2401. zzz-536

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AUSTIN 7, latest 1924 models, with electric starter, in stock, chummy, £165; sports, with shock absorbers and speedometer, £175; exchange; and deferred payments. Premier Motor Co., Aston Rd., Birmingham. zzz-21

AUSTIN. A. P. Rey for Austin Sevens; extended terms and exchanges. 378-384 Enston Rd. Museum 7500. 601-285

AUSTIN 7 for immediate delivery; exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 2. zzz-757

AUSTIN. Immediate delivery, 7hp, electric starter, £165; exchange; deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 601-765

AUSTIN 7. Immediate delivery of 1924 models. Gradual payments; exchanges; free tuition. Authorized agents, Godfrey's, Ltd., 566-568 Euston Rd., N.W. 1. 'Phone, Museum 3401. zzz-539

AUSTIN. Smith and Hunter, agents. Immediate delivery of 7hp models. Write for exceptional terms of purchase spread over long periods. Motorcycle in part payment. Liberal allowances. 90 Gt. Portland St., 'Phone, Museum 8156. 601-531

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AUSTIN 7, in stock for immediate delivery, tuition given; write for particulars of our service. Ralph and Co., 10 London St., W. 2. 'Phone, Paddington 688. zzz-268

AUSTIN. Let it be an Austin. You cannot go wrong on a car that has made motoring possible for thousands who must study ways and means. Your capital outlay for an Austin—£165—does not cripple you, and, if you like, you can spread it over a year and pay out of income. 'Phone, write, or call, A. H. Lakeman, Ltd., 26 Long Acre, London, W.C. 2. 'Phone, Gerrard 3340. 601-278

AUSTIN official agents. 7hp, immediate delivery, any model supplied; exchanges, extended payments, distance no object. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 601-869

AUSTINS. Stretton and Smith, authorized agents. Immediate delivery and service after purchase, generous exchanges and deferred terms. 12 Woodstock St., Oxford St., London. May 3129. 601-397

BAYLISS-THOMAS 1924 models. 5-19hp or 10-20hp 2-seater and 4-seater, £225; 12-22 2-seater or 4-seater, £300; 15-50hp 4-seater, £395. Deferred payments 4 per cent. extra. Sole West London agents, Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W. 1. Tel., Victoria 4634. zzz-218

BLERIOT-WHIPPET. Astounding offer. 79 guineas. Brand-new 1923 (not shop-sold) Bleriot-Whippet 2-seater, with full makers' guarantee, electric lighting, spare wheel with tyre, hood, screen, magneto ignition, mechanical hand-starter, pump, jack, tools, belt drive and mechanical horn; any car or motorcycle taken in exchange; easy payments. Write, 'phone, or call, Short and Glass, Ltd., 362, 487, 489, 491 and 493 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2562 and 2565. zzz-751

B.S.A. Debnam, F.I.M.T., Atherstone Mews, S.W., near Gloucester Road Station. Kensington 2917. 607-563

B.S.A. cars in stock. Deferred payments, exchanges. Birkenhead Motor Works, 15 South Castle St., Liverpool. 605-194

CALCOTT. Wilkins, Simpson. 1924 Calcotts, 10.5hp, 2-seater, £265; 4-seater, Chummy, £285; every model in stock, cash or easy payments; exchanges; any car or motorcycle taken in part payment, highest price allowed; arrangements made for delivery and collection anywhere in United Kingdom; trial runs, free tuition, Calcott service depot. All spare parts stocked. Calcotts direct authorized agents; trade supplied; distributors, Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 238. 601-e638

CALCOTT. 10.5, 2-seater, £265; chummy model, £285. Ratcliffe Bros., 200 Gt. Portland St., W., and Frinton-on-Sea. zzz-220

CALCOTT. 1924, 2-seater, in stock, immediate delivery; exchanges; deferred terms, £265. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-262

CALTHORPE. Delivery from stock of 1924 models; exchanges and deferred terms a speciality. B. S. Marshall, Ltd., 17a Hanover Sq. Mayfair 5906-7. zzz-226

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CITROEN. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. 'Phone 345. zzz-207

CITROEN. Smith and Hunter, Agents. Write for exceptional terms of purchase spread over long periods. Liberal allowances in exchange. 90 Gt. Portland St., 'Phone, Museum 8136. 601-530

CITROEN. Unless you get our quotation you do not know the best allowance for your old car or cycle; we specialize in part exchanges and deferred payments. The Light Car Co., 351, 410-414 Euston Rd., London. 601-890

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CITROEN. We specialize in these cars. Free tuition and best terms arranged. Phone, Sydenham 2452. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E. 25. 601-915

CITROEN. W. H. Jones and Co. The Citroen specialists and authorized agents. Citroen cars, all models in stock; immediate deliveries. Any car taken in part exchange. See us for special deferred terms. W. H. Jones and Co., 101 Gt. Portland St., W. 1. Telephone, 7197 Mayfair. 601-918

CLULEY. Smith and Hunter, London agents, can supply from stock 2-seater, £250; 4-seater, £270. Write for Cluley book. Liberal allowances in exchange and simple deferred terms. 90 Gt. Portland St. Phone, Museum 8136. 601-329

CLYNO, 1924, 2-seater, from stock, £198. The North Wales Motor Exchange, Wrexham. Phone 285. 4-6-99

CLYNO cars. Models from £198. Agents, Surrey County Garage, Ltd., County Motors, Whyteleafe. Phone Purley 52 for demonstration. 22-258

CLYNO cars. Autocars, Ltd., authorized agents, early delivery of these remarkable cars, fullest particulars, exchanges, deferred terms upon application. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2651. 22-41

CLYNO cars cause admiration, and the car-buying public marvel at the value offered at the price, hence the increasing demand and popularity, therefore Mebes and Mebes (Established 1893), The Original Light Car Specialists, sole London distributors, advise placing your order as early as possible. If required, we will take your present light car at full market value as deposit, and arrange for the balance to be spread over 12 or 18 months, interest is charged on balance only. The all-British light car that dares competition. 144 Gt. Portland St., W. 1. Phone, Langham 6210. 22-295

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GIBBONS, 7hp, £90; 4 1/2hp, £70; send for list. Gibbons, Chadwell Heath, Essex. Phone, Ilford 145. 611-98

G.W.K. cars in stock. Deferred payments, exchanges. Birkenhead Motor Works, 15 South Castle St., Liverpool. 605-198

G.W.K. Norfolk and Suffolk distributors. Prices from 170 guineas. S. and S. Motors, Outton Broad. 601-508

G.W.K. We are London and Home Counties distributors for this car. Early delivery. Exchanges and deferred payments. Ring Regent 5116-7. W. G. Nicholl, Ltd., 50-54 Whitecomb St., W.C. 2. 601-760

GWYNNE 8, 1924, 4-seater de luxe, £255, in stock, deferred terms. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Reg. 986. 601-822

GWYNNE 8. Winner of Westall Cup. Call and see the actual car and inspect latest models. Cars taken in part exchange and deferred terms arranged. Chinery, Gwynne Specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 22-464

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GWYNNE, 4-cylinder, 8hp, winner of Westall Cup. 1924 all-weather 4-seater, fully equipped, with self-starter, speedometer, etc., 55-60 m.p.h., 45-50 m.p.g., tax £8, price £255; call and inspect this remarkable car; trade inquiries solicited. Sole distributing agents for South-west Lancashire, part Cheshire, Flintshire and Denbighshire, J. H. Sutherland and Co., Ltd., 11 Renshaw St., Liverpool. 22-140

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HORSTMAN. 1924 models now available. HORSTMAN. The new 12-50 and 9-20 Horstman cars will repay your inspection. Types and prices below.

HORSTMAN. An entirely new model. 9-20hp, Popular 4-seater, fully equipped, £240.

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HORSTMAN, standard sports, £350.

HORSTMAN, super sports, Brooklands model, which has been so successful during the past season, £500.

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HUMBER, £250, 8hp, 2-seater, and chummy model, immediate delivery. Fratcliffe Bros., 200 Gt. Portland St., W. 22-19

HUMBER 8, 2-5-seater, electric lighting and starter, spare wheel and tyre, adequate all-weather equipment, immediate delivery, price £250. Car Mart, Ltd., 46-50 Park Lane, W.; 297-9 Euston Rd., N.W. 1; 175 Piccadilly, W. Phones, Grosvenor 1620, Museum 2000, Regent 2612. 22-454

HUMBER cars. Delivery from stock 8hp, 2-seater, £250; exchange, cash or deferred terms. Saunders Garage, Golders Green, and 350 Euston Rd. 607-585

HUMBER, 8hp. Unless you get our quotation you do not know the best allowance for your old car or cycle. We specialize in part exchanges and deferred payments. The Light Car Co., 351, 410-414 Euston Rd., London. 601-879.

JOWETT cars. Main agents. 1924 models in stock at new prices. Two-seater £168, 4-seater £192, starter £10 extra. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 22-495

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JOWETT cars. 2-seater £168, 4-seater £192; deferred terms if desired. Ulster Distributors, O.D. Cars, Ltd., Dunmore, Antrim Rd., Belfast. 605-x125

JOWETT 4-seater for immediate delivery. Holloways, 57 East St., Chichester. 22-532

JOWETT cars, 2-seater, £168. Early delivery. Paulton's Garage, Wolverhampton. Phone 1535. 22-526

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F.O.C.H., 5 Heath St., Hampstead. Phone, Hampstead 3752. 601-502

JOWETT. Distributing agency for Lancashire. Tel., 4978 Cent. Saxon Jellifer, 253 Deansgate, and 27 Lower Mosley St., Manchester. Instalments and exchanges. All models in stock. 615-511

JOWETT, Lovatt for Jowetts. Buy yours from a firm that specialize in Jowetts. If it is spares or repairs you require, try us. Phone, Mitcham 1597. Lovatt, Jowett House, Streatham Rd., Mitcham. 601-x966

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HALIFAX Motor Exchange, Horton St., Halifax.

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LAGONDAS. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 345. 22-210

LAGONDA. Smith and Hunter, wholesale agents. Demonstrations any time. Deferred terms over long periods. Liberal allowances in exchange. 90 Gt. Portland St. Phone, Museum 8136. 601-327

LAGONDAS. Stretton and Smith, district distributors. Immediate delivery and service after purchase; generous exchanges and deferred terms. 12 Woodstock St., Oxford St., London, Mayfair 3129. 601-396

LEA-FRANCIS. Sole agents for Bournemouth and district. Primavesi, Maulvever and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. 22-775

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MATCHLESS, 1924 model, 5-seater light cars; demonstrations and full details with pleasure. The Agent, Sam E. Clapham (Motors), 27 Stockwell St., Greenwich. Phone 751. 601-902

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MORGANS. 1924 models for early delivery. Your second-hand motorcycle taken as part payment should extended payment be required. Your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine, £210; de luxe, £150; Family, £155; Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine, £158; de luxe, water-cooled, £140; Family, water-cooled, £145; electric lights free; M.A.G. water-cooled engine £5 extra; Anzani, water-cooled, overhead-valve engine, with aluminium pistons and oil pump, £5 extra. Tuition free. Phone, Central 5168. Wauchope's, 9 Shoe Lane, Fleet St., London. 22-167

MORGANS. Sole agents for Bournemouth and district. Primavesi, Maulvever and Co., 204 Holdenhurst Rd., Bournemouth. Phone 2893. 22-775

MORGAN. A. P. Roy for Morgans; extended terms and exchanges. 378-384 Euston Rd. Museum 7600. 601-286

MORGAN. Maude's Motor Mart, as large Morgan agents, always carry representative stock of various models. Special types for quick delivery and best exchanges arranged. Maude's Motor Mart, 100 Gt. Portland St., London, W. 108 Prince of Wales Rd., Norwich; 7 Wolverhampton St., Walsall; 100 Paris St., Exeter. 601-828

MORGAN. The following models actually in stock for immediate delivery: De luxe air-cooled Anzani, blue, dynamo lighting, £155; Grand Prix, water-cooled J.A.P. dynamo lighting, Aero windscreen, disc wheels, £140; de luxe, £150; Family, £155; Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine, £158; de luxe, water-cooled, £140; Family, water-cooled, £145; electric lights free; M.A.G. water-cooled engine £5 extra; Anzani, water-cooled, overhead-valve engine, with aluminium pistons and oil pump, £5 extra. Tuition free. Phone, Central 5168. Wauchope's, 9 Shoe Lane, Fleet St., London. 22-167

MORGAN. The following models actually in stock for immediate delivery: De luxe air-cooled Anzani, blue, dynamo lighting, £155; Grand Prix, water-cooled J.A.P. dynamo lighting, Aero windscreen, disc wheels, £140; de luxe, £150; Family, £155; Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine, £158; de luxe, water-cooled, £140; Family, water-cooled, £145; electric lights free; M.A.G. water-cooled engine £5 extra; Anzani, water-cooled, overhead-valve engine, with aluminium pistons and oil pump, £5 extra. Tuition free. Phone, Central 5168. Wauchope's, 9 Shoe Lane, Fleet St., London. 22-167

NEW LIGHT CARS AND CYCLECARS
(continued).

NEW LIGHT CARS AND CYCLECARS
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PALLADIUM, immediate delivery, 12hp Victory model, 4-wheel brakes, Kent Agents, A. Lovett, Junr. and Co., Ltd., Dornberg Rd., Blackheath, E.C.4. 617-165

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RENAULT 8. Immediate delivery of all 1924 models. Gradual payments, exchanges, free tuition. Authorized agents, Godfrey's, Ltd., 366-368 Euston Rd., N.W. 1. 'Phone, Museum 3401. zzz-340

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RILEY specialists. Let us demonstrate against any other make. Lewes Motor Works, Sussex. 601-933

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ROVER. Eight, Lovett's, Ltd., Direct Agents, 1924 models in stock. Free tuition. Exchanges and divided payments arranged. 418 Romford Rd., Forest Gate, E., and 61 Holborn Viaduct, E.C. zzz-388

ROVER 8hp light cars, 1924 models. Immediate delivery. Motorcycles, combinations taken in part payment and treated as first payment. Balance spread over a period of 18 months. 2 or 4-seater model £160, de luxe finish £12 extra, self-starter £12 extra. 'Tuition free. 'Phone, Central 5128. Wauchop's, 9 Shoe Lane, Fleet St., E.C.4. zzz-942

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ROVER, 8hp, 1924, long chassis models, 2 and 4-seaters, prompt delivery. Authorized agents—Olford and Sons, Ltd., 94 Gloucester Rd., S.W. zzz-944

ROVER, 8hp, long chassis models, 2 and 4-seaters, £160; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-24

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MASONS. 550 by 65 Michelin Cable Cord (Baby-Peugeot, etc.), 35s.; Pirelli Extrarfoote (perfect clearance), 27s. 6d.; 650 by 65 Avon Durolith Cord (soiled), 29s. 6d.; Steppey Roadgrip, perfect, clearance, 28s. 6d.; Michelin Universal, 28s. 9d. Tubes, 6s. 3d.

MASONS. 700 by 80 Steppey Roadgrip, 35s.; ditto EXTRA STRONG, 37s. 6d.; Dunlop Harviest Magnam (maker's guarantee), 32s. 6d.; Avon Sunstone, Pirelli Extrarfoote (original wrappings), 32s.; Goodrich Safety, Harviest, 25s. 6d.; Burnett Doughtless, 25s.; Fisk Premier COR, 39s.; all PERFECT, clearance; Steppey CORDS (new, soiled), 37s. 6d.; tubes, 5s. 9d.

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BULL'S. 710 by 90 Pirelli r.m.s., 37s. 6d.; Belgrave cord, 42s. 6d.; Michelin ditto, 41s. 6d.; Rapson cord, 57s. 6d.; tubes, 7s. 6d.

BULL'S. 760 by 90 Firestone, 37s. 6d.; ditto cords, 52s. 6d.; Rapson cord, 70s.; 765 by 105 Beldam du Luxe, 50s.; tubes, 8s. 6d.

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700 by 80 Clincher Cord, £2.
28 by 3 1/2 or 710 by 90 Dunlop Magnam Cord, genuine, £1 17s. 6d.
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710 by 90 Avon Sunstone Fabric, £1 10s.
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710 by 90 Dominion Royal Cord, genuine, £2.
760 by 90 Hutchinson Fabric, £1 10s.
760 by 90 Dominion Royal Cord, genuine, £2 10s.
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765 by 105 Pirelli, extra strong, £1 15s.

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ECONOMIC. 700 by 80 Clincher Dronought, 32s. 6d.; Firestone, 35s.; 700 by 85 Bates Special, 35s.

ECONOMIC. 710 by 90 Pirelli Extra Heavy, 35s.; Firestone, 39s. 6d.; 760 by 90 Firestone, 42s. 6d.; 765 by 105 Goodyear Cord, 52s. 6d.

ECONOMIC. 28 by 3 Goodrich Safety, 28s. 6d.; Goodyear Diamond, 34s.; Clincher Passenger, 32s. 6d.

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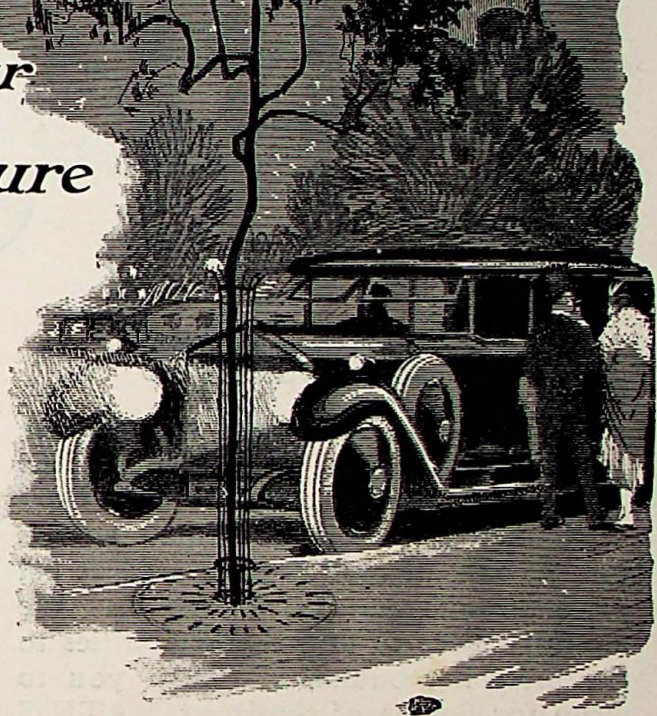
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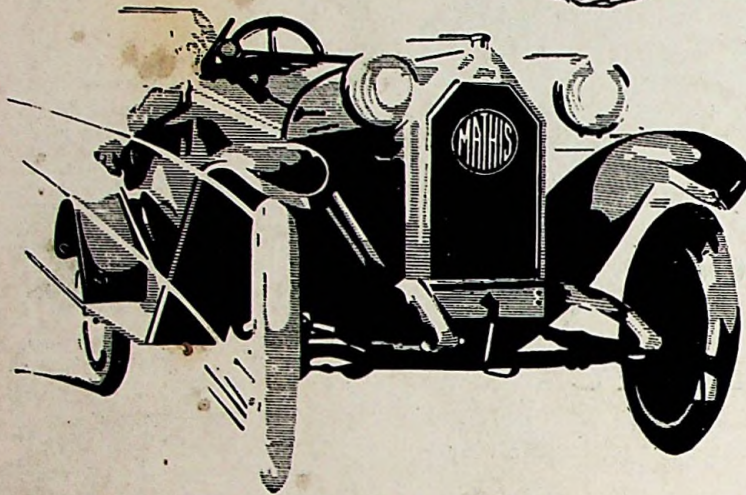
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