

The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3^D

Vol. XXVII No. 666
Friday Aug. 28, 1925
*Registered at the GPO
as a Newspaper*



WATCH THE LINES!

Motorists are complaining that tramcar drivers never signal their intentions to stop or to make a sudden turn and, in consequence, some tramcars are being fitted with special indicators. The danger to car drivers when no signal is given is very clearly shown. Motorists may safeguard themselves when overtaking tramcars by watching the rails.

M

MOTOR TOURING
loses much of its
pleasure if irritating
roadside delays are
experienced.

You can definitely safeguard
yourself against delay due to plug
trouble by making sure, before
starting out, that every plug in
your engine bears the name

LODGE

**Standard Model
(C3)**

For Touring Cars

5 -

*Packed in sealed red metal
box.*

Sports Model (H1)

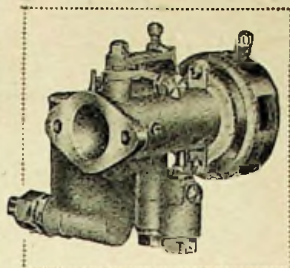
For Sports Cars

6 -

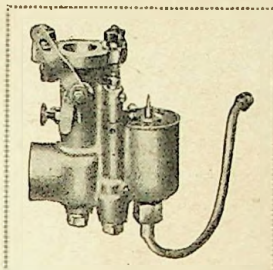
*Packed in sealed metal box.
Sold everywhere.*

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

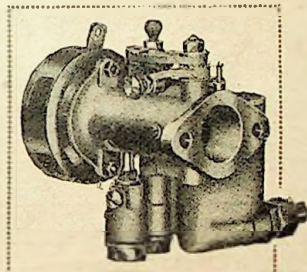
ZENITH ZENITH ZENITH ZENITH ZENITH ZENITH



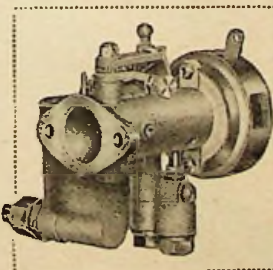
STROEN.
Bolts direct to side of cylinder.



HUMBER 10 h.p.
Special fittings supplied for all models.



CLYNO.
Complete and ready for immediate fitting.



SINGER.
Can be fitted in half-an-hour without any alteration of controls, etc.

Look at these Carburetters

Four special models and fittings for four well-known makes of car. In addition to these there is a special model or fitting of the

ZENITH Carburetter

for practically every well-known make of car or engine.

Have one on a month's trial, this offer enables owners of any make of car to prove definitely that the Zenith Carburetter always gives

REDUCED RUNNING COSTS
INCREASED POWER
HIGHER EFFICIENCY

Over 5,000,000 motorists use Zeniths

FREE.

A CAMERA made and guaranteed by the Kodak Company.

NO COMPETITION. NO COLLECTION OF WRAPPERS.

Anyone can receive this handsome camera—taking pictures $3\frac{1}{2} \times 2\frac{1}{4}$ —direct from the Kodak Company, for assisting us in compiling our census of cars and carburetters.

Send to Dept. B for details NOW as this special offer only holds good until our census is complete.

THE ZENITH CARBURETTER CO., LTD.:
40-44, Newman Street London, W.1.

Telephone:
Muscum 9106/7/8/9.

Telegrams:
"Zenicarbur,"
Phone, London."

ZENITH ZENITH ZENITH

**HAVE ONE ON A
MONTH'S TRIAL**

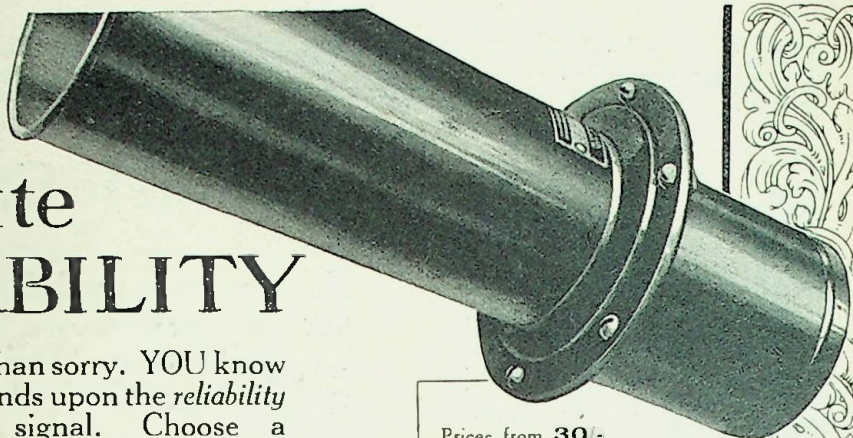
ZENITH

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

for Absolute RELIABILITY

BETTER be sure than sorry. YOU know how much depends upon the *reliability* of your warning signal. Choose a SPARTON, if you want a motor-driven horn, guaranteed to give a loud and penetrating note. It is old and "tried in the wars." It is approved by experts, and standardised already on over 60 different makes of cars!

SPARTON Motor Driven HORNS



Prices from 30/- including flex and push and bracket.

Write for Illustrated Leaflet.

ALFRED GRAHAM & Co. (E. A. Graham)

St. Andrew's Works,
Crofton Park, London,
S.E.4.

Telephones: Sydenham 2820-1-2.

Telegrams:
"Navalhada,"
Cangreen, London."

JEAVONS

THE GAITER WITH

*The Only Gaiter
for Your Car Springs.*

BECAUSE:—

- (1) Effectively protects Springs from the ravages of wet, dust, mud and rust.
- (2) Entirely eliminates Spring squeaks.
- (3) Constantly and efficiently lubricates the Spring.
- (4) Positively ensures the lubricant reaching every part of the Spring.
- (5) Possesses the simplest means for re-lubrication.
- (6) Functions perfectly under all conditions.
- (7) Is waterproof from the outside.
- (8) Is oilproof from the inside.
- (9) Is easy to fit.

Patentees and Manufacturers:

RAMSDENS (HALIFAX), LIMITED
(Dept. L), 147/9, GT. PORTLAND ST., LONDON, W.1.

Phone: Langham 3122, 3123 (2 lines).

Grams: "Jeavogaita, Phone, London."

FACTORY - HALIFAX, ENGLAND.

Obtainable from all Garages and Dealers and the following Agents:

MERRIMAN & HOWARD, 338, Deansgate, MANCHESTER.

G. M. SMITH, 19, West Regent Street, GLASGOW.

J. BRADLEY & CO., 96, Harcourt Street, DUBLIN.

J. BRADLEY & CO., 16, Comac Street, BELFAST.

J.T.C.



THE WICK TUBE.



POST
THIS
COUPON

To
Ramsdens
(Halifax), Ltd.
(Dept. L)

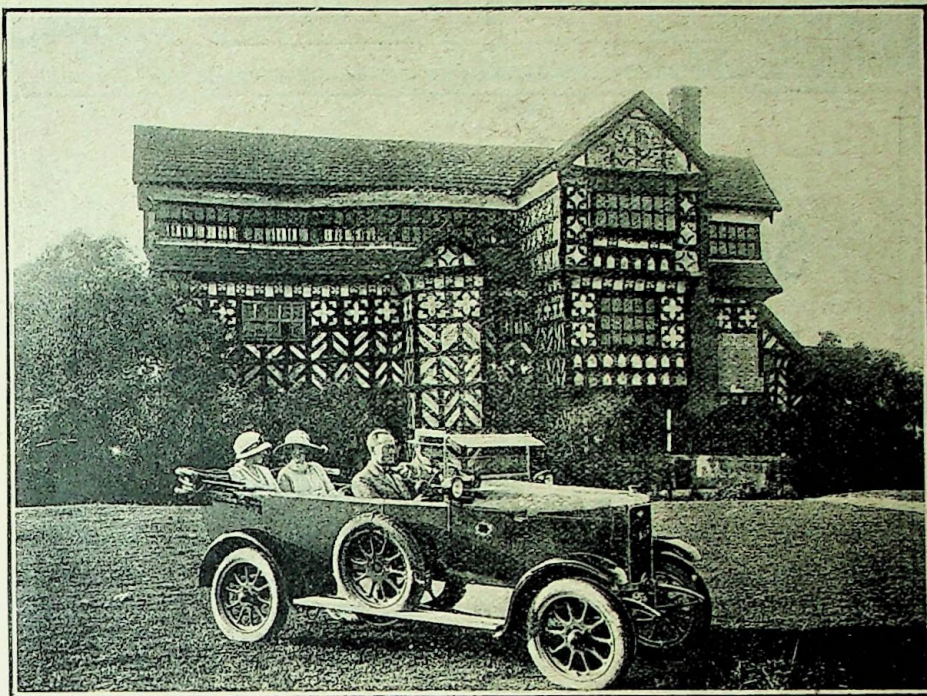
Please forward
Free Descriptive
Literature giving full
particulars of the Jeavons
Lubricating Spring Gaiter.

Name.....
Address.....

Make of Car.....H.P.....

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 PLUS FOUR CAR.



"It's like a plus-four jumper, daddy!" exclaimed my small daughter, when she saw this picture of Moreton Hall.

Speaking of plus fours! Is not the Jowett a real "plus four" car?

There's heaps of legroom for four adults, yet it is only seven h.p. But it pulls like eleven! Plus four, in fact.

Amid the rumours of many new cars with seven-horse engines you will not forget that the Jowett led the way in 1906, as the world's first economy car. It is still the best.

2-Str., £150. Light 4, £160. Full 4, £170.

May we send you our full literature?

JOWETT CARS, IDLE, BRADFORD.

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

Olympia 1925

THREE SPECIAL SHOW NUMBERS

— of —

MOTOR CYCLING

1st Show Number - Wed., Sept. 9th

Advance details of interesting new models for which to look at Olympia. Behind the scenes at the factories. Review of the Tyre Exhibits, with an instructive article on the choice, care and use of tyres.

2nd Show Number - Wed., Sept. 16th

Final details of new machines for 1926. Routes to Olympia clearly set out for provincial visitors. Complete Report of the Accessory Exhibits.

3rd Show Number - Wed., Sept. 23rd

FIRST OUT with a Complete Report, alphabetically arranged, of all the motorcycle, sidecar and engine exhibits, illustrated with hundreds of photographs and drawings. Expert articles on a diversity of subjects by several of the most prominent riders of the day will appear in this issue, together with the usual popular features in an amplified form.

*The price of each of these
special and greatly enlarged
numbers will be*

3^d

ORDER NOW.

OFFICES

7/15, ROSEBERY AVENUE, LONDON, E.C.1

More World's Records

on

“BP”

The British Petrol

Mr. E. A. D. Eldridge on his Eldridge Special, driving at Brooklands on August 17th, obtained the following World's Records, 1500 c.c. Class:—

1 Mile (Flying) at the rate of 112.18 m.p.h.

1 Kilo „ „ „ „ 182.186 k.p.h.
= 113.20 m.p.h.

(These speeds are the mean of two runs in different directions.)

5 Miles at the rate of 109.82 m.p.h.

5 Kilos „ „ „ „ 178.165 k.p.h.
= 110.71 m.p.h.

(Subject to Official Confirmation)

For Speed, Acceleration and Power use “BP,” the British Petrol.

British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2

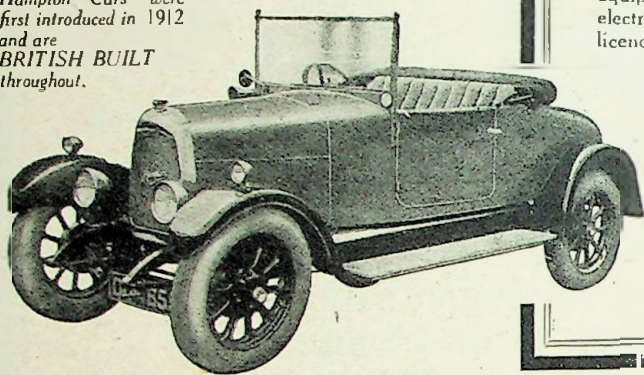
Distributing Organization of the
ANGLO-PERSIAN OIL CO. LTD.

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.

Buy a

Hampton

Hampton Cars were first introduced in 1912 and are **BRITISH BUILT** throughout.



*A car of fine performance—
and splendidly equipped.*

12 h.p. Models ^{TAX} £12

2-Seater, £275. 4-Seater, £295. Coupé, £330.

4-Wheel Brakes £15 extra on all models.

10 h.p. Models from £260.

Gearbox providing 4 forward speeds and reverse with right-hand control; Lucas electric lighting and starting equipment; luxurious real leather upholstery; five Dunlop cord balloon tyres and pressed steel wheels; complete equipment of accessories, including clock, speedometer, electric and bulb horns, screen wiper, driving mirror and licence holder: full complement of tools, jack and pump.

**STROUD MOTOR MFG.
CO. LTD.,**

DUDBRIDGE, STROUD, GLOS.

Phone: Stroud 271-2. Wires: "Widawak, Stroud."

London Showrooms:

17a, HANOVER SQUARE, W.1.

Telephone: Mayfair 5906.

Wires: "Aumarshano, Wesdo, London."

Easier Filling The Gun Charger for the 'ENOTS' flexible GREASE GUN

SO simple, yet so effective, it makes grease gun filling a cleaner and quicker job. No bother, no waste.

How to use it.—Push charger well down into grease, rotate in both directions and then withdraw slowly while rotating. Insert into Grease Gun Barrel, and screw Charger Cap on Gun Barrel. Now, holding Gun in one hand, withdraw Charger through slots in Cap, as far as it will go, and unscrew Cap and the Gun is fully loaded. Made in four sizes. Prices 1/8 and 2/- according to size of Gun.

Ask your dealer or write—

BENTON & STONE, Ltd.

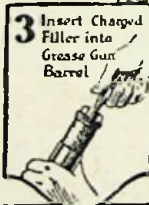
"Enots" Works, B.H.A.M.

London Depot: 173, Gt. Portland St., W.1.

Telephones: Mayfair 6414 and 6415.

To obtain maximum satisfaction from your "Enots" Grease Gun, always purchase "Enots" Grease.

This is put up in 5 lb. Round Green Tins specially for use with the above Filler. The price is 4/3 per 5 lb. tin plus postage.



Chekko

Brake and Clutch Linings

DUE to heavy or prolonged application your brakes will at times become almost red hot. What happens then?

If the Brake Lining fitted be not wholly pure Asbestos, but contains cotton mixed with Asbestos, it follows beyond dispute that this frictional heat must *burn out the cotton*. The Lining is then useless for braking.

Insist on a Brake Lining guaranteed by the makers to be free from cotton or other adulterant fibre—and you will then obtain CHEKKO.

CHEKKO lasts longer. It is therefore by far the cheapest.

Send a p.c. for our enlightening Chekko Brochure.

**CRESSWELL'S ASBESTOS CO., LTD.,
WELLINGTON MILLS, BRADFORD.**

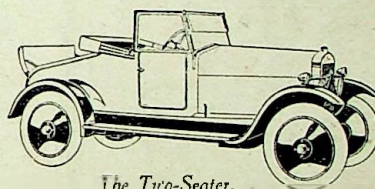
Birmingham Address: Empire House, Great Charles Street.
London Stores: 27, Percy Street, Tottenham Court Road, W.1.

A NEW NOTE IN MODERN MOTORING

Quality as well as Economy! That is the keynote of the Remarkable Rhode—even more remarkable as the motoring seasons roll round. Its reliability (in every classic trial entered—a prize), its economy (an "under a penny a mile" car) are the results of its quality—in engine, chassis, and coachwork. Prove it! Ask us for full details of models; by a demonstration run (the name of our agent nearest to you on request) find a new note in motoring on

*The
Remarkable
Rhode*

Features



The Two-Seater.

4-Cylinder, 10·8 Engine—*every moving part* (as well as valve stems and clutch) lubricated by our patent automatic system. No chains nor belts whatever in the whole chassis!

Body has two doors, special wire frame sprung seats, two-piece windscreen, large low double dickey comfortably upholstered, coupe-like all-weather equipment, balloon tyres, Price £239.

Literature and a useful free Mileage Chart if you'll ask us.

THE RHODE MOTOR CO
TYSSIE LIEY " " " BIRMINGHAM
LONDON: GODFREYS LTD. EUSTON RD

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

SANKEY Patent All Steel WHEELS



The wheels of your car are almost as important as its engine. See that they are right. They must be right if they are **SANKEY WHEELS**

STRAIGHT SIDE RIMS
WELL BASE RIMS
BEADED EDGE RIMS

JOSEPH SANKEY & SONS, LTD., Hadley Castle Works, WELLINGTON, SALOP
Phone: Wellington, Shropshire, 66. Grams: "Sankey, Wellington, Shropshire"
LONDON OFFICE: Mr. R. Jenkins, Ulster Chambers, 168 Regent Street, W.1

SEAMLESS
STEEL

SEAMLESS
STEEL



*And we've reached ideal conditions for turning out tubes **that are better.** Since that is your need let us quote on your specification every time you are buying.*

The ORIENTAL TUBE Co., Ltd., WEST BROMWICH.

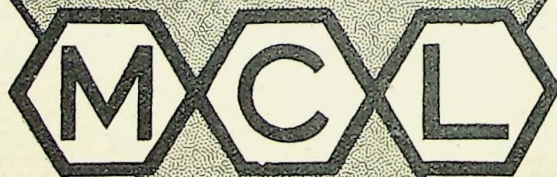
TELEGRAMS:
"Tubes, West
Bromwich."



TELEPHONE:
West Bromwich
44 and 45.

A Winter's Tale

of starting and lighting experiences will be beginning in a few month's time. Whether you will find it a joyous story all through depends upon whether you range yourself on the side of the hero from the outset. His initials are "M.C.L." With his happy knack of overcoming every difficulty, how many a troublous tale has he brought to a triumphant finish. As a preface, read "The Book of the M.C.L." Free on request.



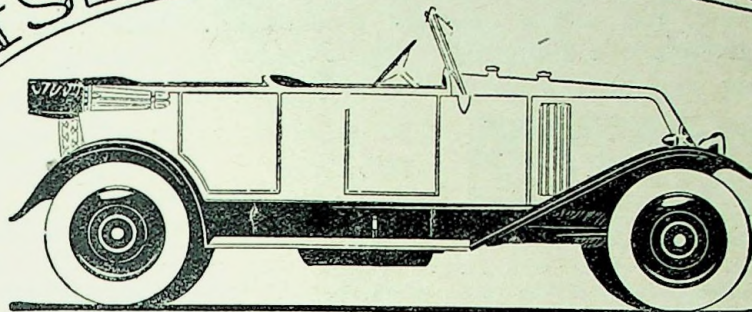
CAR ELECTRICAL EQUIPMENT
WITH HART BATTERIES

MIDGLEY CAR LIGHTING CO., LTD.

Registered Offices: Oceanic House 1a, Cockspur St., London, S.W.1
Works - - - - - Anchor & Hope Lane, Charlton, S.E.7

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.

RESERVE OF POWER



8.3 h.p. Torpedo, £219

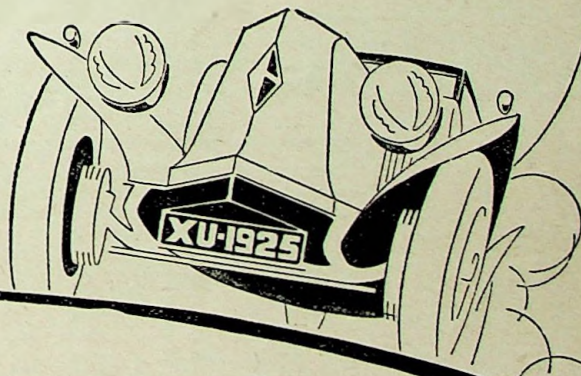
IN every Renault you have that invaluable asset—"reserve of power." The cruising speed of the 8.3 h.p. Four-seater is 35 m.p.h.; without strain or apparent effort you accelerate to 45 m.p.h. and over, and still your engine beats in perfect rhythm. That is because the 8.3 h.p. Renault in every essential conforms to the same general design and the same standard of workmanship as the 45 h.p. model which recently established a series of World's Records. At the new reduced price of £219 the 8.3 h.p. Four-seater Torpedo is most excellent value and the ideal car for the owner-driver. It does over 45 m.p.g. and has wide, deep seating upholstered in real leather, whilst four-wheel brakes and five Comfort Tyres are standard fittings.

The Renault Models can be inspected at our Showrooms, 21, Pall Mall, S.W.1, and trial runs arranged.

RENAULT RENOWNED SINCE '98

Further particulars and descriptive literature will be sent post free on request
RENAULT LTD., 14, Seagrave Road, West Brompton, S.W.6

8.3 h.p. 2-Seater and Dickey £219
8.3 h.p. Cloverleaf £219
8.3 h.p. Saloon £269
Other Chassis: 13.9 h.p., 17.9 h.p.,
26.9 h.p., and 45 h.p.



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.

'Service' Service is Super Service

Service after Sale is a real thing at The Service Company. When we sell a car we aim to sell enjoyment, not just a piece of mechanism. Everything possible is done to ensure you trouble-free motoring and complete satisfaction in every way.

BUY YOUR CAR FROM US AND FORGET WORRY.

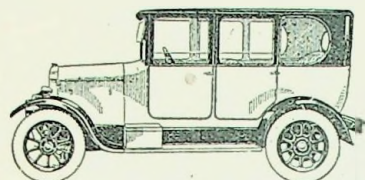
ALL MAKES
FOR CASH,
EXCHANGE,
OR EASIEST
OF EASY TERMS.



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

"WE SERVE
—YOU SAVE."

Telephone :
Holborn 666
(3 lines).



Ensure the
Best Results
in

that Overhaul
by
Specifying Laystall

for
Cylinder &
Crankshaft
Grinding

LAYSTALL

LONDON
EWER STREET
SOUTHWARK, S.E.1

Telephone
HOP 6140.
(7 lines)

Goods collected
and delivered
FREE
in London area.

LIVERPOOL
55, FONTENAY
ST., DALE ST.,

Telephone
CENTRAL 5306
Liverpool

REGISTERED —

TRADE MARK.

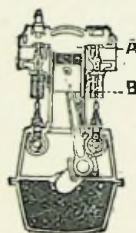
Mixtrol Oil

for all Motors

THE PERFECT UPPER CYLINDER LUBRICANT.
PUT IT IN YOUR FUEL.

WE GUARANTEE

ABSOLUTE LUBRICATION OF THE CYLINDER WALLS
AND ALL UPPER WORKING PARTS.
LONGER LIFE OF ENGINE. CURES KNOCKING.
MORE POWER, SPEED AND PICK-UP.
INCREASED MILEAGE. EASY STARTING.
CARBON DEPOSIT REDUCED TO A MINIMUM.



Mixtrol Oil does its work between A and B, which is where it is needed, and which is not properly lubricated by the oil in the crankcase.

32 oz. Tin 6/- Post Free.
8 oz. Tin 1/9. Postage 3d. extra.
A 32 oz. Tin treats 64 gallons of Fuel.

Directions. Pour half an ounce into each gallon of Petrol or other Fuel. There is a half ounce measure on each tin.

THE RUBY COLOUR OIL IN THE BLUE & YELLOW TIN.

120 FIRSTS.
RACING IN 1924. 65 WORLD'S RECORDS.
3 CHAMPIONSHIPS.

IF YOU ARE NOT SATISFIED WITH THE RESULT WE
RETURN YOU THE MONEY IN FULL WITHOUT DEMUR.

THE MIXTROL OIL CO. (England),
43, BERNERS STREET - LONDON, W.1.
Telephone—Museum 4044. Telegrams—"Olmixtrol, Wesdo."

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.

UNITED SPRING CO

Hawthorn Street, West Smethwick.

B'ham Office:—14, Warwick
Chambers, Corporation Street.
Telephone ... Central 5360.

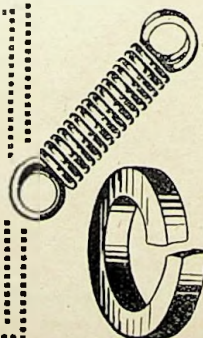
Scottish Agents: Wm. Greenlees & Co., 93, Hope Street, Glasgow.

Telephone ... 118 Smethwick.

Telegram: "Tension, Smethwick."

London Office:—
14, Abchurch Lane, E.C.4.
Telephone ... London Wall 6301.

Telephone: Central 4886



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

CROUCH. 12/30 h.p. 1925 Four-Seater.
All-weather Maroon. Dynamo starter.
Speedometer. Clock. Dash lamp. Dunlop
Cord tyres. List Price, £295. Our
Price, £260.

Can you read
this two feet
away?

Then you are close to
several bargains.

MEMO

Write for
the full list
to-day.

To-morrow
may be too
late.

Below are several instances where you can
save the first depreciation. Don't delay,
they will soon be sold.

BAYLISS-THOMAS. 1925, 12-27 h.p.,
five-seater, three-door body, maroon,
dynamo starter, speedometer, clock,
windscreen wiper, luggage carrier,
balloon tyres, list price £300. Our
price £275

CALTHORPE. 12-20 h.p., early 1925,
two-three-seater, dickey, grey,
dynamo starter, Dunlop cord tyres,

four speeds, right hand change,
brand new, list price £285. Our
price £215.

CALTHORPE. 12-20 h.p., 1925, cab-
riolet, all-weather, five-seater, light
blue, dynamo starter, speedometer,
clock, dash lamp, luggage carrier,
four speeds, right hand change,
balloon tyres. A very handsome

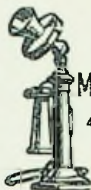
Established 1892.

vehicle. Present list price £395. Our
price £335

All the above cars are brand new
but shop-soiled, each car carrying
maker's guarantee.

Deferred payments and exchanges.
Also large stock of second-hand cars
from £75 upwards, all open to exam-
ination by R.A.C. or A.A., etc. All
models of Calthorpe Cars in stock,

SOLE DISTRIBUTORS OF CALTHORPE CARS FOR LONDON AND 25 MILES RADIUS.



MUSEUM
4244

MEBES & MEBES
The Original Light Car
144, GT. PORTLAND ST.
Specialists.
LONDON.

'Grams :
"Smartness"
Wesdo,
London."

WE BACK EVERY CAR WE SELL WITH SINCERE SERVICE

CARS MODIFIED TO MEET



ANY DISABLEMENT.

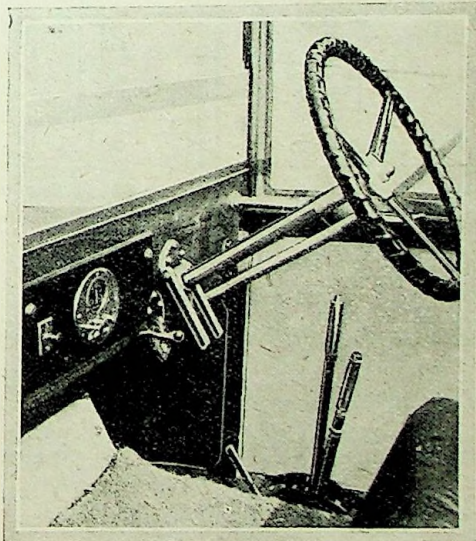
HAND CONTROLLED
:: MODEL FOR ::
DISABLED DRIVERS →

2-Seater
£225

4-Seater
£255

Coupe
£250

CONTROLLED
ENTIRELY BY HAND.
ALL PEDALS BEING
DISPENSED WITH.



TRIAL RUNS
WITHOUT ANY
OBLIGATION.

One of the many satisfied
G.W.K. Owners' views :-

"It may interest you to
know that my car (a 1921
model) has completed
10,000 miles in the last 12
months (and 16,000 miles
previously) at a total cost
of 1½d. per mile, including
petrol, oil, tyres, tax,
depreciation, replace-
ments, interest on money,
in fact, everything. Very
satisfactory."

(Signed) R. H. BINDER.

G.W.K. LIMITED,
ESTABLISHED 1911.

CORDWALLS WORKS,
MAIDENHEAD.

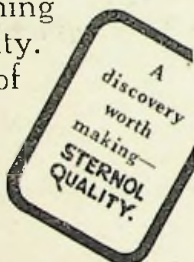
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the
advertiser and you, and assists the small car movement generally.



A Standard to live up to!

BEFORE Sterns Ltd. hoisted their quality Flag, many Motorists had no idea that a little difference in Motor Oil quality could make such a marked difference in engine performance.

Now, there are thousands more Motorists who will never again be satisfied with anything short of Sternol quality. In fact, the excellence of Sternol W.W. has set a standard of quality in British Motor Oil that is well worth living up to!



STERNOL

IN TWO GRADES

WW

HEAVY & MEDIUM

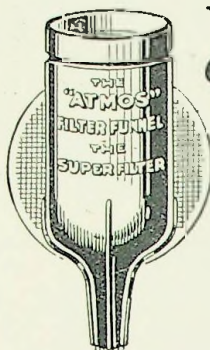
MOTOR OIL

When next you buy Oil, buy Sternol—a British product. Test it out under all conditions—expect from it extra power, silence, tractability, less carbon, no smoke, no smell. We think you will not be disappointed.

Sterns Ltd., Royal London House, Finsbury Square, E.C.2.



Trap the unseen Thief who steals your engine power!



WHY put dirt into your petrol tank? You certainly don't do it deliberately, yet you do it—every time you fill up through a gauze filter. This lets the fine dust through—the COX ATMOS FILTER traps it. The selected chamois leather filter allows two gallons of crystal-pure fuel through in 60 seconds. No splashing, no loss, no choked carburetter jets.

Easily cleaned and replaced. Made in finest chamois in aluminium funnel 8½ in. x 3½ in. Fits any tool box. There are no adjustments to make. Price 7/6 through your agent, or direct from:

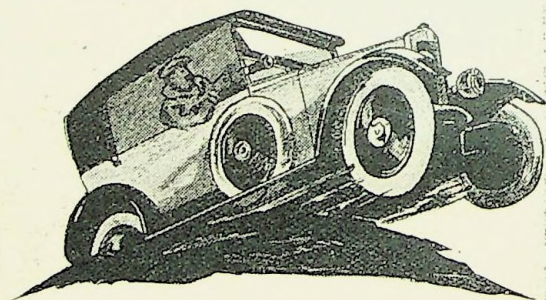
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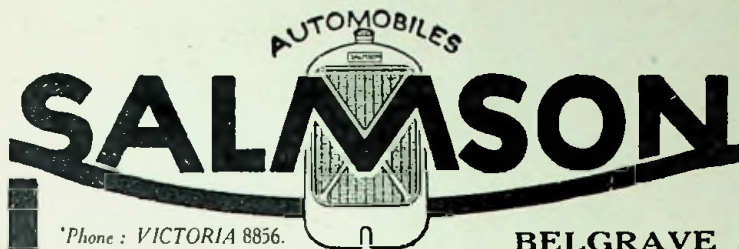
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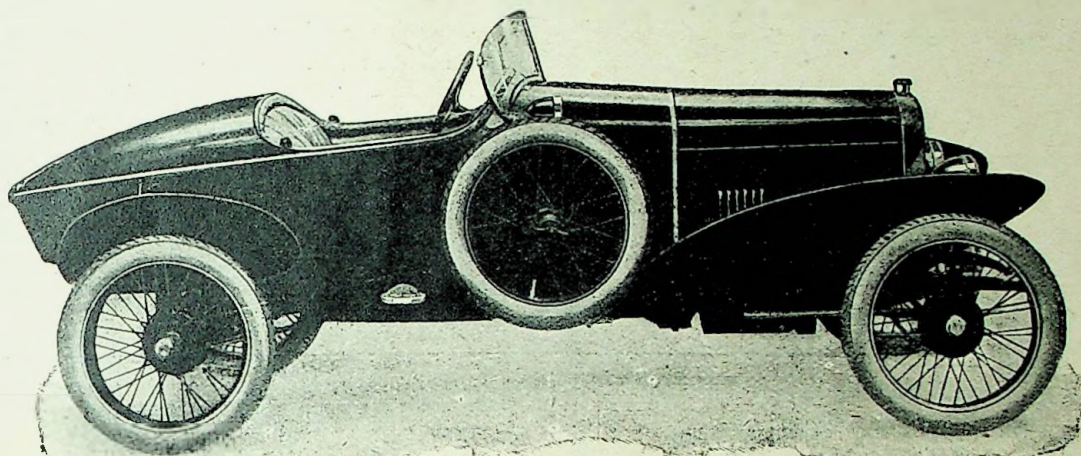
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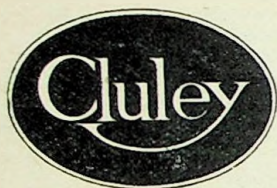
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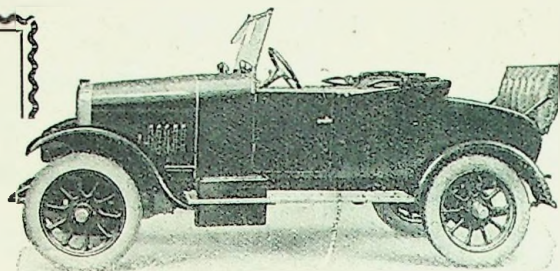
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H.P.



10-20 h.p. Two-Seater Cluley £225

The prices of 10 h.p. Cluley cars have recently been reduced, and it is now possible to obtain a Coventry-built Cluley made as an *individual* job at a price which will bear comparison with competitors. Nevertheless, the Cluley remains the "preferred" car as against the mass-produced. The reduced price of Cluley cars are:—

10-20 h.p. 4-cylinder Two-Seater £225
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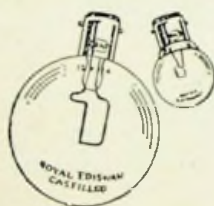
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

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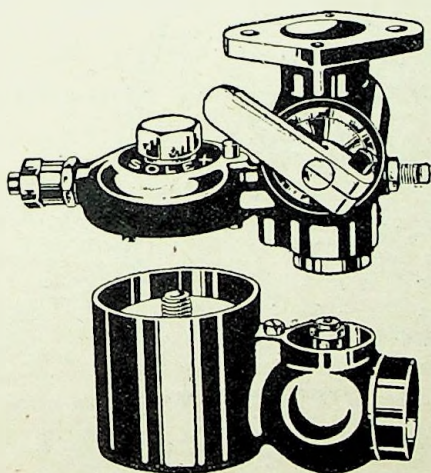
"I FEEL that it is my duty to let you know the following:

Twelve months ago I purchased a new car from one of the leading manufacturers. For nine months all that I obtained from this car was trouble and dissatisfaction. The car went back to the makers time after time, and although they changed one thing after another the car gave the same disappointing results. By this time I was thoroughly disgusted and insisted that they should change the existing carburettor for a 'SOLEX.'

They did so and the car has been running perfectly ever since.

During the three months that I have had the 'SOLEX' I have not had to even look at it, and cannot speak too highly of same."

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

AUGUST 28, 1925.

The Austin Seven

has so much to commend it—

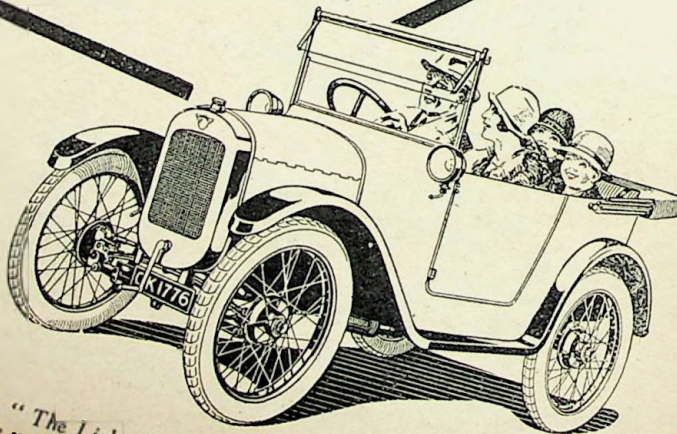
First, its price, so attractively low: then, its less-than-a-penny-a-mile upkeep cost—so strong a follow-up to the initial argument: next, its roomy comfort and first-class standard of equipment: its wonderful record of success in competitive trials: and finally, the enthusiastic praise of every man who owns one. (And every woman, too. For no car better meets the lady driver's needs.) Write to-day for Booklet No. 508.

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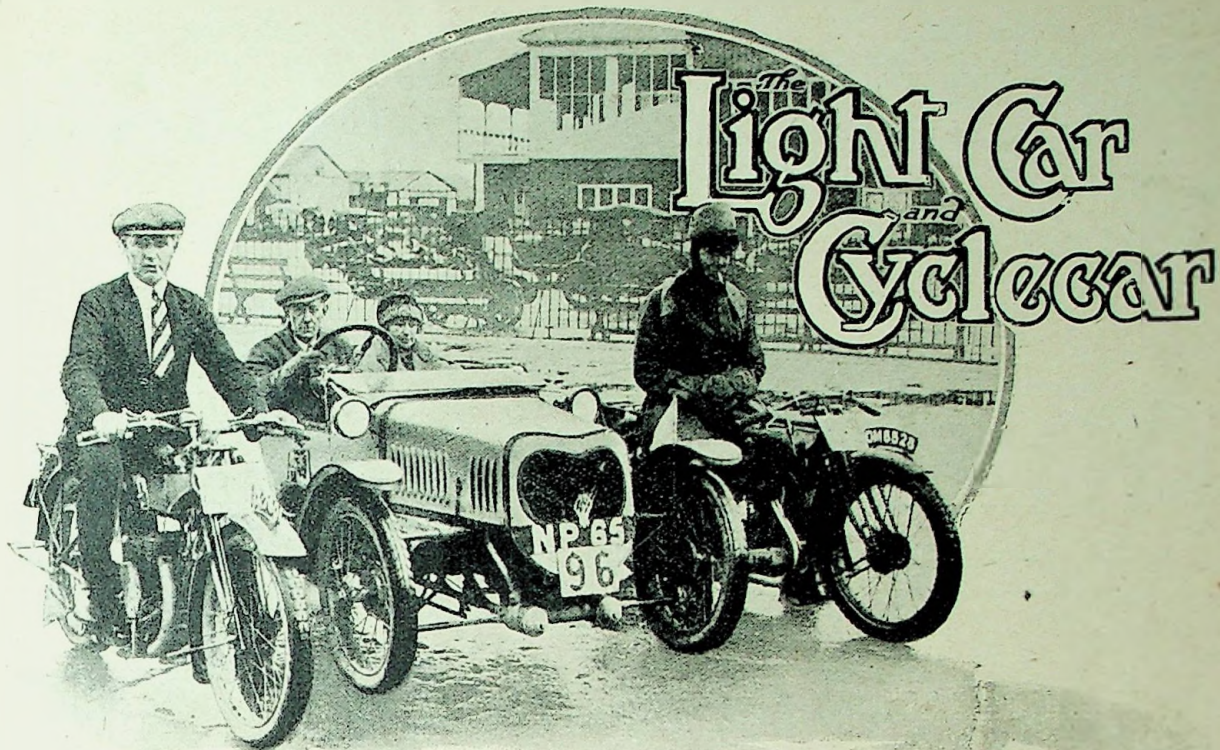
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 4-cylinder engine
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 A door for the driver
 Shock absorbers
 Two adjustable seats
 Automatic oiling
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B10

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



A MIXED
TREBLE.

Once again a three-wheeled cyclecar has shown its ability to undergo severe road and speed tests, not only without accident but with premier honours. W. A. Carr (Morgan) won, with L. Crisp (Humber motorcycle) and A. E. Rollason (Ariel motorcycle), the trophy and British Motorcycling Championship in the recent International Six Days' Trial.

NOTES, NEWS & GOSSIP *of the* WEEK

Light Cars at the Show.

There will be approximately 50 makes of light car on view at the forthcoming Olympia Motor Show (October 9th to 17th). They will constitute just under half of the total car exhibits.

Isolated Storms.

Heavy rain characterized the weekend, but it was of an unusually local nature. In a run of 300 miles a member of our staff encountered only one two-minute shower sufficiently heavy to necessitate the erection of the hood.

This Week.

A full description of the new 9-20 h.p. Humber, which resembles the familiar 8-18 h.p. model but embodies numerous refinements and minor alterations, is a feature of this issue. Articles which will interest the practical man include "Silent Running" and "How the Expert Does It," whilst "Where Improvement is Needed" will be found to embrace the views of nearly every small car owner. Our impressions of the performance of the latest Surrey on the road, a description of a £49 French cyclecar, and an important article dealing with methods which are being adopted to solve the garage problem will all make a direct appeal.

No. 656 Vol XXVI.

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, August 29th, 1925.

London	8.22	Edinburgh	8.43
Newcastle	8.35	Liverpool	8.37
Birmingham	8.31	Bristol	8.32

Wandering Cattle.

Drivers are becoming more and more callous of the ordinary courtesies of the road. Last week-end we encountered sheep, cattle and horses on roads in the Eastern Counties, and it was the exception rather than the rule for the "drover"—usually a boy—to take any steps to drive the animals to one side. In several places straying animals were on the road.

300-mile Race Next Year.

A 300-mile race for cars other than those specially constructed for racing purposes is one of the provisional fixtures for 1926 of the Junior Car Club.

Light Cars and Commerce.

In the preliminary list of vehicle manufacturers and concessionaires who will be exhibiting at the Commercial Motor Show at Olympia, from October 29th to November 7th, 12 light car concerns are represented. These are Ariès, Austin, Berliet, Citroën, Talbot, De Dion Bouton, Fiat, Jowett, L. C. Rawlence (O.M.), Renault, Rhode and Vulcan.

Next Week.

A full report of how the small cars performed during the four days' Boulogne Motor Meeting, which began yesterday (Thursday), will be the principal feature of next week's issue. A large number of British cars and drivers are taking part in the events, and Saturday's and Sunday's racing promises to be most interesting and informative. "Doped Fuels" is the title of an article which we shall publish next week and which will deal in a non-technical manner with a matter of considerable importance.

Foreign Motor Shows.

The annual German Motor Show will be held in Berlin from Thursday, November 26th, to Sunday, December 6th. The Brussels Show is fixed for December 5th to December 16th.

Four-wheel Brakes for Fiats.

The 10-15 h.p. Fiat can now be obtained fitted with four-wheel brakes as a standard extra. The shoes give a semi-servo action, and the front-axle set can be supplied for many existing models.

Raymond Mays's Latest Success.

A correspondent who lives in Skegness writes to inform us that Raymond Mays, whom our readers know as a successful competitor in speed events, won the Casino fox-trot competition in Skegness recently. Our correspondent does not state whether he skidded the bends.

Standards for Roller Chains.

A new specification issued by the British Engineering Standards Association gives standards for two types of chain—"long pitch" and "short pitch"—with two widths of chain and chain-wheel for each type. The specification has been based upon a report presented by the Association of British Driving Chain Manufacturers, which has co-operated throughout in its preparation. The adoption of this standard will unquestionably be a boon to both manufacturer and user.



LIGHT CAR LIMERICK.—No. 35.

Whilst climbing a Swiss mountain track,
Young Bertie, alas and alack!
Was caught off his guard—
Locked over too hard—

Readers are invited to supply the missing fifth line. Only post-cards addressed to the Editor and marked "Limerick No. 35" will be considered. A prize of One Guinea is offered for the most apt and original fifth line. If two or more such lines are received the prize will go to the sender of the first to be judged. No judging will be done before next Tuesday. For result of No. 34, see this week's "Around the Trade."

Baffled Correspondent.

We are indebted to Mr. Arthur Maurice Stone, a further letter from whom appears in our "Correspondence" pages this week, for starting one of the most interesting discussions which has so far been ventilated under "Our Readers' Opinions."

Original Puzzle by "Focus."

Our contributor "Focus" sets readers an amusing problem this week in detecting the number of deliberate mistakes an artist had made in drawing a standard 1925 Austin Seven. Although the number of important mistakes runs well into two figures, the car, at first glance, looks almost normal.

Our Engine Competition.

An immense number of postcards has been received in connection with our competition inviting readers to name a dozen engines, photographs of which were published last week. The post-cards will be judged to-morrow (Saturday), and the winner's names published on Friday, September 4th.

Four-seater Boom.

We believe that nearly all the small car exhibits at Olympia this year will have full four-seater three or four-door bodies. During 1925 sales of chummies and two-seaters have been rather poor, and it is believed in the trade that the full-size four-seater will be the 1926 best seller. Several new small saloons will be seen at Olympia.

Our Show Numbers.

THERE will be, as usual, three Special Show Numbers of *The Light Car and Cyclecar* this year. Considerably increased in size, they will deal with the Motor Show from the small car owners' standpoint as fully and comprehensively as possible, whilst nothing in connection with small-car motoring will be overlooked.

In the First Show Number, which will be published on October 2nd—a week before the Show opens—readers will be given, in addition to all the usual features and a number of special

articles of topical interest, a complete list of all the light cars and cyclecars on the British market.

In addition, this issue will contain the report of the 200-Mile Race, and it will certainly be kept by thousands of readers throughout the year, not only as a souvenir of the race, but also as an invaluable work of reference.

The Second Show Number will be published on October 9th—the day the Show opens. It will contain particulars of all the light cars at Olympia, and readers visiting the Show will be well

advised to take their copies with them. Many of the more interesting accessory exhibits will be described in this issue and, as in previous years, readers will be shown exactly where to find the outstanding novelties of the exhibition.

The third Show Number, published on October 16th—the day before the Show closes—will contain further illustrated descriptions of the accessory exhibits, and its outstanding feature will be numerous technical articles revealing the principal innovations for 1926.



MORGAN CLUB
RELIABILITY TRIAL.

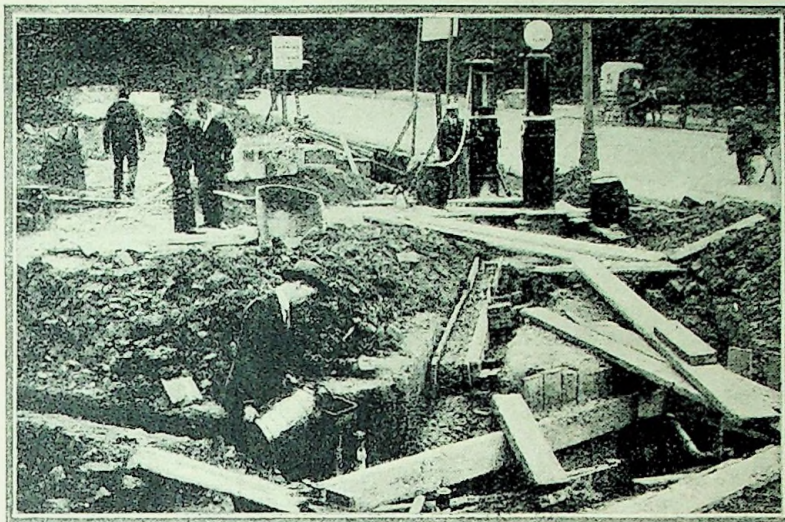
Thirteen Morgans took part in the trial for the H. F. S. Morgan Cup last Sunday. Several of them lost the route, and the event, which is reported in this issue, was marred by torrents of rain. Above: At the start.

Flagrant Overloading.

Following our editorial article on overloading, several readers have taken

J. G. P. Thomas.

J. G. Parry Thomas, of Leyland-Thomas-Special fame, who is perhaps

**UNDER
TEST**

The man in the foreground can be seen pouring a measured quantity of fuel into the underground tank. This is drawn off at the pump, the operation being repeated until the system functions properly.

the trouble to write to us reporting flagrant cases. Two of the worst were five in a family Morgan and seven in a Rover Nine.

Heard on the High Road.

Driver of passing car having slowed down so that he can shout to occupant of stationary car, who is lounging back, watching, with culpable innocence, the confusion to other traffic which his car is causing: "Won't your car go?"

Driver of Stationary Car: "Of course it will!"

Driving of Passing Car: "Then why don't you get out of the way?"

This was actually heard on a certain main road recently, and although one could hardly compliment the passing driver on his retort courteous, one sympathized with him very deeply.

Morgan's Phenomenal Speed.

Driving a two-cylinder Morgan-Blackburne, H. Heart lowered world's records in Class T1.2 at Brooklands last week. He attained the amazing speed of nearly 105 m.p.h.

Flying Kilometre.

Normal, 21.57 secs.; reverse, 21.91 secs.; mean, 21.64 secs. Normal speed (British record), 104.68 m.p.h.; 168.46 k.p.h. Mean speed (world's record), 103.57 m.p.h.; 166.359 k.p.h.

Flying Mile.

Normal: 54.71 secs.; reverse, 55.43 secs.; mean, 55.07 secs. Normal speed (British record), 105.72 m.p.h.; 166.917 k.p.h. Mean speed (world's record), 102.65 m.p.h.; 165.195 k.p.h.

Light Car Successes in Italy.

In a recent Italian eight-day trial for standard touring cars, the Coppa delle Alpi, light cars obtained a striking success. The trial lasted eight days. The course was 3,000 kilometres in length, including no fewer than eight mountain passes. There were only five finishers—all light cars. The results are:—1,500 c.c.: Tassara (Bugatti); 1,500 c.c. (military): Capt. Guerrini (O.M.); 1,100 c.c.: Bianchi (Peugeot).

Illuminating Hyde Park.

Experiments are being carried out with a view to providing adequate illumination in Hyde Park. Not before it is wanted!

A Town by any Other Name—

Four motorists were fined £5 each and their licences were suspended for six months for driving at 30 m.p.h. at Kingston, County Dublin.

Reduced Water Charges at Cardiff.

Representations made by the A.A. to the Cardiff Corporation have resulted in the City Council substantially reducing the charges to motorists, resident in Cardiff City, for water used in washing cars. The old charges of 15s. per annum for each car, with an additional £1 10s. where a hose is used, have been reduced to 10s. and 15s. respectively.

Deaf and Dumb Motorists.

With obvious delight the lay Press has seized on a new war-cry, namely, the deaf and dumb motor driver. That a deaf man can drive a car with safety is surely proved by the record of Mr. A. J. Wilson, President of the National Deaf Club, while the disability of being dumb surely does not in any way affect a man's skill at the wheel. The remarks of Sir Ralph Foster, the chairman of the Sutton Bench, are, in our opinion, very admirably summed up by *The Motor*, which describes them as "magisterial hysteria."

The Benefit of the Doubt.

Summoned at Wirham Petty Sessions for driving at an excessive speed William Robert Harveyson, a prominent figure in competition work, put up a vigorous defence. According to a

The Italian Lake District.

Motorists and others travelling in the Italian Lake District will be glad to know of a new route available to them by the recent opening of a motor road from Lugano along the northern arm of Lake Como and through the Val

**IN THE
"SIX DAYS."**

Constitution Hill, Swansea, was crowded with spectators when the natural grandstand on the left!

Bregaglia to Maloja. This route provides an almost startling change of scenery. From the shores of an Italian lake one suddenly enters an Alpine valley, and an hour later climbs to a height of 6,000 ft. amongst the snow peaks.

local report the Chairman of the Bench, after a long consultation, said the case had proved a very difficult one. The Bench could not quite solve the difficulty and, therefore, they had decided to give the defendant the benefit of the doubt. The case was dismissed.



Cyclecar — Comments

By SHACKLEPIN

FRENCH CYCLECARS — A
VERY PROMISING DESIGN
— THREE - WHEELER OF
23 H.P. — IS UNIT CON-
STRUCTION DESIRABLE?

FRANCE at present is the only country in the world where cyclecars are really popular. Over there one sees them buzzing about (they are mostly two-strokes) in nearly all of the big cities, whilst a little 250 c.c. four-wheeler is often encountered on the routes nationales miles away from anywhere. It seems probable, however, that a death blow has been struck at the French cyclecar industry by the new methods of taxation, which were described in *The Light Car and Cyclecar* last week.

Until a year ago, cyclecar owners in France were called upon to pay a tax of only £1 a year at the current rate of exchange, and this, if necessary, could be paid quarterly in instalments of 5s. Under the new system which has just come into force, the quarterly instalment will be more than £1 even for quite unpretentious cyclecars, whilst those with engines larger than 750 c.c.—5 h.p. French rating—are in future to be graded as light cars and will thus have to pay the full scale of motor taxation.

People who buy light cars in France have, however, to pay a luxury tax if the first cost is more than 5,000 francs (£50), so there is still an incentive for cyclecar manufacturers if they can build their products to cost less than this amount.

At the present time there is quite a large number of small cyclecars on the other side of the Channel listed at £45-£49. Most of them have two-stroke engines and they are naturally devoid of equipment; windscreens, hoods and lighting sets have, of course, to be ruled out to keep the price so low, and even mudguards are missing in some instances.

A French cyclecar which has always intrigued me is the 4 h.p. flat-twin two-stroke Violet. This is quite an ambitious little vehicle and naturally costs more than £50.

Its principal feature is that it has no chassis frame, a long torque tube reaching from the front of the car to the back axle and serving as the "backbone" of the complete vehicle.

The front axle is down-swept and above it is mounted a transverse spring stretching from stub to stub. Beneath this spring is suspended the engine-gearbox-unit, whilst on top of it the nose of the body rests. The big torque tube is bolted up behind the gearbox and is continued aft to the rear axle, on which the rear part of the body is supported by two quarter-elliptic springs.

With this arrangement there is naturally rather a lot of unsprung weight on the rear wheels, but this does not seem to have any adverse effect on the running of these cyclecars, which are to be seen on the roads in quite large numbers.

Like the Belsize-Bradshaw light car the little Violet has a narrower track at the rear than at the front. This makes the absence of a differential of little importance, whilst it gives a good streamline appearance, the whole car tapering from front to rear.

The design of the Violet unfortunately does not lend itself readily to imitation by home constructors, but it would seem quite possible to build a cyclecar on the same principle, using a Ford back axle and torque tube. The disadvantage is, of course, that the track of the Ford is very wide, and a somewhat spidery appearance would be certain to result.

On the subject of using Ford parts for home-built cyclecars I am reminded of a most interesting three-wheeler which I saw on the road recently. The front axle, engine, radiator, gearbox and frame were all of Ford manufacture, and the rear wheel was driven by a single chain. The owner, in order to keep the weight below 8 cwt.

and thus enjoy the three-wheeler tax of £4 instead of the horsepower tax, which, in this case, would be £23, had spared no effort to lighten the parts as much as possible. So many holes had been drilled in the front axle that it rather resembled a cobweb, whilst the frame, hub plates, and even the wheel felloes had made the intimate acquaintance of a drilling machine.

The car, I should say, would be quite fast, for, with its very high power-weight ratio, it should be able to pull a top gear of about 2 to 1, which would give a speed of about 60 m.p.h. at 1,500 r.p.m., and the Ford engine is capable of turning over at more than 2,000 r.p.m.

"Vitesse" and S. J. W. Charlton, whose letters were published last week, clearly believe that a cyclecar cannot hope to succeed in this country unless it has a really good performance, and I am rather inclined to agree with their opinion. I differ from Mr. Charlton, however, in his criticism of the letter from "Air-cooled Four," which was published three weeks ago. There can be little doubt that the greatest fillip which can be given to cyclecar manufacture would be the introduction of a first-rate engine-gearbox unit—or, preferably, range of engine-gearbox units—which would free small manufacturers and home constructors alike from the bogey of designing and manufacturing their own clutch and change-speed mechanism. It is on the question of transmission that nearly every cyclecar has failed.

If the J.C.C. should ever see fit to answer my questions concerning three-wheelers in the "200," they might also answer the following:—How can one driving wheel be dangerous when there were no accidents in the motorcycle 200-Mile Races which were held at Brooklands recently?

ANOTHER £49 FRENCH CYCLECAR.

THE C.M.—AN INTERESTING LITTLE VEHICLE WITH MOTORCYCLE-TYPE ENGINE AND TRANSMISSION.

ONE of the difficulties under which the French cyclecar designer labours is the price limit. If the price of the complete vehicle can be kept below 5,000 francs, well and good. When once this price is exceeded, however, even by 50 centimes, a heavy luxury tax is imposed, and the price of the machine has to be raised to an absurd extent in order to cover the tax, without any direct benefit either to the manufacturer or the purchaser.

One result of this arbitrary and useless form of taxation (useless from the small return obtained) is that nearly all French cyclecars which conform with the law are under-powered. The power unit in these tiny machines is naturally by far the most expensive item, and it is here that economy has to be studied.

As an example of the cost of bodywork it may be mentioned that a very neat and attractive two-seater body, fitted to a French cyclecar recently described in this journal, is purchased in the open market by the makers of the cycle-

car for 212 francs, or £2 10s. The new C.M. cyclecar, which we illustrate here, is quite a practical little machine. The frame is a simple oblong of pressed steel. The springing, front and rear, is by splayed half-elliptics. The engine, a 350 c.c. two-stroke, is slung between the rear cross-member of the frame and the back axle.

Motorcycle Transmission.

The transmission is entirely on motorcycle lines. A short chain carries the drive from the engine to the gearbox, which provides for three forward speeds and a reverse. A multiple disc clutch is fitted, running dry, and final transmission is by a second short chain to the rear axle.

An accelerator pedal is fitted and also an efficient kick-starter, which enables the driver to start the engine without leaving his seat. Steering gear and connections are carried out on light but substantial lines, and the chassis in general gives an impression of efficiency.

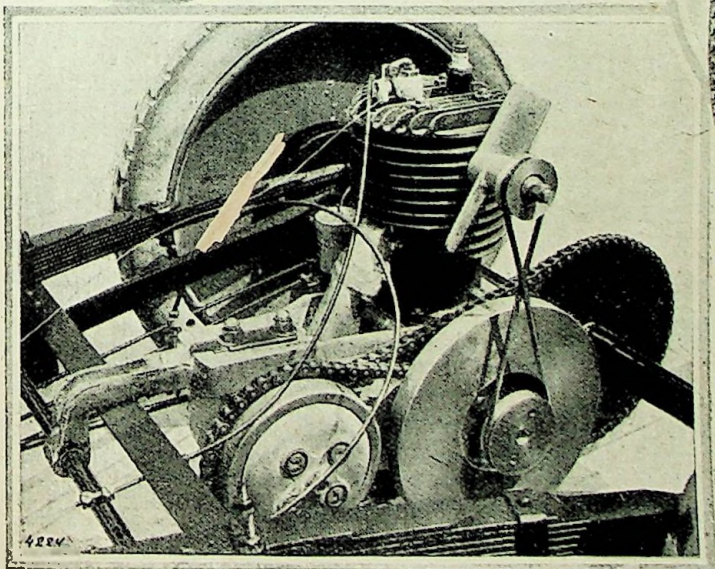
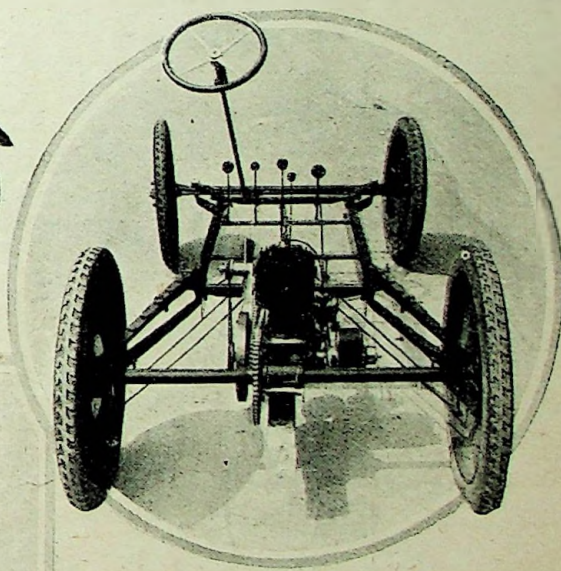
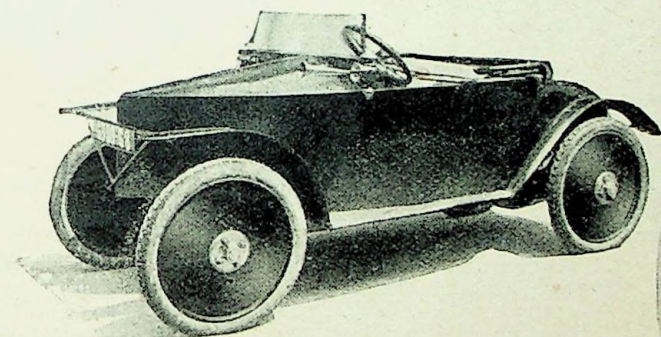
The body is in thin plywood and, although unconventional in design,

is quite pleasing in appearance. A folding Cape hood of the English type is fitted instead of the usual tent affair found on the majority of French cyclecars. The front of the body is brought to a point like the bow of a motor boat. Pressed-steel detachable wheels are fitted.

The engine is a single-cylinder two-stroke, 72 mm. by 85 mm., fan-cooled, developing 8 h.p. A Lavalette magneto is driven directly off the end of the crankshaft. The carburetter is the latest type automatic Longuemare, as fitted to large motorcycle engines.

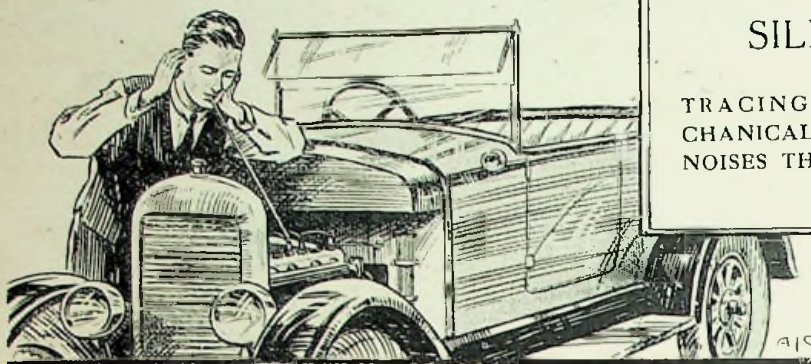
The finish is quite reasonably good in view of the low price asked for the vehicle. The C.M. is a genuine attempt to produce a satisfactory true cyclecar without apeing the small car, and in this respect it is praiseworthy. The total weight is about 175 kilos all on. Thirty m.p.h. or more is claimed in the way of speed and a petrol consumption of 60 m.p.g.

The price of the machine, fully equipped with hood, windscreen, spare wheel, lamps, pump and tool kit, is 4,995 francs.



THE ESSENCE OF SIMPLICITY.

These photographs portray the striking simplicity of the C.M. The single-cylinder power unit is situated at the rear, the gearbox provides three forward speeds and reverse, and the whole layout is practical and strong. Car controls are arranged and the vehicle, complete, represents a really praiseworthy endeavour to produce a true cyclecar.



SILENT RUNNING.

TRACING AND ELIMINATING MECHANICAL AND OTHER UNDESIRABLE NOISES THAT MAY DEVELOP IN THE LIGHT CAR.

The sketch shows a simple form of "knock detector" made from a length of small diameter steel rod.

To aim at silent running is an excellent ambition, but should it be carried to extremes? For then the tiniest and most harmless squeak—formerly not audible—may prove a constant source of annoyance to both driver and passengers.

ASKED why he made no endeavour to produce a more silent exhaust, the designer of one of the early types of cyclecar replied, "It is this way; the din from the tail pipe effectively drowns the clatter of the valve gear, and whereas a somewhat nervous driver will cheerfully put up with the former, he may be unduly alarmed by the latter."

This little story should be borne in mind by those who set out determined to make their cars run with ghostly noiselessness, for in achieving their ideal they become aware of insignificant and probably quite harmless noises which will bother them to distraction, and which, had the silencing process been modified slightly, would never have been noticed.

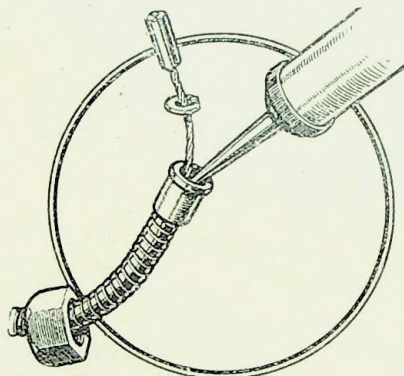
Aiming at Reasonable Silence.

Without going to such extremes, however, there is no reason why the owner-driver should not aim at reasonable silence. A mechanically noisy car is an abomination, and as mechanical noises generally rise above all others a car which runs quietly may be said to be enjoying good health.

Practically every car has its peculiarities in so far as strange noises are concerned, and cases are not unknown where an owner having driven the same car for

decided than the rest it may generally be attributed to a tappet adjustment which has slacked off, and the guilty part can nearly always be identified if the valve chest cover is removed, the engine allowed to tick

The most simple method of lubricating the flexible shaft of a speedometer or rev. counter drive. Fresh lubricant should be introduced about every 5,000 miles.



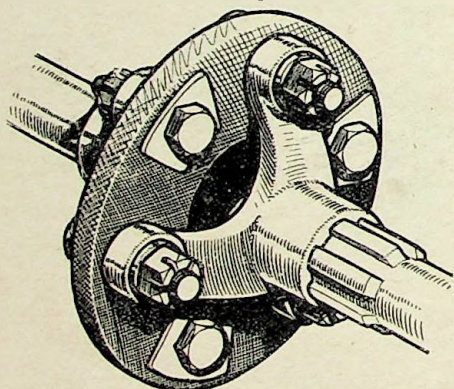
over and each tappet watched in turn. Perhaps a quicker method is to test the clearances with a feeler gauge of the proper thickness, when the slack tappet will immediately give itself away.

Overhead valve gear is nearly always enclosed nowadays and, thanks to really adequate lubricating arrangements, this type of gear is seldom any noisier than the side-by-side valve type. Worn journals, big-ends, and so on will naturally cause regular thumps, tinkles or taps, and in the absence of a properly designed "knock finder"—a device which is very similar to the medical stethoscope—such noises often may be traced to their source by placing one end of a thin steel bar on various parts of the cylinder block, gripping the other end between the teeth and plugging the ears with the fingers. Noises are magnified in this way and may be localized fairly accurately.

Noise from Clutch Drives.

Many modern clutches transmit their drive through the medium of steel pegs, and in the case of an old car these pegs may have become slightly noisy. The best cure, of course, is to have the pegs skimmed up in a grinding machine and the plates rebushed to fit, but if the owner does not wish to go to this expense a fairly thick lubricant, made up of equal parts of transmission grease and engine oil, well whipped together, should be applied frequently. This will act as a cushion and at any rate serve to damp out any rattle which may be produced when the clutch is not under load.

On some cars a short shaft transmits the drive from the clutch to the gearbox. Where fabric universal



Splines are frequently neglected. They require adequate lubrication, otherwise wear and noise will develop. Thick oil is the recommended medium.

perhaps eighteen months or two years has sold it still mystified as to the source of, perhaps, one rattle or squeak.

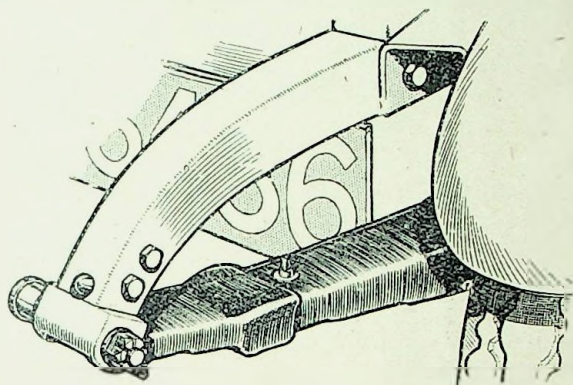
The best method of going to work is to adopt a process of elimination, and the following analysis of noises should prove useful.

The gentle murmur of well-adjusted tappets should not disturb any driver, but if there is one click more

joints are employed this drive should be dead silent, but sometimes in conjunction with a fabric universal a splined shaft is used, and although this is made of very hard material, backlash may develop, causing noise when the car is just in the act of overrunning the engine. The mixture of grease and oil recommended for clutch pegs should be applied at this point also; in fact, it should be borne in mind that splined shafts require lubricating frequently so as to minimize wear.

On top gear a well-made gearbox, even when it is fairly old, should not be guilty of noise, that is, unless an undue amount of wear has taken place in the constant mesh pinions which connect the clutch shaft to the layshaft.

In the intermediate ratios, however, there may be considerable noise caused by wear of the teeth and backlash between the gear wheel clusters and their shafts. A new gearbox, even a new set of wheels, is an expensive remedy, but a partial cure can be effected by using a slightly thicker lubricant.



Squeaky springs can be silenced and kept in first-class condition by fitting good gaiters. Special injectors are sold, making the task of recharging the gaiter a simple matter.

Where oil alone is recommended, the lubricant introduced should always be of a fluid nature, but where grease is specified a really thick medium can be put in in the summer, a slightly thinner medium in winter.

The final drive of the average light car takes the form of a helical bevel assembly, and a very irritating hum may be set up if the bevels are inaccurately meshed. The adjustment of the bevels, however, is a job for an expert, preferably the manufacturer of the car, and the amateur is not advised to indulge in experiments.

A Dynamo Squeak.

These practically sum up the mechanical noises which may be produced by the power and transmission units, but there are other causes which may have to be investigated.

A common instance is the squeak set up by the friction between the brushes of a dynamo and the commutator. This is generally a sign of wear and, in extreme cases, it may be necessary to have the commutator skimmed up and new brushes fitted. The merest suspicion of vaseline applied to the commutator may effect a cure, but its application is not recommended.

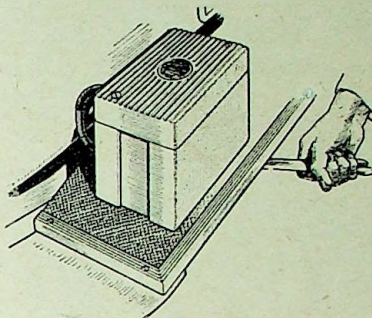
An irregular click may be traced sometimes to a leather link belt which is too slack, and which hits some adjacent part. This should be avoided, not so much on account of the noise but because the links will be damaged.

An alarming squeak may be set up by a speedometer cable which has run dry. To avoid this oil should be squirted down the cable about every 5,000 miles.

Squeaky springs indicate their own cure. Oil or

grease gaiters are a certain remedy; failing this, the car should be jacked up under a chassis member, adjacent spring leaves separated in turn and a good thick oil-cum-graphite mixture squirted in between them.

As to body squeaks, it must truthfully be admitted that they are by far the most difficult to eradicate. Usually they are attributed to the slight movement which takes place, owing to whip, between the base of the body and the chassis members upon which it rests.



Battery boxes are liable to work loose gradually. The nuts beneath the running boards should be tried periodically to make sure they are kept tight.

A firm anchorage between the two is essential, and frequently it will be found that by tightening up the holding-down bolts squeaks will be stopped.

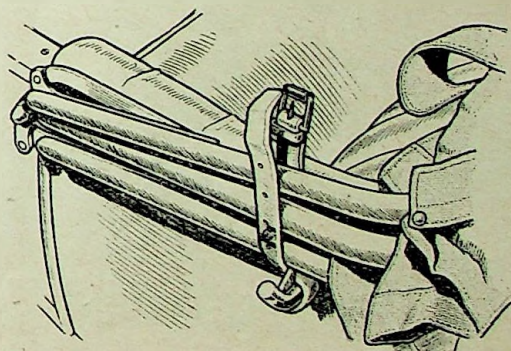
Rubbing between the bonnet and the lacing against which it is held is another cause of squeaks. A remedy is lightly to smear the lacing with vaseline.

Loose hood sticks, spare wheel fastenings, tool or accumulator boxes—as well as the tools themselves—and so on, are prolific causes of rattle. The ingenuity of the owner-driver should be sufficient to supply certain cures in each case.

When it Pays to Investigate.

The strength of the exhaust note is a matter which depends upon individual likes and dislikes, also upon one's respect for the "trained" ear of the local policeman. A hard, metallic bark is not desirable, the aim should be to produce a pleasant burble. This is seldom obtained by removing the baffle plates from the silencer, and calls for a certain amount of scientific treatment.

Finally, a few words of advice may be given in respect to noises which develop suddenly when, say, the car is being driven fairly hard. If due to some

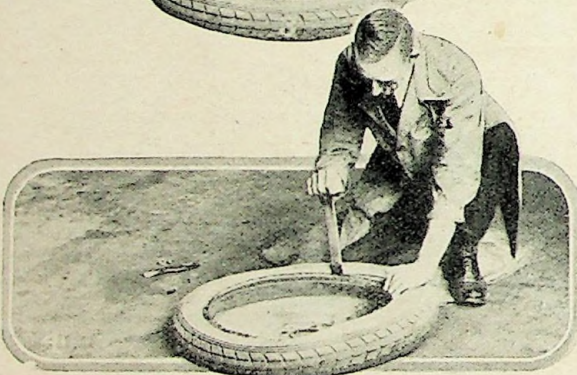
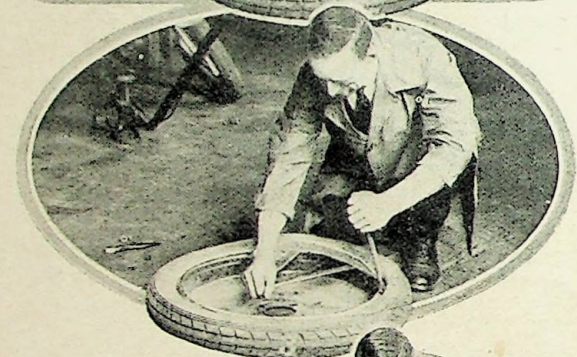
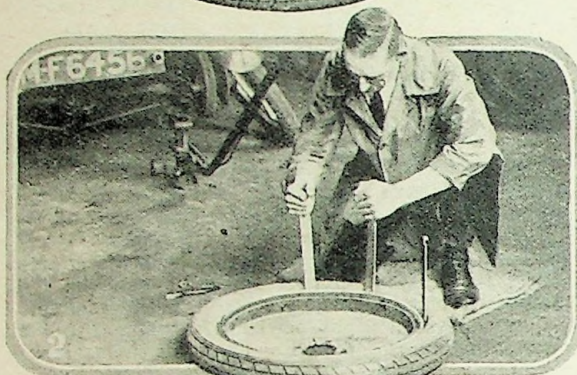


The rattle frequently set up by loose hood sticks may be cured by strapping them down, as shown in this sketch.

engine or transmission fault, the sweetness of the drive will usually be affected, and investigation should be made at once.

In certain cases the noise may take the form of a solitary crack like the subdued report of a gun; this points to a broken spring leaf or holding-down bolt. The car should be stopped at once, taking care, however, not to apply the brakes too harshly, and each spring assembly carefully examined.

HOW THE TYRE EXPERT DOES IT.



HOW TO TAKE IT OFF.

(1) Freeing the bead from the rim. (2) The three levers in place. (3) Two levers are forced down with the right hand, one with the left. This brings the first section of the outer cover off the rim. (4) Making a fresh start with No. 1 lever. (5) Easing off the last section. (6) The valve having been pushed out of the hole in the rim the tube is withdrawn for examination and repair.

BELIEVING that there is no better education than to watch a man do a job which 30 years of experience have enabled him to reduce to a science, we recently seized the opportunity of studying the tyre-changing methods employed by a skilled craftsman at the Avon Service Depot, Euston Road, London.

It was quite obvious that knack constitutes the only trick of the trade, for three ordinary 12-in. tyre levers were used, and the operator received no assistance. The cover was a new 710 mm. by 90 mm. Avon Tri-cord.

It is difficult to say which worked the faster—the tyre man or our own photographer. Certain it is that the former frequently had to wait for the latter, which goes to show that removing and fitting a cover is as easy as falling off a log—when you know how.

Freeing the Bead.

Beginning with the process of removal, the first operation is to use a single tyre lever to free the bead from the rim, then to place the remaining levers in position as shown in the accompanying photograph, thrusting them down so as to bring the bead of the tyre over the rim of the wheel. The operation is repeated at regular intervals round the circumference until, finally, one side of the tyre is completely off the rim. The valve of the tube having been withdrawn, the whole tube can be pulled out.

To replace the cover the operation is, of course, very similar, but the sequence is reversed. First of all the valve is pushed through the hole in the rim, then the remainder of the tube is carefully tucked into place. The valve is reassembled, and a tyre



**REMOVING AND REPLACING A COVER AND
TUBE WITH A MINIMUM OF EFFORT AND
WITHOUT WASTING TIME.**

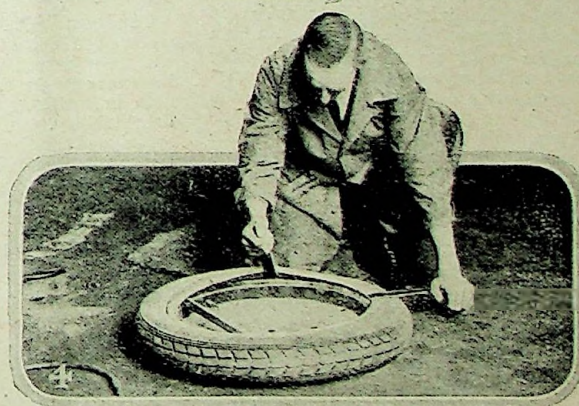
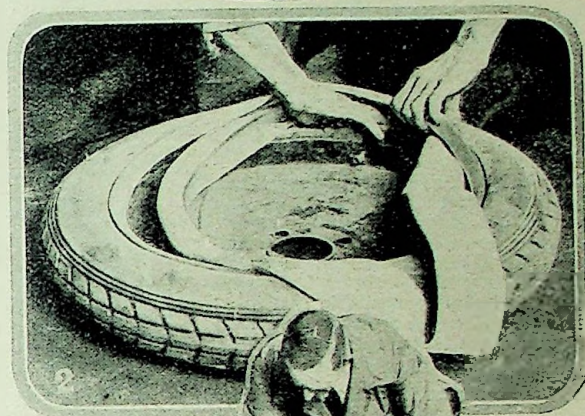
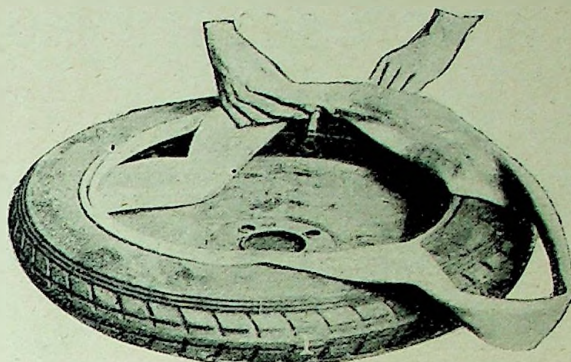
pump—in this case one of the electrically operated type—brought into use, one hand being kept inside the cover, with the fingers pressed against the tube so that it can be ascertained when the correct amount of air has been pumped in. This should be sufficient just to enable the tube to take shape.

The levers are now called into use, and that part of the tyre beading adjacent to the valve is levered into place, the valve itself being pushed outwards with the thumb, so that the recess in the cover shall fall neatly into its position round the base of the valve.

Don't Nip the Tube.

Using the partly hooked ends of the levers, the cover is now worked on to the rim a section at a time, the greatest care being taken to see that the tube is not nipped when each lever is inserted. The last section is, of course, the worst, and when finally this has been levered over the rim, the wheel complete may be bounced on the floor of the garage to make sure that the bead goes home properly all round. The tyre may now be blown up to the correct pressure, but before it is passed for service the rim should be examined all round to make sure that the cover is fitting snugly.

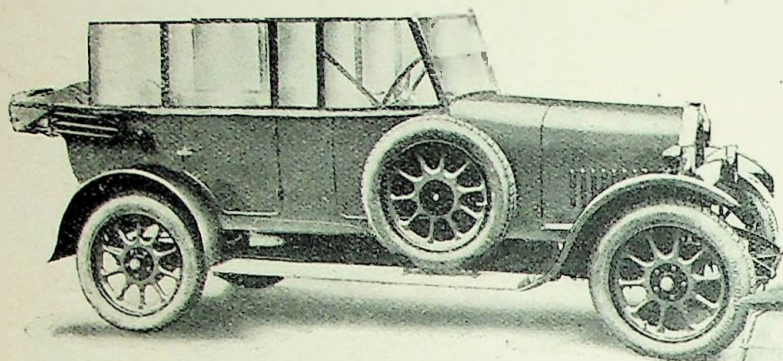
A new cover generally is considered to be harder to fit than an old one, because it is somewhat stiff, but when removing an old cover the operator should not forget to ease the bead away from the rim all the way round before following the procedure given above. An old tyre is liable to stick to the rim, and this may make its removal awkward, unless the freeing process just described is carried out first.



HOW TO REPLACE IT.

- (1) Before inserting the tube make sure that the valve coincides with the hole in the rim, then (2) tuck the tube inside the cover and push the valve into place. (3) The rest of the tube follows and is pumped up so that it takes shape. (4) Levering the cover back into place, making sure (5) that the valve is pushed outwards when the cover is put on at that point. (6) The last section is levered into place.

A NEW 9-20 H.P. HUMBER.



DETAILS OF THE 9-20 H.P. CHASSIS ON WHICH IS MOUNTED A FOUR-SEATER BODY FOLLOWING THE LINES OF THE LARGER MODELS.

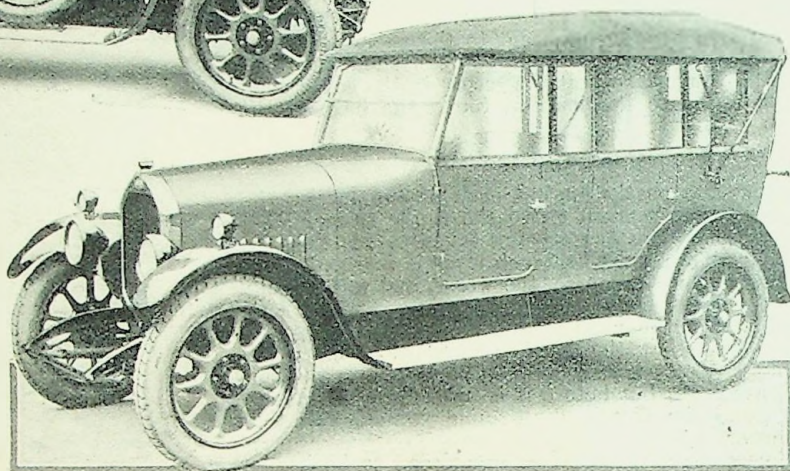
IN producing the 9-20 h.p. Humber the manufacturers have, in reality, enlarged the 8 h.p. chassis generally, and have equipped it with a full four-seater body. A light car in every sense, first-class materials and workmanship have been employed in its manufacture, and the price, £260, complete with efficient all-weather equipment, is by no means high. A 2-3-seater body with dickey will also be available shortly at the same price. The cars are, in fact, replicas of the larger models.

The Larger Engine.

The engine remains almost the same as that employed in the 8-18, which this new 9-20 displaces. The clean and workmanlike lines of the engine, clutch and gearbox unit remain unaltered, but 2 mm.s have been added to the bore of the cylinders, which are now 58 mm. bore by 100 mm. stroke, giving a cubic capacity of 1,056 c.c., the R.A.C. rating being 8.35 h.p., and the tax £9.

The cylinder head is detachable, and accommodates the four overhead inlet valves; the exhaust valves being beneath. The inlet-valve mechanism is enclosed by an aluminium cover, which can be easily removed (by slackening two knurled nuts on the top) for inspection of valve clearances. The overhead rockers are provided with forced lubrication, oil being fed to each rocker standard, from which it overflows into a trough and is conveyed down the push-rod guides back to the sump.

Lubrication is by trough and splash, a gear pump maintaining the level of oil



in the troughs. Coupled to the system is a telltale mounted on the dashboard. All the tappets are in line, and are enclosed by a detachable oiltight aluminium cover, a constant supply of oil from the push-rod guides keeping them well lubricated. Cooling is by thermosiphon, and although a fan is not fitted as standard one can be added if desired.

A Redesigned Camshaft.

The camshaft, magneto and dynamotor are driven by enclosed silent chains, a Simms vernier coupling being incorporated in the drive to the magneto to facilitate adjustment and easy detachability. The new engine has a redesigned camshaft to accommodate the slight increase in the bore of the engine which necessitates, of course, a slightly larger Cox carburettor, the sum total of these increases producing a considerably better power output from the engine.

Aluminium pistons are fitted as standard, and embody a special oil return groove which tends to prevent oil working up through the rings and so cause oiling up of the sparking plug points or a smoky exhaust. The piston skirts are split and incorporate an internal ring which expands the skirt against the surface of the cylinders, thus automatically taking up wear and preventing slap.

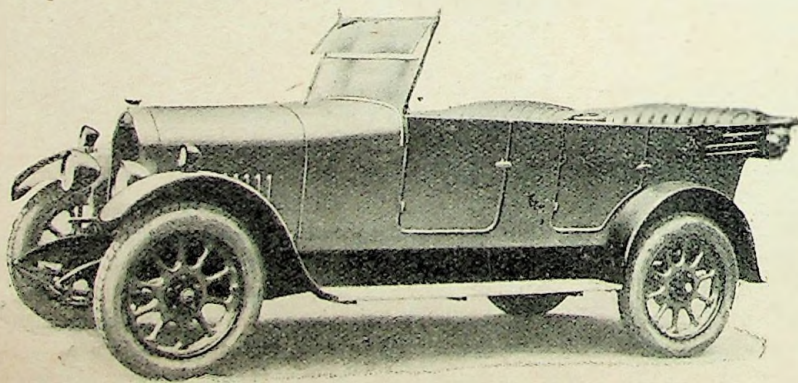
An enclosed Ferodo-faced cone clutch conveys the drive to a three-speed and reverse gearbox which has a right-hand gate change integral with the gearbox. The gear ratios are 16.6 to 1 first speed, 9.5 to 1 second speed, and 4.9 to 1 top speed.

Immediately behind the gearbox there is an external-contracting transmission brake which is operated by the foot through a neat toggle arrangement. The diameter of the drum has been increased somewhat from that employed on the 8-18 h.p. car. A positive drive to the speedometer is interposed between this brake and the gearbox.

Allowing for Wear.

The steering mechanism is by worm and worm-wheel, the worm-wheel shaft and steering arm having three different positions available for their engagement, thereby allowing the whole of the wheel to be used as desired when wear takes place in any one sector.

The transmission is by open propeller shaft to a semi-floating spiral-bevel rear axle, in which Timken roller bearings have been embodied in place of ball bearings. Strong fabric universal joints are provided at each end of the transmission shaft, and the torque is taken through the rear springs. Brake drums are fitted to the rear wheels and have external-contracting bands operated through a compensated



ATTRACTIVE
BODY LINES.

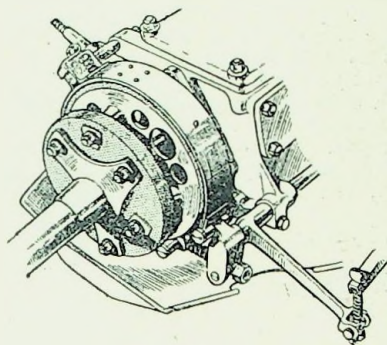
The photographs on this page give an excellent impression of the new Humber. Generous all-weather equipment is provided and the whole car presents a very sturdy and workmanlike appearance.

device and applied by the hand lever which is rather more to the rear of the chassis than is usual, and, consequently, requires an upward movement for its application.

The petrol tank has a capacity of eight gallons, and is now placed at the rear of the chassis, a small vacuum tank on the dashboard being incorporated in the supply service. It is interesting to note that the tank is fitted with a large spout, which, although the car is comparatively small, provides an accessible means for filling.

The electrical equipment is of Lucas manufacture, incorporating a single-unit dynamotor driven by silent chain from the crankshaft. Separate head and side lamps and an electric horn are standard fittings.

The wheelbase is now 8 ft. 6 ins. and the track 4 ft. 3 in., with semi-elliptic



The external-contracting hand brake, which is situated immediately abaft the gearbox. The new positive speedometer drive can be seen.

springs fitted front and rear, those at the rear being longer than on the Eight-Eighteen, and equipped with shock absorbers. Spring gaiters are fitted all round. The front dumb-irons are joined by a cross-member passing through the forward spring mounting, thus stiffening up the front of the chassis. A feature that will be appreciated by owner-drivers is the incorporation of the Autoram greaser system of lubrication to all chassis parts.

The standard type of body is a four-seater, built in the familiar Humber style. It is, in fact, a small edition of the bodies fitted to the larger cars, the same materials being employed in its

construction. Three wide doors are fitted, each having a pocket sealed by a flap.

The general colour scheme is Humber mode with leather upholstery to match, the floor being covered with a hair carpet which also tones in colour. As might be expected with the increase in chassis dimensions, the body is considerably more roomy than that previously fitted to the 8-18 h.p. chassis, and is now large enough to accommodate four fair-sized adults in comfort.

Polished Walnut Facia Board.

The facia board and the top of the body and doors are finished in polished walnut, and provide an excellent appearance to the interior of the car. Recesses are formed in the top of the bending to the doors and body to receive the side curtain supports. The screens themselves are very neat, and as they are fitted with narrow metal frames, give excellent vision for the passengers. A two-panel windscreen is set to slope rearwards slightly, the top half of the screen being adjustable and fitted with a mechanical wiper.

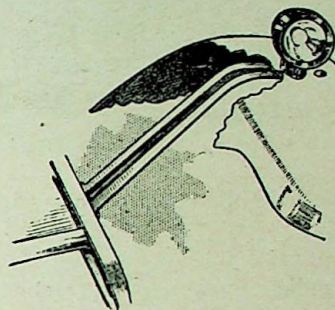
From the dashboard a sheet-metal framework extending towards the rear of the car supports the facia board, and incorporated in the framework is a shelf designed to carry the tool roll, a strap being provided to prevent it from rattling. The shelf is, of course, beneath the dash panel, and is out of sight, but it is easily accessible to the hand from beneath the facia board; thus no toolbox is required, as the larger tools such as jack, jack handle, and wheelbrace, are fitted in clips on the dashboard beneath the bonnet.

The front mudguards are supported by pressed sheet-steel stays of U section with large flanges, the centre of the U being utilized for the side lamp cable, thus effectively concealing it.

Detachable steel artillery wheels are equipped with 27 in. by 4.4 in. reinforced Dunlop balloon tyres, and are covered by D-shape mudguards of good proportions. The spare wheel is now carried on a bracket provided for the purpose on the off-side of the car

by the driver's seat instead of at the rear as formerly.

The equipment of the facia board is unusually complete for a car of this size, and, in addition to the speedometer, oil pressure indicator, electric lighting, starting and charging switches and carburettor air-strangler, an eight-day clock will now be provided. The general dimensions of the car are doubtless of interest. Overall length, four-seater, 12 ft. 6 ins., height with hood up, 5 ft. 8 ins., and overall width 4 ft. 9 ins., all these measurements being

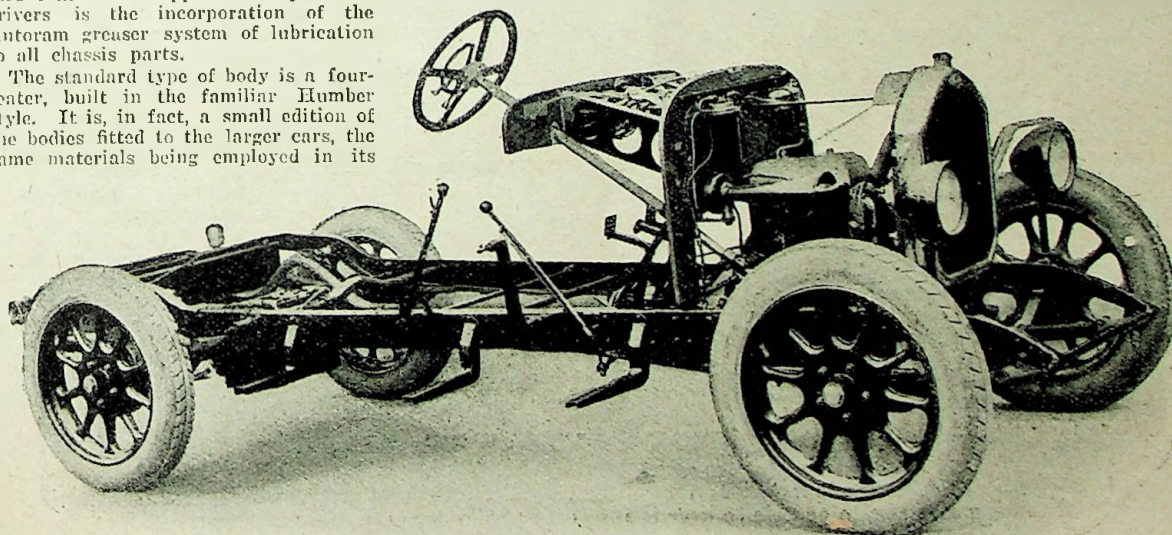


Pressed-steel brackets are used to support the front mudguards. They are arranged to enclose the cables for the side lamps.

slightly larger than on the 8-18 h.p. car.

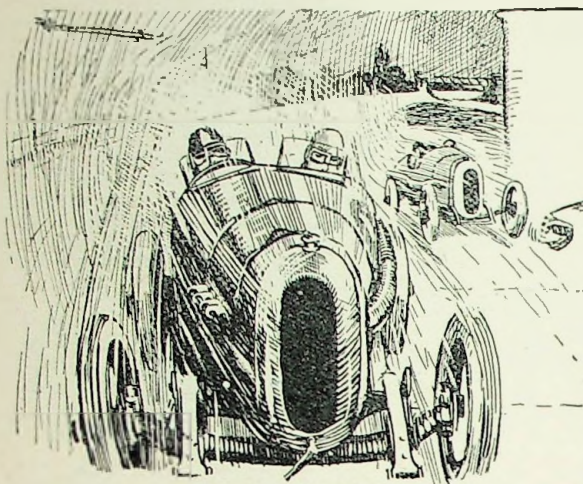
The latest Humber will add considerably to the prestige of 1926 light cars. If the soundness of its construction and the neatness of its design were not in themselves convincing proof of the care which has been taken in its production, the name Humber is a hall-mark in the world of motoring which is sufficient to give the public unqualified confidence in the productions which emanate from this well-known factory. The engine undoubtedly represents one of the most efficient small fours on the market and the slight increase in capacity will be welcomed by those who are already Humber enthusiasts.

The manufacturers' address is Humber Ltd., Coventry.



THE NEW
9.20 h.p. CHASSIS.

At first sight the new chassis appears to differ little from the present 8 h.p. model, but a number of detail improvements have been introduced. A notable innovation is the new position of the petrol tank, which is at the rear, the feed being by a vacuum tank.



SMITH MINOR AND "THE 200 MILES."

ABOVE Smith Minor's bed hangs a calendar with one date which, by reason of its super-ornamentation, stands out from all other dates. Bank Holidays, Christmas Day and even the date of his own birthday appear as mere satellites to the great splash of colour which surrounds "September 26th." No word explains this mystery, yet to Smith Minor this Saturday is above all other days of the year. If you asked him what is to take place on this day of days he would look at you in incredulous amazement, as though your ignorance was at once criminal and immensely pathetic. Then with an air of infinite patience, in which lingered a trace of righteous anger, he would say, "The Two Hundred." Further explanation would not be given, because it would be thought unnecessary.

To put it crudely, Smith Minor is mad on motors. The walls of his bedroom are lined with pictures of racing cars. He has collected these pictures for years and has arranged them so that they form a continuous motor race which appears to last interminably. To remain in his room even a short time is to gain the impression that nothing in the world exists except motorcars.

He has a home-made pigeon-hole cupboard all neatly indexed so that you have only to mention a particular make of car for him to produce the latest catalogue. His knowledge of different types and their specifications is extensive and amazingly accurate.

Suffered in Silence.

His family suffer this motor madness in silence. They no longer rush up to his room on hearing strange sounds issuing therefrom, for they know that their son is merely sitting back in a chair tilted against the wall, holding an imaginary steering wheel and occasionally moving non-existent gear and brake levers, while out of his mouth proceed noises supposed to represent a car careering madly round a racing track. They are accustomed, too, when out walking with their offspring, to have the make of every car named as it appears in sight.

For some weeks his main topic of conversation has been the great race at Brooklands to be run on the

26th. He has dilated upon the merits of the different types of car entered and upon the capabilities of their respective drivers. Superchargers are discussed with a wealth of technical detail, while the merits of particular methods of "streamlining" are almost reverently explained. The fact that three-wheelers have been debarred this year has been a sore point with him ever since this decision was published. He cannot think of it without feelings of rage.

At present a great problem confronts Smith Minor—a problem which outweighs even that of the result of the race. The problem is how to get to Brooklands on the great day. For on Smith Minor's report of last term it was written that the winter term opened on Friday, the 25th, and that all boarders were to appear at school and report to their respective housemasters by 8 p.m. on that date.

No Excuse Taken.

Smith's housemaster is a stickler for prompt return to school, and no excuse short of serious illness will be accepted for a breach of this rule. There is little hope of persuading his father to allow him to go back a day late, so many schemes are being thought out to delay his return for 24 hours, when the race will be over.

Bribery in the form of an unexpected present to his mother has been considered. If this is given at a propitious moment on the Thursday and followed by subtle entreaties the hardness of the paternal heart might be softened. But Smith Minor has little hopes of success in this direction.

Another plan has led to the careful study of the symptoms of certain youthful diseases which manifest themselves by the appearance of a rash upon the arms, chest and neck. The rash can be produced by the painful application of the bristles of a stiff hairbrush, but such accuracy in "timing" is required that it is likely that this idea will be discarded as impracticable.

The only remaining scheme is to depart to school on the Friday at the appointed time, get out at the next station, and return by stealth to London, there to hang about and sleep in a waiting-room until a train leaves for Weybridge in the morning.

This plan of attack seems at present the most certain, but, of course, it would lead to inevitable reprisals. "Old Bumbo," his housemaster, is a whaler for a lamming, but Smith Minor thinks it would be worth it. Anyhow, he is determined to see the "Two Hundred" by hook or by crook.

BEAK.

TUNING THE EXHAUST NOTE.

EVERYONE who owns a sports model and many drivers of touring cars like to be able to hear the exhaust, provided that they can arrange for a deep mellow note in place of the annoying crackle emitted by a straight-through pipe or the woolly and utterly objectionable noise obtainable by drilling holes in the expansion chamber.

In the writer's experience, the best way to get a

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very deep exhaust note, which is not annoying to other road users and to which the police have no objection, is to cut through the exhaust pipe beneath the floorboards, scrap the expansion chamber and tail pipe and fit a length of 3-in. flexible metallic tubing extending to the rear of the car. The easiest way to fit this thick flexible tubing over the cut-off exhaust pipe, which generally measures about 1½ ins.

in diameter, is to lag the smaller pipe with asbestos cord until the flexible pipe makes a tight fit over it. A strong clamp around the whole will make the joint fast.

Flexible metallic tubing, however, is not particularly cheap, and almost as good a note can be obtained by first dismantling the ordinary expansion chamber, removing any baffles which may be inside it and then replacing it without the rear end plate and tail pipe. Over the end of the expansion chamber a 3-ft. or 4-ft. length of sheet metal tubing (obtainable from ironmongers) may then be slipped, and it will be found that a very deep note is obtainable. It may be, however, rather too raucous when the car is pulling hard, but its tendency in this direction may be tamed either by flattening the end or by inserting down the end a length of tightly rolled close-mesh wire netting.

One of the most mellow exhaust notes that the writer has ever heard was provided by cutting off the

exhaust pipe of a four-cylinder engine at the point where it is bent from the vertical to the horizontal. This cut-off section was then inserted into a length of 1-in. rolled sheet-steel tubing, which ran almost the whole length of the car, the forward end being open and the exhaust pipe entering it about 2 ft. from the opening. Neither end of the big pipe was closed in any way, but a row of saw cuts was made along the whole length of its underside.

Many owners of sports cars which have a nice mellow exhaust note are tempted to indulge it sometimes by retarding the ignition as this makes the note much deeper and more melodious. It is a bad habit, however, for an unduly retarded ignition timing overheats the valves and may quite easily lead to them being badly burned or pitted. Excessive retard means that very hot flame passes through the exhaust valve ports; so hot, in fact, that even the valve seats may be cracked or otherwise damaged.

A PISTON-TYPE SUPERCHARGER.

NOVEL SYSTEM OF FORCED INDUCTION WHICH IS ALWAYS IN OPERATION—AN INTEGRAL PART OF THE ENGINE.

REDUCED weight per horse-power and increased speed are two of the claims advanced by Charles Tuckfield, M.I.Ae.E., in respect of his supercharging pump for internal-combustion engines. For aeronautical work it is stated to possess other advantages relative to balancing the rarification of the atmosphere at high altitudes, but the latter aspect need not concern readers of this journal.

Before describing the construction and principles of operation it will be well to mention one or two general facts. As a rule superchargers are controllable, in that they can be put into action when required, usually at high speeds only. The present system, however, is incorporated in the engine and functions all the time the engine is running.

From the foregoing paragraph it will be gathered that the induction is forced when ticking over, and this should give improved acceleration from low speeds, in addition to better pulling on hills on top gear. Whether these advantages would offset the increased fuel consumption which generally obtains in supercharged engines remains to be seen in practice.

In normal engines the mixture is sucked into the cylinders, but in an engine embodying the Tuckfield pump the pressure upon the ingoing gases is variable by means of adjustable by-pass valves, which are among the chief points of the invention.

Described briefly, the idea consists of a double-acting piston pump driven directly from the crankshaft, and connected to each cylinder of the engine.

A study of the illustration accompanying this article reveals the relative simplicity of the layout.

Between cylinders 2 and 3 is the pump cylinder, which, being of the double-acting type, requires a stuffing-box and crosshead. The inlets from the carburettor are H and D, the by-pass valves B and B', and the piston A.

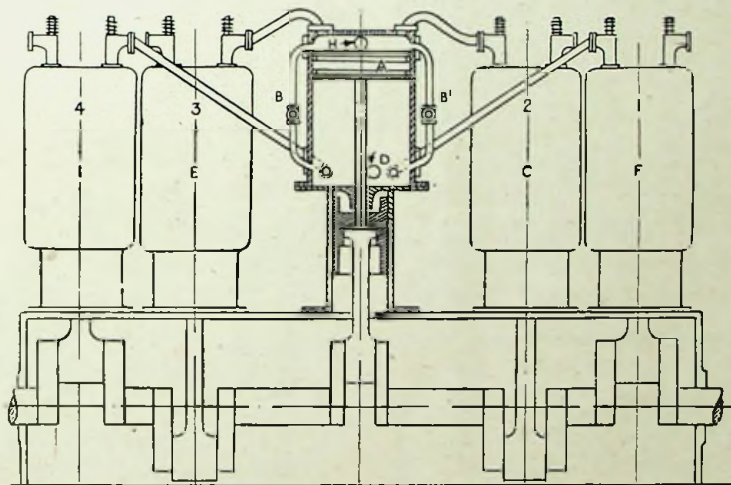
Dealing with the action of the device we find that the piston (A) on descending draws a full charge at atmospheric pressure through the inlet port (H), while driving part of the charge in the space below A, via the pipe, into cylinder number 4, which is on its induction stroke. The pump cylinder being the larger, the initial compression commences to rise

until the required pressure is attained. Any surplus charge is returned through the automatic valve (B) to the induction side of A. When the upper side of the piston is charging cylinders 2 or 3 the by-pass valve B' comes into operation in a downward direction. By varying the setting of the by-pass valves the initial compression can be adjusted.

As 7 lb. pressures are not likely to be exceeded the moving parts need

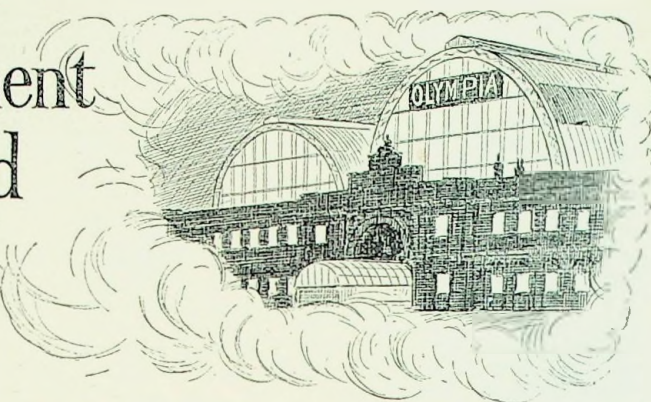
not be very heavy, but in the position shown in the illustration the addition of the supercharger will materially lengthen the crankshaft. Alternatively it would seem that the pump could be mounted at the front or rear end of the engine.

Should this type of supercharger assume practical shape in a light car, it will be interesting to compare its performance with that obtained from engines having forced induction by means of rotary blowers. It would appear desirable that an engine employing the pump described be designed for the purpose owing to the increased stresses at low speed.



Situated between cylinders 2 and 3, the Tuckfield supercharging pump feeds the mixture under pressure to all cylinders. The by-pass valves B and B' can be used to regulate the initial compression pressure.

Where Improvement is Needed



AN OPEN LETTER TO MANUFACTURERS
FROM A LIGHT CAR OWNER WHO ASKS FOR
MORE ACCESSIBILITY, LESS TIME SPENT ON
MAINTENANCE AND BETTER CONTROLS.

BEFORE I start telling you what I want for 1923 I must explain that I am really quite satisfied with present-day light cars, but snags still arise which appear, at least to me, as being easily avoidable in the case of next season's models. None of the minor grouses in the course of this letter is of a very serious description, but the sum total might well be reduced and the driver's pleasure enhanced thereby.

The question of £ s. d. is, of course, of the utmost importance both to you makers and to your customers. I am quite aware of the fact that improvements as a rule mean expense, but, personally, I think that it would be better to improve the productions and maintain the present price levels rather than to retain existing designs and endeavour to cheapen them still further.

To me, as to the majority of light car users, almost as much money is lost by way of depreciation as is spent in keeping and using the car. This in a way is not entirely your fault, but you can do much to relieve the financial burdens of your customers by sticking to reasonable prices and avoiding periodical cuts during the year. Owners prefer a stable price to be maintained for the life of any particular model, provided the price in the first case is properly based.

Coachwork Maintenance.

To get down to actual details, the body is the first thing which strikes the purchaser, but almost more important, it is the only thing as a rule which interests his wife, who has a large say in the matter. As to colour, of course that is purely a matter of personal taste and one man's meat is another man's poison. The finish, however, is a thing which concerns everybody, as washing and polishing are tiring jobs at the best of times, and the average varnish is horribly delicate to look after and keep in the pink of condition without a lot of work and care.

A really satisfactory and durable fool-proof finish is what is most needed, and the absence of plated parts which require cleaning is important. A car which is painted from stem to stern, with no polished parts, is apt to look rather heavy. My latest household purchase, a coffee percolator, is a plated affair; it does not want any cleaning, however, for the simple reason that it is treated with some type of lacquer which makes it absolutely self-cleaning, so to speak, a rub over with a dry rag is all that it seems to need. If this type of finish is impracticable for any particular reason, why not polished aluminium fittings? There

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are some really smart ones to be seen on commercial vehicles, and an extra shilling or two per part would give the necessary degree of polish for private car work.

During 1925, few squeaks and rattles have developed in the body of my small car, but at one or two particular speeds there is a tendency to drum, so far as I can trace on the part of one or two of the side panels of the body. Next year, when looking for my new car, I shall take care to see that the panels are supported by the wooden framework to a better extent than in my present vehicle.

Draughts seem to be unavoidable to a certain extent, but I shall pay attention to the design of the windscreen to see that I can move it about so as to direct the currents of air well clear of my head in order to avoid the little eddies which manage to curl round the back of my neck at nearly all speeds. The windscreen for the rear seats must be capable of



A reduction in car prices adds to the depreciation item of an owner's annual bill and is therefore very unwelcome.

going well round the sides of the passengers, otherwise the wind is deflected from their faces and directed down their backs, sucking in the dust from the back of the car and making things generally unpleasant.

Doors should always have little rubber buffers or some other means for preventing rattle, and giving a

reasonable degree of flexibility when the chassis bends in difficult circumstances.

A friend of mine has a small car in which the rear seat and upholstery can be removed when he wants to carry about a lawn mower or other goods and chattles inseparable from a house or garden. I should like to be able to do that with my car, and if I can find one so equipped it will go a long way towards tempting me, as I often have to transport a small amount of goods, and do not want to spoil the upholstery or pay the local carrier for doing a job which my own car should do.

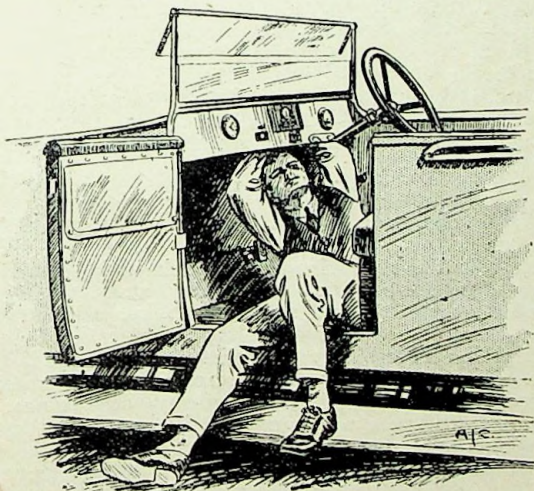
From time to time I remove the floorboards to gain access to the transmission. I try to do my best to follow out the instructions which are contained in the little manual sent with the car, but it would be far easier if the whole floor came away, and not merely a part of it, as the remaining portion gets in the way terribly when trying to reach grease nipples on the ends of brake cross-shafts or similar points. The floorboards of the back compartment are every whit as important as those of the front.

Easily-detachable Wings.

While dealing with the aspect of maintenance and convenience it really would be splendid if a front wing could be removed by undoing two or three good big bolts, as it is most awkward to lean over the top of a large, wet and muddy wing, scratching it with one's coat buttons, by the way, to clean out a carburettor jet, and when decarbonizing has to be done it would be ever so much easier to stand upright near the chassis rather than to have to work in a bending position.

Dealing with the seating accommodation, on the average this seems to be satisfactory, but it is rather difficult for a man of fairly short stature to see clearly over the top of the wheel when the seats are placed very low. An adjustable steering rake is convenient, for this reason.

The facia board is very much before one's eyes, but on my own and on other cars the placing of the speedometer on the passenger's side seems to be entirely wrong. I want to look at the dial far more

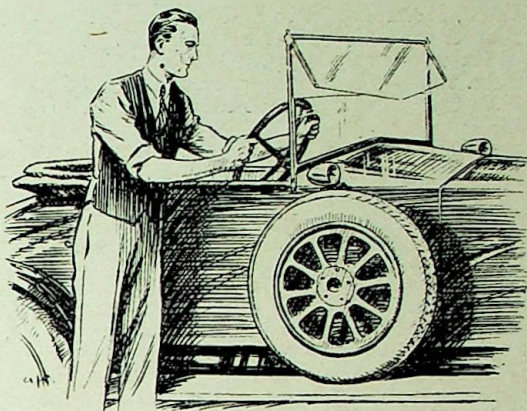


A hinged switchboard, permitting easy access to the connections, would be a blessing to the private owner, who usually has to grope behind the facia board.

than the passenger, and if it were placed directly in front of me, it would be perfectly easy to see the exact speed without having to look right across the car, and thus move my eyes out of the "driving line."

The electric lighting system has served me well during the present year. There is only one point upon which I can raise an honest grumble. It is the nasty job of getting at the wiring if a connection comes

loose, as it means lying flat on my back and groping behind the facia board. It would be very much better if the switchboard could be hinged at the bottom, held by one wing-nut at the top, and sufficient slack allowed in the wiring for the whole thing to swing forward in order to verify any connections or to replace the fuse. Incidentally, the latter should always be on the facia board, not under the bonnet, and the spare fuse should be carried close up to the mounting position in order to obviate the necessity for groping in the darkness to find what is a fiddling little thing at the best of times.



Backlash in the steering gear is a common defect and immediate attention to this point is merited.

The hardest work of the year, I think, has been blowing up tyres, partly due to the fact that the pump supplied with my car is more fitted for a bicycle than for hefty "balloons." If the pump could be clipped on to the running board and a good long handle moved backwards and forwards, it would be a much easier type of action than having to hold the pump down with the feet and pull and push the handle. My instruction book tells me to keep the tyres blown up to so many pounds pressure, but no pressure gauge is supplied—1926 will see me looking for this.

Minor tyre troubles are bound to afflict all users at various times, but the jack is not a pleasant thing to handle when it refuses to "stay put" owing to the sloping shape of the axle casing or axle beam. I know it is a bad thing to use brake camshafts or similar parts to take the lifting strain, but what am I to do on a cambered road with a small jack-head and a sloping axle? Little projections cast on each axle would be a boon and a blessing.

For the Driver.

Dealing now with the actual driving side of the question, I have had a fair number of years upon the road, and handled many types of car, but difficulties still obtain with regard to gear changes. Some cars are better than others it is true, but there are not many which can boast of as good a gear change as that of a motorcycle. In this case the change is effected by dogs, the pinions being always in mesh. So far as I can recollect one or two car gearboxes have incorporated this principle, and I have heard of no snags. Could it not be more widely used?

One or two other people drive my car during the year, and most of them have managed to spoil the edges of the teeth of the reverse pinion by going from first to reverse instead of second, owing to the lack of a catch.

Although the trouble has not afflicted me particularly, oil on the brakes seems much too popular to be pleasant. As I say, my own vehicle has behaved quite nicely in this respect, but on two occasions other motorists have spoilt the beauty of my back panel by being unable to stop owing to oily brakes. I shall take very good care to see that next

WHERE IMPROVEMENT IS NEEDED (contd.).

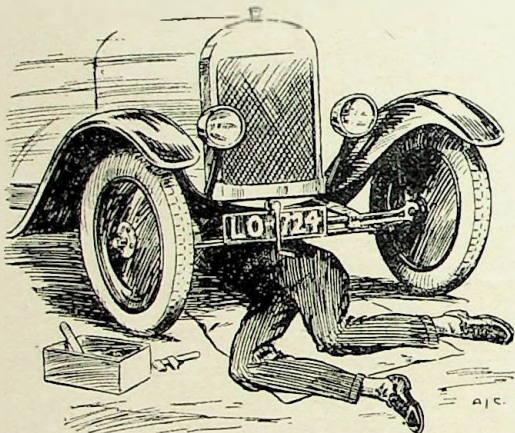
year's car is very well provided for in this respect.

It is a fairly well-known fact that some starters are not too powerful on cold mornings, but this does not worry me unduly. A little point which I do appreciate, however, and shall hope to find on my next car is silent operation of the starter.

There is usually far too much play in the steering after a little usage. I have seen vehicles which even after two or three years' good hard work did not possess any backlash at all.

Adjustable controls would be very pleasant, but, of course, I can expect to find them only in moderation, as expense is rather a deterrent. The spare petrol tin on the running board is always an eyesore; I fitted a two-way tap to my present car and did away with the ugly thing. I want the 1926 model to have it supplied as standard.

Wheelspin does not afflict light car users to any great extent in the ordinary way, but my job takes me far afield and off the beaten track in that I have to traverse tiny lanes, and even fields, going across to farmhouses and the like. On a wet day on soft ground I have had difficulty in getting away after a stop owing to the digging-in caused by the action of the differential. Now I want a differential sometimes, but not always. Would it not be possible for me to move to one side the cover plate over the oil-filling aperture on the rear axle and turn a nut, say, two or three turns with a spanner and thus lock the "diff." giving me a solid axle for the time being, releasing it again when I come to hard ground?



Having to remove the sump in order to clean the oil filter is a dirty, difficult and tiring business. If a small door in the crankcase could be taken off for the purpose, how much better it would be.

Like most owners, I cannot afford to send the car into the garage every time I want a small job done, and, in addition, I rather enjoy doing sundry small things, provided I do not get into a horrible state in the process and do not find it too difficult for my modest mechanical ability. Lubrication of the various chassis parts is the thing which takes up most of the total time spent on maintenance work, but rather too much labour is necessitated by reason of the number of grease points. There are plenty of cars which have somewhere about 10 at the outside, and, so far as I can see, they manage to run just as well as others with 40.

My clutch-spigot bearing and withdrawal race want far too much attention; I believe that some makers drill a hole in the crankshaft, put a wick in it, and let the engine oil do the rest.

Against the oil system I have rather a serious grumble, as the oil filter is right inside the sump, and I have to take off the base to get at it. I tried to adhere to the makers' instructions faithfully, but it is a horrible task to have to remove the bottom

of the engine, pull out the gauze, clean it and replace the whole without an inspection pit, and, what is more important, without getting smothered in filth from the underside of the car. Where I should like to find the filter would be just behind a small door in one side of the crankcase and removable by undoing one big wing-nut.

The number of nut sizes is rather terrifying when one surveys the array of spanners which have to be carried round the country. Would it not be possible to cut the number and have, say, three common sizes of nuts?

The radiator drain tap is a very prominent little item in the winter. My grouse is that it is not a tap; it is a baby plug which lives in an awkward corner and I cannot get a bucket underneath it. Talking of radiators, what about putting a little bend in the top of the overflow pipe? As a rule, when filling up, quite a lot of water runs down the overflow pipe on to my feet.

The dynamo has done its work well, on the whole, during the present year, but it has had rather more attention, I think, than should be necessary, by reason of the high speed at which it normally runs.

Practical Literature.

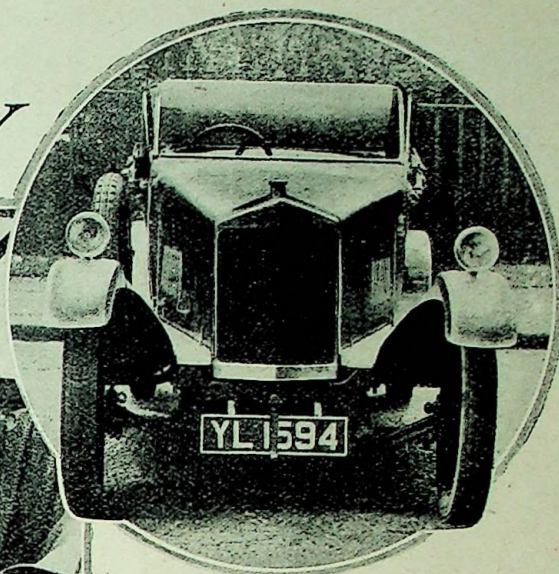
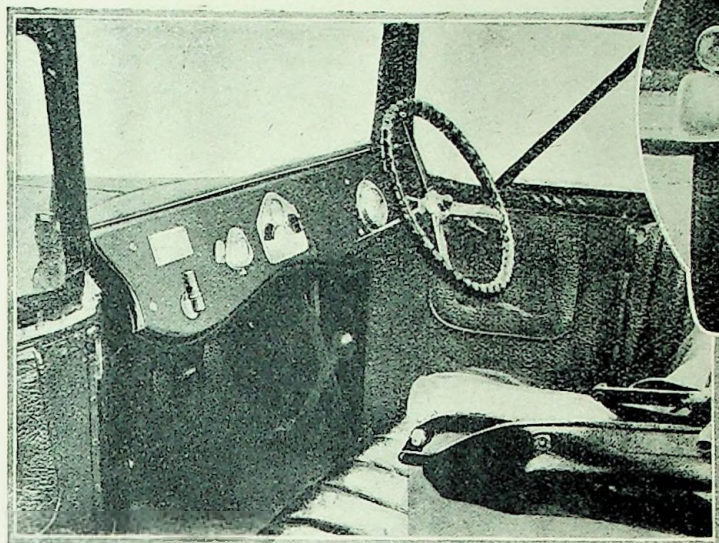
The production of an instruction book must be rather a task to you manufacturers; but I should like to remind you that it is my habitual companion in the garage, as I cannot remember all the grease points and things which have to be seen to without refreshing my memory from time to time. For this reason I like good strong paper which will not tear easily, and I prefer photographs marked to show greasers, etc. Diagrammatical drawings look very nice, but it is not always easy to trace the point referred to when it is surrounded by other parts. Photographs taken of an actual car would be much easier for those of us who are not blessed with much knowledge of motoring matters. Descriptions of routine jobs such as oiling and greasing are of great service, particularly to those who have never owned a car before and really, for instance, do not know the difference between the various steering connections. A little diagram at the beginning of the book indicating the various parts mentioned in the text would be of great service, as to my untutored mind such terms as "drag link," "swivel pin" and the like were absolute Greek until I had acquired some experience and spent quite a lot of time in questioning my friends, who knew more about the subject.

Spares and Prices.

Still on the topic of instruction books, spare parts are another little item which are wanted from time to time, but the booklet which deals with them for my present car does not state prices, and it does not illustrate them as much as I should like. Obviously, a photograph of nuts and bolts is not required, but it would be a blessing to find pictures of all the little bits which comprise carburetters, gearboxes or enclosed units, so that when dismantling becomes necessary we could recognize a part by its photograph and tell you the proper thing to send instead of saying, as we often have to do, "I want the little round bit that fits on a rod in the carburetter."

In the foregoing I know I have asked a lot, and it must sound very greedy to those of you who are turning out such splendid small motorcars from which we derive really good service and a great deal of pleasure; but, as happens in most walks of life, there are many little avenues open to improvement, and it is some of these which have occurred to me that I have endeavoured to set forth. As I stated at first, I do not expect something for nothing; but it seems preferable to reduce the price, so to speak, by improving the value without altering the cost of the car in pounds, shillings and pence.

The 10 h.p. SURREY



A MEDIUM-PRICED CAR WITH
A GOOD ALL-ROUND PER-
FORMANCE.

AT the invitation of Surrey Service, Ltd., Premier Place, High Street, Putney, London, S.W.15, we recently spent a week-end testing the latest 10 h.p. Surrey, the car placed at our disposal being the deluxe two-seater which sells for 230 guineas. For the benefit of readers who are not familiar with the specification of this model a brief description will not be out of place.

The engine is a four-cylinder overhead-valve Meadows with a bore and stroke of 63 mm. and 100 mm. Thermo-siphon cooling is employed, the water capacity of the system being four gallons. Ignition is by a B.L.I.C. magneto and the carburetter is a Zenith.

Transmission Details.

Unit construction of engine and gearbox is employed, the latter being of the three-speed type with right-hand change and having ratios of 4.3, 7.5 and 14.5 to 1. The final drive is by spiral bevel, torque reaction being taken by a triangular member which is bolted above and below the differential housing and suitably pivoted at its forward end.

The body and wings are finished entirely in polished aluminium, which gives the car a smart and attractive exterior; black wheels and dark-red grained leather upholstery complete the pleasing appearance of the tout ensemble.

Whilst on the subject of appearance it should be noted that the radiator has been lowered by dropping the cross-member supporting it, thus improving the general lines of the car.

Ample room is a feature of the body, both the front compartment and the dickey seat (which will accommodate two adults) being of generous proportions. All-weather equipment is provided, and the side screens may be left in position when the hood is folded. The windscreen is of the single-panel type, having the usual adjustment for angle.

An electric horn is supplied, the button being conveniently placed on the polished-wood facia board, which also carries a clock, speedometer, oil indicator and the switches for the Lucas starting and lighting equipment. The last named is a six-volt set, incorporating combined head and side lamps, which are mounted on the wings.

Turning now to the performance of the 10 h.p. Surrey on the road, we found that for a touring car it had good acceleration and pulling powers. Few main-road hills called for a change down, while steep and rough gradients in by-lanes were climbed in second gear with three people aboard, there being an ample reserve of power.

The engine is pleasantly flexible, picking up from speeds under 10 m.p.h. in top gear in a businesslike manner. It is noteworthy that throughout its entire range there is no unpleasant vibration. Whilst not being by any means noisy, the exhaust, when the engine is opened up, possesses a crisp note that is not displeasing.

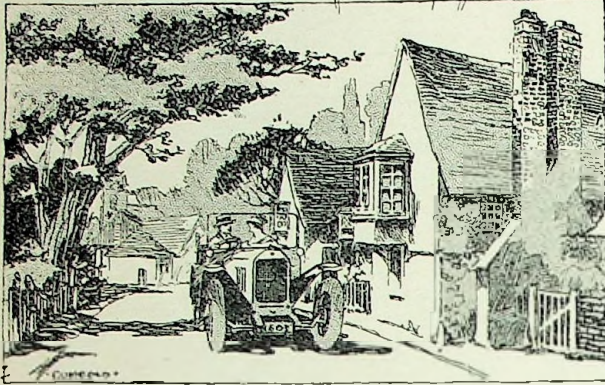
In second gear a speed of 30 m.p.h. was obtained; while in top, with only the driver aboard, it was just possible to attain 50 m.p.h.; with the dickey seat open and a load of three adults 48 m.p.h. appeared to be the maximum. It should be mentioned, however, that when we took the car over it had covered only some 150 miles, so that it had not been thoroughly run in. In view of this, the performance was creditable. Bonnet and body rattle were rather obtrusive, but doubtless could be cured.

A Quiet Gearbox.

The Meadows gearbox was quiet on all ratios, there being only a very slight hum when making a 25 m.p.h. climb in second gear. Double clutching was, of course, necessary to make a silent change down, and a rather long pause was required when changing from second to top.

The car would be improved if the gear lever were altered; at present it hinders access to the brake pedal and is rather too far forward for comfort. We understand that a new type lever will be fitted on subsequent models.

The springing is carried out by quarter-elliptics all round, and, in conjunction with 715 mm. by 115 mm. Avon Comfort tyres, a quite reasonable degree of riding comfort is obtained. In conclusion, we may say that the road-holding qualities are good, the brakes powerful and smooth in action and the general controllability of the car, except for the detail already mentioned, entirely satisfactory.



RICH MIXTURE

LIGHT CAR
COMMENT
& ADVICE

by *Fous*

Awkwardly Placed Instruments.

MY recent paragraph on "Too Cheap Accessories" has brought me a letter from a reader who complains about the method of fitting instruments on the fascia board. In order to obtain a neat appearance, instruments are sometimes inserted from the back, the means of securing thus being out of sight.

So far as it goes, this is quite a neat system, but the "snag" arises when the fascia board is near the petrol tank. I know of one car at least in which it is necessary to remove the fascia board and scuttle before it is possible to take out the instruments.

A Warning to Novices.

TRAVELLING in the Midlands recently, I stopped to see if I could be of any assistance to a light car owner who was surveying his car with a very woe-begone expression. As I got out of my car I chanced to notice the road surface; it had been tarred a few days previously, and an insufficiency of stones had been thrown on, with the result that the tar had hardened, leaving sharp granite chips sticking up an inch or so apart.

On asking the stranded one what the trouble was, he indicated his near-side back tyre with a nod. I examined the cover and noticed that, for about a third of the circumference, the tread was entirely ripped off, leaving the cord fabric exposed. The owner, who had been driving only a few months, explained that the sudden deflation of the tyre had unsteadied the car slightly and, becoming alarmed, he had applied his brakes harshly, with the result that the soft tyre had skidded some half-a-dozen yards. The road being in the condition already described, the effect was not surprising. It should not be necessary to warn motorists against violent braking with a flat tyre, but many novices become alarmed at a burst and instinctively apply the brakes.

An Unusual Trouble.

SOME friends of mine had a peculiar experience when touring in France last month. The car they took over had balloon tyres and a very small mudguard clearance, and the rough roads caused the tyres occasionally to rub against the undersides of the wings. To cure the trouble, they wired blocks of wood on to the top of the axle, so that the wood hit the frame before the tyres touched the mudguards.

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This plan was successful and they forgot the small mudguard clearance until a few days later, when the car began to show every sign of seizing up. The party had been traversing newly tarred roads and the tar had caked so thickly under the wings that the tyres were ploughing channels through it. They told me that the removal of the tar was one of the most formidable tasks they had ever undertaken.

Why we Call them Tyres.

I ALWAYS think the derivations of motoring terms are interesting, and give below one which has just been introduced to me. I take it from "Ferguson's Book of Motor Tyres":—

"Tyre," "tire," or "tie-r," are words derived from the Anglo-Saxon "tie," and originally meant the hoop of iron that ties or binds the felloe of a wheel. The rim, in truth, is the tyre, the device which we describe to-day as a tyre merely being a very efficient type of shock absorber used for the equipment of wheels. In the United States the word "shoe" is frequently used, and has the merit of conveying, with some approach of accuracy, what a tyre is and not what it once was.

The Definition of a "Snatcher."

RECEIVING a broad wink from a garage proprietor whilst I was detailing how, in order to test a new fitting on my bus, I had speeded along a local highway at 45 m.p.h., I glanced over my shoulder and discovered, to my embarrassment, that a policeman was standing in the shadow behind the door enjoying a surreptitious cigarette. Strictly speaking, we were both guilty parties, so I turned to him with a smile and suggested that he was quite deaf—in the circumstances! He admitted the soft impeachment, but looked a trifle incredulous.

"Did you say you were doing '60,' sir?" he asked.

"No, '45,'" I replied.

"Ah, well," he rejoined, blowing a cloud of smoke in the air, "you were all right so long as the 'snatchers' weren't out!"

Sports Cars and Traps.

IN these days, when there are so many police traps worked in unexpected places, I never feel safe at the wheel of a sports car, for the police naturally have some difficulty, with the roads so crowded, in deciding which particular vehicle of a string to time over their measured furlong, and they nearly always choose a sports model. I had

an experience of this last Saturday when bowling along the Croydon by-pass road in my semi-sports Ariel Ten at a fairly good speed. Just in front of me was a long, low, pillar-box-red sports model, which I was gradually overtaking. Before I had quite drawn level with the sports car a constable stepped from the kerb and stopped us, but it was the red car that they had timed, and I was allowed to go on my way.

This experience affords further proof of my conviction that it is difficult to find a more pleasant car to use than one with a sports chassis and a nice, well-behaved-looking chummy body.

Lying Speedometers.

SOME recent experiences suggest that speedometers never tell the truth. Three fast cars which I have tried during the past few weeks have had a perfectly amazing performance by speedometer, but against the stop-watch on the measured half-mile at Brooklands they have proved rather a disappointment.

One of these cars was game for 80 m.p.h. on the evidence of its speedometer, but, accurately timed, it proved to be capable of no more than 71 m.p.h. For the sake of curiosity I slipped the speedometer out of the fascia board and noticed that the seal was broken. Did the car maker deliberately fake this instrument for the benefit of a guileless Pressman, or do they "tune-up" the speedometers on all their sports models? It is certainly a much more simple plan than tuning-up the engine.

Average Speeds.

ANOTHER experience I had recently with a lying speedometer was on the Great North Road. The car I was driving appeared to be running very sweetly and nicely at more than 45 m.p.h., so I decided to time it between a few mile-stones. With the speedometer showing a steady 47 m.p.h. I found that my time from stone to stone was 1 min. 29 secs., which works out at 40.45 m.p.h.

Whilst taking the time between the mile-stones some interesting light was shed on the age-old subject of average speeds. Between some of the mile-

stones cross-roads had to be negotiated, and sometimes it was necessary to slow down for a few seconds behind a lorry whilst an approaching car came past. I found that these petty delays of seemingly only a few seconds often resulted in the time of the car from milestone to milestone being so long as 2½ minutes, which works out at only 26.6 m.p.h.

Outside the "Zone."

ALTHOUGH only pence are involved, it is a trifle irritating to have to pay more for fuel outside the "zone." Presumably the vendor does not benefit, the extra charge being made for transport. I suppose one should be thankful if one resides inside the favoured area, but I should be interested to know why the scale of charges does not get higher and higher the farther the spirit has to be carried. Not that I am anxious to pay more, far from it; my point is that if a penny represents the extra cost of transit between the docks and, say, Hitchin, it is a high price to pay when no more is charged for motor fuel in, say, Derby.

Simply "Childish."

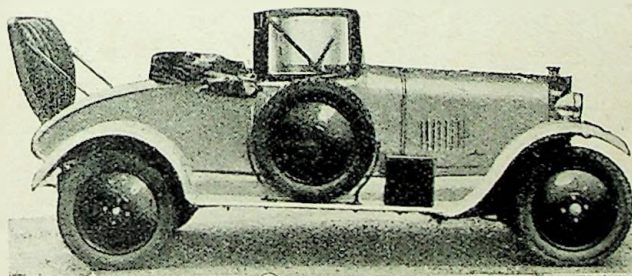
A FRIEND who belongs to the ranks of new motorists dropped in to see me recently. He had a grievance. "Would you believe it!" he exclaimed. "If it isn't enough for small children to be dodging all over the road in front of cars taking the numbers, this childish pastime has now spread to the grown-ups. Last week-end I counted about twenty of them at it on a main road north of London. They had pencils and pads and——"

I hastened to tell him all about the car census, and he left—a sadder and a wiser man.

Easier Said than Done.

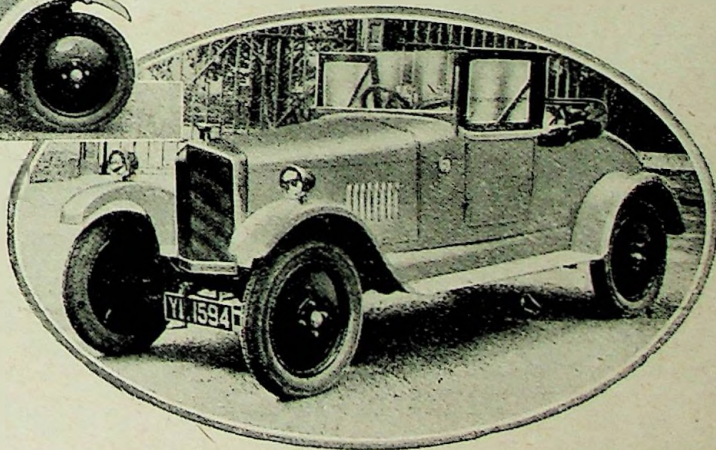
AMONG the counsels of perfection that manufacturers are fond of giving to purchasers of their cars is that concerning the regular draining of the sump. It sounds easy enough, but when the owner comes to do the job he finds in many instances that it is a most unpleasant task. After the first experience his good resolutions tend to evaporate and the engine is left to churn up an emulsion resembling a mixture of soap-suds and ink.

A drain-plug buried away beneath the crank-case is a prehistoric contrivance which should have vanished long ago, yet it is still to be found even



THE LATEST 10-H.P. SURREY.

Elsewhere in this issue we give our impressions of the performance of this smart two-seater de luxe model, which costs £241 10s. On this latest model the radiator has been lowered and very liberal seating accommodation is provided. The bodywork, bonnet and wings are of polished aluminium, the black disc wheels affording a striking contrast.



RICH MIXTURE (contd.).

on the most modern and expensive cars. As a friend remarked who has just paid £300 for a luxurious saloon, people expending that sum do not expect to go back to their motorcycle days.

Contrast this practice with the method adopted on Renault cars, where one merely turns the dipstick handle through a few degrees to drain the oil away from the sump. Immediately beneath the tap is a hole in the tray, and all one needs to do is to put a vessel under the hole, turn the dipstick lever, and wait for the sump to drain. Not a drop need be spilt. An even simpler plan is to put the car on the grass in the country, dig a hole, and let the oil pour into that.

Artists' Errors.

VERY few artists can make an accurate drawing of a car, whilst even the most skilful and experienced often make a most dreadful howler. I have often amused myself by looking through the advertisements in technical and lay journals and trying to spot errors in the drawings of cars and their parts which are reproduced. An astonishing number can be found, especially if the drawing of the car in question be compared with a photograph. Strangely enough, however, a drawing may have a dozen or more faults and still bear a very close resemblance to the car which it is supposed to depict.

A Missing Number.

A FEW days ago I walked into *The Light Car and Cyclecar* editorial office just as an artist whose work often decorates these pages was "on the carpet" for omitting the registration number of a car which figured in a drawing he had done to illustrate a touring article. I wondered if readers really would have spotted the missing number which had caught the Editor's eagle eye,

and, intercepting the artist on his way to the door, arranged with him to draw a standard 1925 Austin Seven embodying a considerable number of mistakes—not minor drawing inaccuracies, questions of perspective and the like, but definite glaring errors—which I could invite readers to spot.

The Conditions.

THIS week I am able to reproduce the finished drawing, and I have on my desk a list of the faults which have been included. Some of them are obvious, but several are very tricky indeed. A cheque for a guinea awaits the reader whose postcard bearing a correct list of the faults is the first to be judged. If no reader sends a correct list the prize will go to the sender of the nearest. No judging will be done before Saturday, September 5th, and the picture, with a full list of the errors and the winner's name, will be published on September 11th. Be brief, e.g., "not chain drive."

Mr. Soakes Writes.

Dear Fokus,

In akkordance wiv yor advice I bort a instructshun book on the lite car. It's a nice book with a pikshoor of a delite-fool girl on the kuver sitting driving a car as cool as you pleeze.

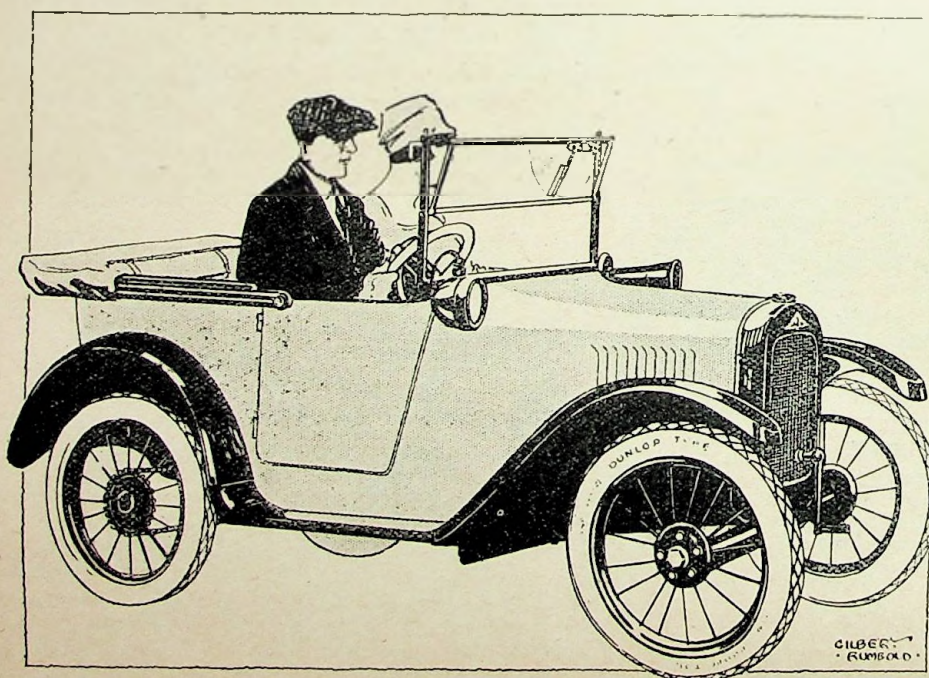
I am going to study this book very thorough so that I no everythink about lite cars. The fust part is described as the "working of the engine."

I say, the feller who rites this book rites somethink but-fool! Sich a stile and sich a flo of werds I never 'ave heard of! Listen to this 'ere:

"The petrol motor produces the mechanical power which is exercised in the essential task of propelling the machine, hence it may be regarded as the most important element or component in the construction of the machine. Now, petrol is readily converted into a gas or vapour either by the process of evaporation, diffusion or pulverization, and we come to the great fundamental fact explaining how power is derived from this aromatic fluid."

There you are! You can't find many others who can kum up to that for real literachoor, can you?

I am kwite sure I shall derive grate plesher, instructshun, evaporation and diffusion from this book. W. SOAKES.



WHAT'S WRONG?

The artist who did this sketch of a 1925 Austin Seven made a number of deliberate mistakes. "Focus," on this page, offers readers a guinea for spotting them, and it will be found a quite interesting occupation. Make a list of the mistakes on a postcard, write the number of mistakes you have found (in figures) in one corner, and post it to "Focus," *The Light Car and Cyclecar*, Rosebery Avenue, E.C. 1.

MIDLAND OFFICES:
BIRMINGHAM: 16, Bennett's Hill.
Phone: Central 2572-3.

COVENTRY: 6, Warwick Row.
Phone: Coventry 1775.

NORTHERN OFFICES:
MANCHESTER: 195, Darnagate.
Phone: Central 2467.

The Light Car and Cyclecar

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

NO CAR WITH AN ENGINE CAPACITY
EXCEEDING 1,500 C.C. (1½ LITRES) COMES
WITHIN THE SCOPE OF THIS JOURNAL,
THAT CAPACITY BEING GENERALLY
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London."

Communal Garages.

ONE of the greatest hindrances to the even more rapid development of the light car movement has been the acute shortage of suitable garage accommodation for the use of the class of people who are most interested in the smallest and cheapest types of car. A man who can see his way to afford 5s. a week for petrol, 5s. a week for repairs, oils and grease, and 10s. a week for such overhead charges as insurance, taxation and licences, can seldom manage to find another 10s. a week for garage, particularly as the money so spent does not add to the enjoyment which he gets from his car.

Communal garaging, however, presents possibilities of effecting a substantial saving and, until promoters of housing schemes appreciate that a better rent to the extent of about 7s. 6d. per week is obtainable for dwelling-houses if a garage adjoins them, it would appear to be the only bright star in the impecunious owner-driver's firmament.

Keeping a car in a public garage is seldom satisfactory. In all probability it has frequently to be moved to permit the passage of other vehicles; the tool box is liable to be rifled, petrol may be drained off and the controls tampered with. Storing it, however, in a private lock-up shared with one, two or, perhaps, three other owner-drivers is a very different story and one which is certain to make an extensive appeal. Its possibilities are by no means limited to the London suburbs, for from nearly all the provincial towns we hear complaints of shortage of garage accommodation, excessive charges and maltreated cars.

Wanted—A Motorists' Mussolini.

IT seems to us that the time is ripe for a Mussolini to rise up among motorists and lead them in revolt against Ministerial handling of the Road Fund. On all sides we hear exhortations for economy—economy on the Navy, economy on the Army, economy on the Air Force; but never do we hear of the need for economy on the part of the Ministry of Transport. Why? Because the funds they administer are not subject to the side winds of politics like income-tax and the duty on beer. So we see grandiose schemes projected for tunnels which the vast majority of motorists will never use, roads which are years in front of

requirements, and other luxuries which might be permitted to a nation wallowing in wealth, but are downright extravagances under present financial conditions.

A hint of a raid on the fund by the Chancellor of the Exchequer has merely panicked the Ministry into further prodigality, and it seems that untold millions of our money are being appropriated for the future. As one man said in another connection, we

are like eggs being broken for an epicure's feast.

The question whether the country should build extra warships almost precipitated a General Election; yet the money which the Ministry of Transport is budgeting to handle in the next few years would almost build a new Navy! but never a word of criticism in Parliament. And this because motorists have become the nation's milch cow to be drawn on in a way that no other section of the community would tolerate.

A Magistrate on Driving Licences.

MR. RATCLIFFE COUSINS, the West London magistrate, is reported to have stated during the course of a "motoring case" that:—

At present the law as regards the giving of licences to people to drive motor vehicles is absolutely infantile. The merest tyro, without the slightest experience or the least capacity, and, in fact, in many cases, with physical disabilities, is allowed to drive motor vehicles on the highway, to the danger of the public. The time must rapidly come when all persons will have to pass an examination as to their competence and their physical ability before they are allowed to drive motor vehicles in the streets.

If these are really Mr. Cousins's views, why, we wonder, does he so carefully specify *motor vehicles*? Cannot cycles and horse-drawn vehicles be just as dangerous? It is so easy to pronounce idealistic notions and to say this should be altered and that should be changed; the unfortunate thing is that when folk do so concerning motoring matters the daily Press take them so very seriously. Actually, of course, a motor-driving licence is only a proof of identity and a source of revenue. There are those, certainly, who consider the method of issue of driving licences to be all wrong, but surely it is no more foolish than the law which allows a gibbering lunatic to take out a gun licence, provided that he can keep a straight face whilst he passes his money across the Post Office counter.

THOSE whose journeyings take them north, east, south and west cannot fail to have been impressed by the remarkable strides which have been made recently in the North London area in the development of communal garages. With the idea of finding out just what advantages these private lock-ups offered, we recently made a tour, calling on several of the proprietors.

One of the biggest ventures is situated under the new railway arches adjacent to Golders Green Station. The string of garages runs in a curve from the Finchley Road to the Golders Green Road, there being no fewer than 56 lock-ups, whilst at the Golders Green Road end the proprietors—the Garage Service Co., Ltd.—have instituted a service depot, which is run on eminently practical lines. Each garage accommodates two cars and is let quarterly for £11 10s., i.e., 16s. a week, including water and light.

Four Years Old.

Progressing in a northerly direction one comes to J. and K. Garages, Hayes Crescent. These, by the way, have been built for about four years, and undoubtedly can lay claim to being amongst the pioneers of the movement. Individual lock-ups are let for 10s. 6d., 12s. 6d. and 15s., depending on size, each garage is fitted with electric light, whilst there is a common wash-down.

The next development of note which we visited is at Church End. Its existence is due to the enterprise of the King Edward Garage. Here there are some 20 lock-ups, capable of accommodating one car with ample space to spare, the charge being 10s. 6d. per week, and including electric light and water.

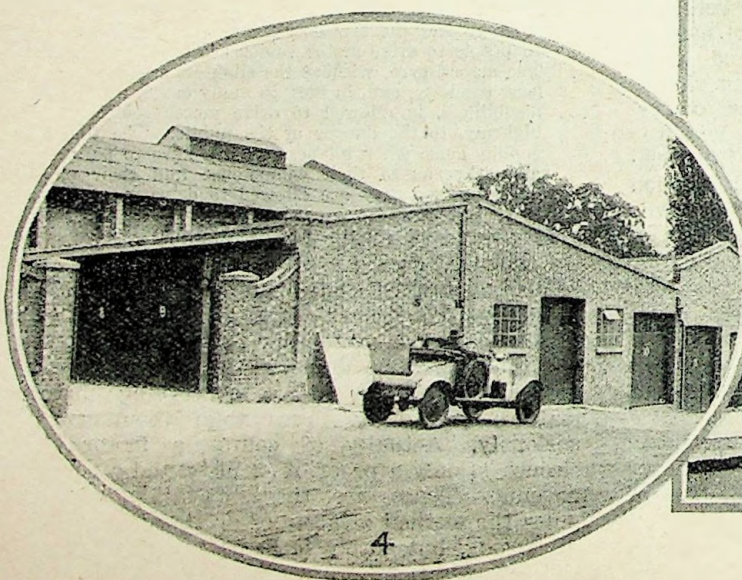
Within a quarter of a mile one comes to the premises of H. Pope and Sons, Ltd. A somewhat modest frontage hides one of the biggest communal garage systems in North London. At present, it is true, there are only about 40 individual lock-ups, but plans for development are well in hand, and 20 or 30 extra lock-ups are contemplated. The charge is from 9s. to 10s. 6d. per week and there are, of course, all modern conveniences, including roller shutters instead of doors for the lock-ups.

In a north-westerly direction a number of concerns are interesting themselves in the communal idea. Although boasting of only three lock-ups, the Kirk-side Garage, at the bottom of Holmwood Gardens, Finchley, merits attention, because of the artistic

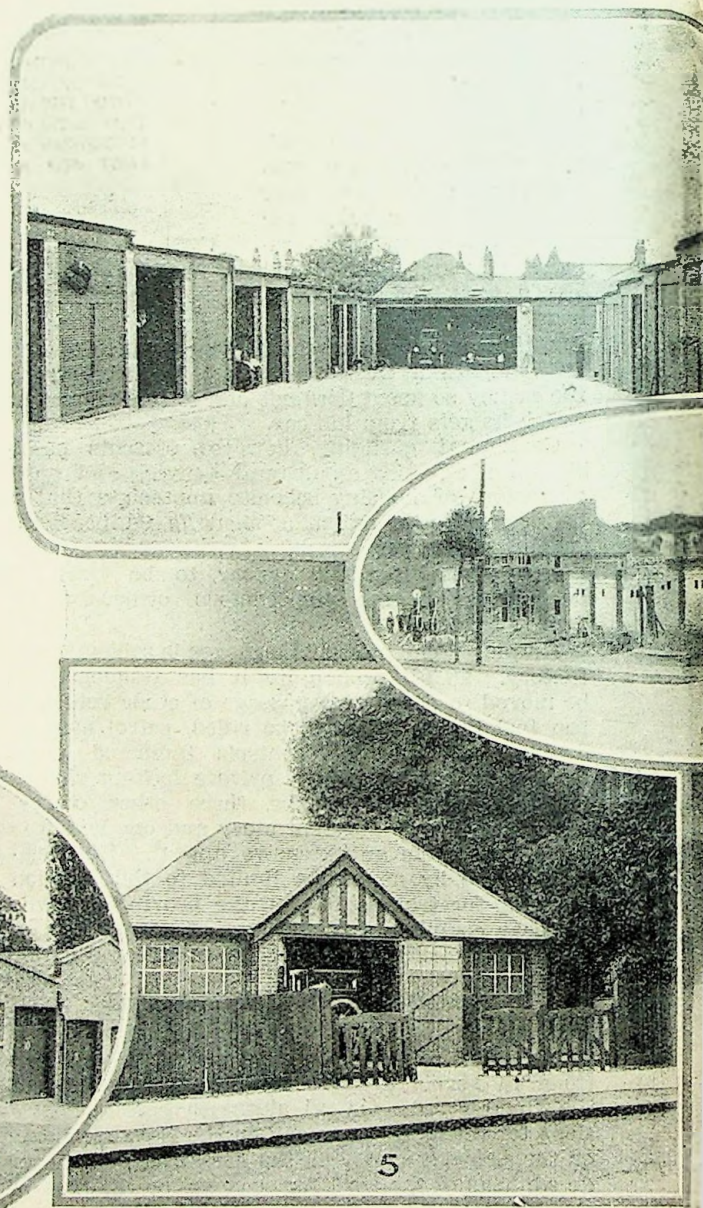
NORTH LONDON MAKING BIG STRIDES IN NEW GARAGE MOVEMENT.

treatment which it has received from Mr. Richard Ellwood, a local builder and architect, who has been responsible for one of the biggest housing development schemes in that part of the suburbs.

Another striking venture is that of the Avenue Garages adjacent to East Finchley Station. Twenty-three lock-ups are being provided, the building line



4



5

PHOTOGRAPHS WHICH STRIKINGLY PO

(1) One avenue of the square of the private lock-ups erected behind the premises of H. Pope and Sons, Ltd. (2) Showing the accommodation to East Finchley Station. The house which is being built on the left of the lock-ups will be occupied by the proprietor. (4) A corner of the artistic. (6) One of the biggest ventures, at Golders Green. The Garage Service Co., Ltd., have converted the railway arches into-

A TOUR OF THE DISTRICT REVEALS STRIKING DEVELOPMENTS IN THE BUILDING OF PRIVATE LOCK-UPS GROUPED ON THE COMMUNAL PRINCIPLE—DETAILS OF CHARGES AND ADVANTAGES—THE OLD AND THE NEW.

being well back from the main road, possibly with the idea of erecting an elaborate service station. The charges are from 10s. to 15s. per week, and again light and water are included. These garages are very roomy, and two small cars could, no doubt, be accommodated in each separate lock-up.

Inquiries elicited the fact that in every case where

the garages have been opened there is no difficulty in letting them, and even in the case of the Avenue Garages, which have only just begun to take shape, a number of lock-ups have already been booked.

It is more than probable that in a few years' time communal garages will replace many existing rough-and-tumble shelters which hardly merit the title of "garage," but which, nevertheless, receive their due meed of patronage because accommodation is so limited. Proprietors are beginning to realize that to construct private lock-ups represents a money-making proposition, and that, although perhaps thousands of pounds may have to be sunk in the first place, the scheme undoubtedly will be one of a paying order in the long run.

Disadvantages of "Open" Garages.

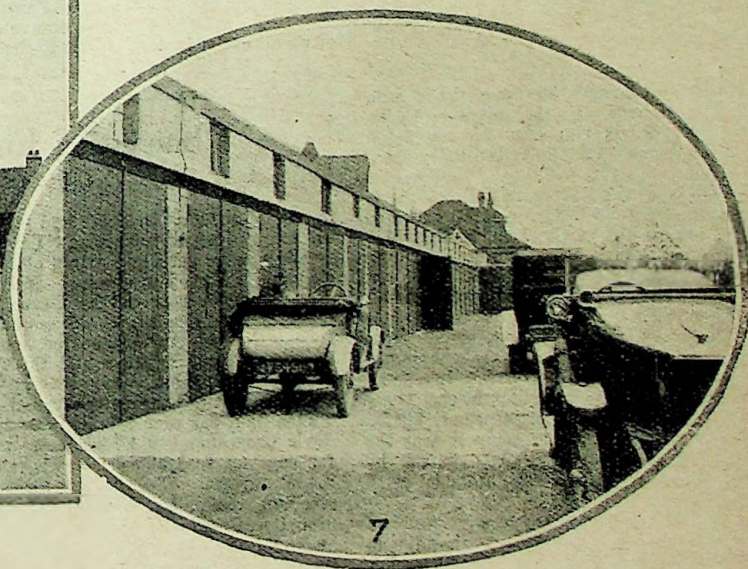
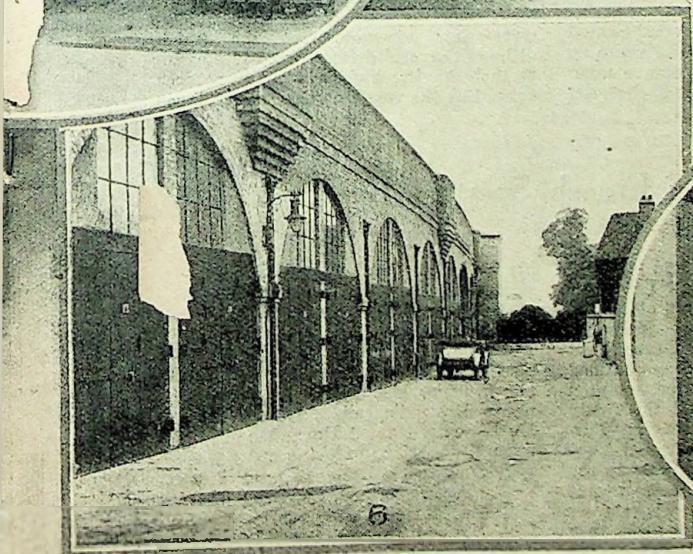
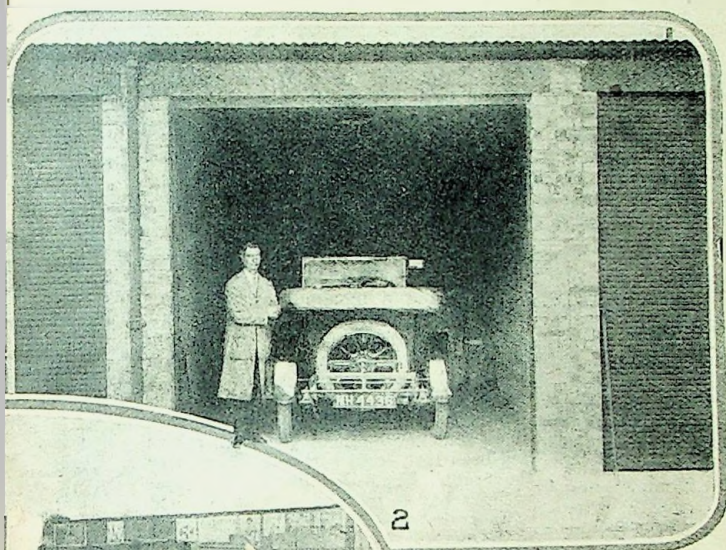
Motorists themselves are tired of the average open garage. They like to feel that their car has its own particular niche, where it may be stored under lock and key and where it is not likely to be interfered with in any way. The picture of a number of cars being manhandled in an open garage so that a vehicle in a remote corner can be extricated from the general jumble is all too familiar.

Where open garages are perpetuated it is essential that they should be large, airy and well planned, and it is refreshing to discover that in localities where the communal garage idea is impossible, owing to land restrictions, space is being used scientifically so as to provide the very best accommodation which conditions permit.

One point, however, with regard to private lock-ups requires emphasis. Where a charge of 15s. a week is made, we think it is essential that there should be accommodation for two small cars or a small car and a combination, for the sum of 15s. is rather more than the average light car owner wishes to pay. Shared with another owner, however, the proposition would be cheap.

There is every indication that the prices of these private lock-ups will be lowered as their number increases. At present they are more or less in the nature of a luxury, and, as a result, those who take advantage of them have to pay.

We regard the development of the scheme with particular interest, and we propose to keep readers well informed of the progress which is being made in other parts of the country.



TRAY THE GROWTH OF THE NEW SCHEME.

provided by each garage shown in photograph No. 1. Note the roller shutters. (3) Rapidly nearing completion, the Avenue Garages, adjacent King Edward Garage, Church End. (5) Kirkside Garages, erected by Mr. Richard Ellwood. There are only three lock-ups but the treatment is fewer than 56 lock-ups. (7) J. and K. Garages, Hayes Crescent, off the Finchley Road. These have been established for about four years.

THE annual motor meeting, one of the chief features of the Boulogne summer programme, started yesterday with a series of speed trials and hill-climbs. An innovation was the Mont Lambert hill-climb, over a distance of one mile, whilst the classic event on the St. Martin Hill, in the town of Boulogne itself, provided as much excitement as ever. This afternoon the coachwork competition, a typically French affair, is being held on the sea-front opposite the Hotel Imperial. Prizes will be awarded to the owners of the most handsome touring or sports cars.

The two chief events of the meeting are the road races, which will be held tomorrow and on Sunday, both beginning at 9 a.m. The first of these is the Grand Prix de Boulogne for light cars, and consists of 12 laps of a 23-mile circuit, making a total of 280 miles. It is likely to be a great Frazer-Nash-Senechal duel. The four Frazer-Nashes will be driven by Gallop, Ringwood, Nash and Eyston, the pilots of the five Senechals being Senechal, Pisart, Michel Rodé, Lottin and Dely.

B. S. Marshall will again drive a Bugatti in this race, which he won last year, and R. C. Morgan will drive a

BOULOGNE MOTOR WEEK.

LIGHT CAR RACE TO-MORROW.

Thomas Special. The remaining cars are a B.N.C., an A.S., a Salmson, a Buc, a Diatto and two Delfosse cars, making a total entry of 18.

The Georges Boillot Cup Race, which will be held on Sunday, is a handicap event for touring cars, the amount of start allowed depending upon the cylinder capacity of the vehicles, which must also have a minimum weight. The race consists of 14 laps, making a total of 327 miles.

Eleven out of the 23 entries are light cars, ranging from the diminutive Austin Sevens, to be driven by Waite and Gordon England, to the two Alvises, handled by C. M. Harvey and R. V. Sutton. The Austins have a start of one hour six minutes and thirty seconds over the big Excelsiors, which are starting from scratch.

The other light car entries consist of two Ariès, three Chenard-Walekers, one of which will be driven by M. Senechal, and are of the Le Mans

"beetle-backed" type, an Imperia, with slide-valve engine, and H. S. Eaton's Aston-Martin.

Both these races, held over a difficult and interesting course, are well worth seeing, and readers wishing to witness the light car race can leave London by the 2 p.m. train this afternoon (Friday), or, alternatively, can drive to Dover, crossing by the boat which leaves at 4 p.m. If they wish to see only the Georges Boillot race, a pleasant week-end trip would be to motor down to Dover, leaving the car there and crossing by the 4 p.m. boat on Saturday, returning on Sunday evening by the boat which leaves Boulogne at 7.10. An earlier boat leaves Boulogne at 4.30 p.m., and it should be just possible to catch this by hurrying away from the course after the finish of the Boillot Cup race. The Channel crossing takes a little more than an hour. The meeting will be described fully next week.

MORGAN CLUB'S CUP TRIAL.

THIRTEEN STARTERS ENJOY PROVERBIAL BAD LUCK.

ON Sunday, August 23rd, the Morgan Club, the whole of the membership of which consists of Morgan owners, held a reliability trial, the premier award for which was the Morgan Cup presented by Mr. H. F. S. Morgan. Competitors met at the "Red Lion," Hatfield, the first man leaving at 11.1 a.m. A very easy route had been chosen, as the feeling of the club was that the event should not be too difficult.

The number of starters was rather unfortunate—exactly 13 materializing. Those who were inclined to be superstitious attributed subsequent events to this unlucky number.

The first part of the route was along the Great North Road through Welwyn and Stevenage to Biggleswade for lunch. After lunch a tortuous route was followed through Henlow and Hitchin to Sharpenhoe, shortly after leaving which came the observed ascent of Sundon Hill. Half a mile in length, it lies between Sharpenhoe and Upper Sundon, and proved to be quite an easy climb. Unfortunately, however, half a dozen of the competitors lost the road and never found the hill.

Most of these wayward ones elected to make their way back to the route as best they could, and in due course most of them arrived at the second observed

hill, which was 13 (1) miles past Sundon Hill. The hill itself was quite easy, having a maximum gradient of perhaps 1 in 7 and a good surface.

The competitors climbed in torrents of rain, which continued for about an hour and a half and—combined with the fact that at the Whipsnade check, a mile farther on, it was found that about half a dozen of the competitors had been lost—cast rather a gloom over the event. From Whipsnade the competitors had to proceed back to Hatfield with sealed speedometers and without route cards.

The way led through narrow winding lanes in the Redbourn, Hemel Hempstead, Leverstock Green and Kimpton district. It was admirably marked with arrows and blue dye and afforded the most sporting part of the run. There were few absentees at the finish, although several drivers were late owing to their having had to mend punctures, caused by the rough surface of the lanes

OUT of nearly 50 competitors who left Paris in the annual Paris-Pyrénées-Paris run only 18 completed the trials and arrived at Montlhéry autodrome.

Amongst the light cars and cyclecars, Soreau (Messier "Springless") retained 887 marks out of the 1,000 with which all competitors were credited at the start. Sandford, driving a 1,500 c.c. G.M., had 908 marks, Didier (Bugatti), 859 marks.

Amongst the 1,100 c.c. small cars, Marcel Dony (X) lost only one mark, completing with 999. Karcher, in a small G.M., was second with 960, Michel Dony (X.) 934, Mercier (Cora Special) 721.

The only cyclecar to compete was the tiny three-wheeled Villard, driven by M. Villard; this machine finished with 603 marks.

The Paris-Pyrénées event finished with a series of well-arranged handicaps on the Montlhéry racing track, in which cars and motorcycles participated simultaneously.

The crowd at the track was enormous, 134

for the Montlhéry directors had hit upon the happy idea of holding a "popular" meeting, with very low prices of admission and a varied programme, including even a bicycle race on the Grand Prix track. The result was an unqualified success for the Autodrome for, tempted by the glorious weather and the really excellent transport arrangements, Parisians rolled up in their thousands.

One light car race was included in the day's programme, a 25-kilometre sprint for cars up to 1,500 c.c. There were seven starters. The cars got away in a compact group, but by the end of the first lap Guérin (La Perle) was well ahead of the whole field, Collet (Collet Special) being second and Revaud (Revaud) third.

The positions remained the same up to the third lap, when Guérin increased

his lead considerably, and De Marmier (Salmson), who had been in difficulties at the start, began to overhaul Collet and Revaud.

In the fifth lap Revaud managed to pass Collet and shortly afterwards De Marmier also passed him and crept up to Revaud's tail. In the last lap De Marmier passed Revaud and gained second place. The finishing order was:—

1. Guérin, La Perle, 11 mins. 7 secs.

Average speed, 137.742 k.p.h.

2. De Marmier, Salmson.

3. Revaud, Revaud Special.

The fastest lap was made by De Marmier at a speed of 142.448 k.p.h.

Later in the afternoon a two-lap match was run between Temple on a motorcycle and De Marmier (Salmson). Temple got away at a tremendous speed and finished well ahead of the light car.

Interesting French Sporting Events.

Silky top gear drive
Ease of control at
high speeds
Docility in traffic
Excellent suspension

AC

In recent tests of the 12 h.p. Royal 2-seater and 12 h.p. Royal 4-seater A-C models, carried out by experts from the "Garage" and the "Motor News," once more the Amazing A-C emerges with flying colours. We quote below extracts from the unbiased opinions published by these two journals.

"Wanderer" in the "Motor News" (July 11th) says:—

"One of the outstanding features of the A-C Car is the silky top gear drive. . . .

"Another thing discovered whilst the traffic test was in progress was the ease of manipulating the single disc clutch. . . . I was pleased to find a very positive engagement under all conditions. The brakes are good . . . and even at the maximum speeds attained I had no misgivings about being able to pull up in comfort and safety.

" . . . to all intents and purposes it is a top gear model. . . . The adjustment of the sliding seats is very accessible, and it would be a hard person to please who could not find comfort in the A-C.

" . . . there is no difficulty whatever in keeping the car at a steady 'fifty' if the conditions of the road are right . . . the A-C is a first-class proposition for those who are wise enough to remember that low initial costs do not necessarily mean cheap motoring."

"The Chief Tester" of the "Garage" (July 4th) writes:—

" . . . I am pretty sure that I have not yet handled a car with a similar size of engine that for pull-and-go quite comes up to it.

" . . . I ask nothing nicer to handle in traffic.

"The accelerator is comfortable to the foot. . . . The clutch is light to use, but smooth and positive in take-up. The foot-brake, too, is sweet but firm in action, and will stop the car on any sort of bill. . . .

"The long cantilever springs, plus balloon tyres, enable the Royal A-C to stick well to the road and to absorb the shocks from potted roads. . . .

"Altogether, I consider this car to be an excellent example of British motor vehicle production. . . . It looks good class, and its road performance is up to the same standard."

12 h.p. 4-cyl. from £300. EVERY MODEL GUARANTEED FOR 3 YEARS.

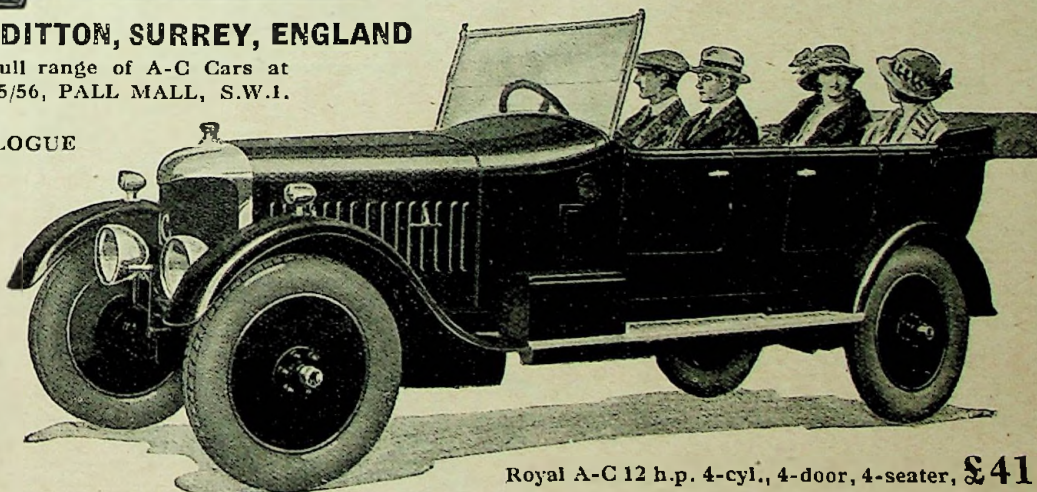


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Full range of A-C Cars at
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Royal A-C 12 h.p. 4-cyl., 4-door, 4-seater, £415
 " " " " 2-door " £335

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.

All Satisfied

Exeter.
Messrs. C. C. Wakefield & Co., Ltd.

Dear Sirs,
"You will have observed from the current issue of the 'Light Car and Cyclecar' that a correspondent to the makers of is very proud of the fact that he has achieved the distance of 3,500 miles, using this oil, before decarbonising."

"Using the words, in part, of this correspondent. I can say:

"..... A new engine running 3,500 miles, before decarbonising, made me laugh. This year, using Castrol 'C' Summer exclusively, I find I have done 4,075 miles and have no signs of trouble or of any need to decarbonise yet."

"My car is a standard 10'8 Clyno and was delivered to me at Easter, 1925."

"This is not all; I live in Devon and am almost daily climbing some of the steepest hills in this country. Only last evening the car took a full load up Telegraph Hill (Exeter-Torquay Road) on second gear, where steepest gradient is 1 in 6 and the average gradient 1 in 9. Vide A.A. Handbook."

"Believe me,

"Yours very truly,

"E.B."

Faversham.

C. C. Wakefield & Co., Ltd.

Dear Sirs,

"On the 8th inst. I received your letter asking me if I had any difficulty in obtaining a supply of Castrol to let you know. I am pleased to say I had no difficulty whatever."

"May I also state that I have tried other oils with both our Lea-Francis cars. In these experiments I found Castrol was unrivalled in every respect—in lubricating, in less carbon deposit, and, naturally, in a lower petrol consumption. If there are any 'Doubting Thomases' as regards Castrol, well, all I can say is, 'Try it and be surprisingly satisfied.'"

"Yours faithfully,

"G.F."

West Ealing,
C. C. Wakefield & Co., Ltd., London, W.13.

Dear Sirs,
"You may be interested to know that my car, a 1924 10.15 h.p. Salmons (1185 c.c.), which has been on the road 13 months, has now covered 14,000 miles, during which time the engine has not been touched for decarbonisation purposes nor have the plugs been cleaned."

"Most light cars require decarbonising within the first few thousand miles, as it is usual to overhaul rather heavily with a new engine, but this car has hardly decarbonising doses have been used. The oil has only been swilled out and changed once at 6,400 miles. The car is going as well as ever, and its acceleration and speed (55 m.p.h.) is as good as ever."

"Castrol 'XL' only has been used all the time, and I am confident that it is the sole use of this oil, to my mind has enabled the engine to run so long honing."

"When the engine gets sluggish it will be decarbonised, but it certainly seems good for another 5,000 miles."

"I remain, yours thankfully,
"R.G.S."

LATEST RECORDS

August 17th. E. A. D. Eldridge (Eldridge-Special)—Class F, International Records: 1 Km. (f.s.), 113.20 m.p.h. 5 Kms. (f.s.), 110.71 m.p.h. 1 Mile (f.s.), 112.18 m.p.h. 5 Miles (f.s.), 109.82 m.p.h.
August 17th. J. G. P. Thomas (Thomas-Special)—Class E, International Records: 1 Km. (s.s.), 104.167 k.p.h. 1 Mile (s.s.), 72.86 m.p.h.
August 10th. H. J. A. Hall (Frazer-Nash)—Class G, International Records: 1 Mile (s.s.), 61 m.p.h. 1 Km. (s.s.), 93.337 k.p.h.
August 5th. Capt. A. Waite (Austin Seven)—Class H, International Records: 1 Km. (s.s.), 60.26 m.p.h. 5 Miles 81.33 m.p.h. 1 Mile (s.s.), 65.73 m.p.h. 10 Kms. 81.04 m.p.h. 5 Kms. 82.13 m.p.h. 10 Miles 81.14 m.p.h.
August 5th. Capt. A. G. Frazer-Nash, driving 1496 c.c. Frazer-Nash, breaks Brooklands Test Hill Record at 30.48 m.p.h.
(All subject to official confirmation.)

—All Used Wakefield CASTROL!

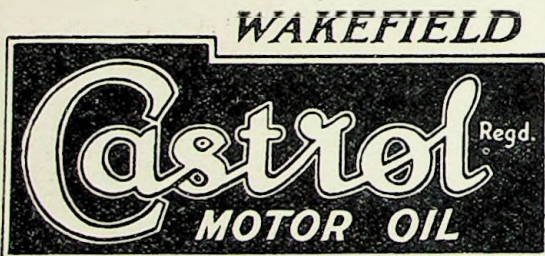
ALL satisfied on all points!
Every motorist who once tries Wakefield CASTROL soon becomes a CASTROL enthusiast!

Over 120 leading Motor Manufacturers use and recommend Wakefield CASTROL.

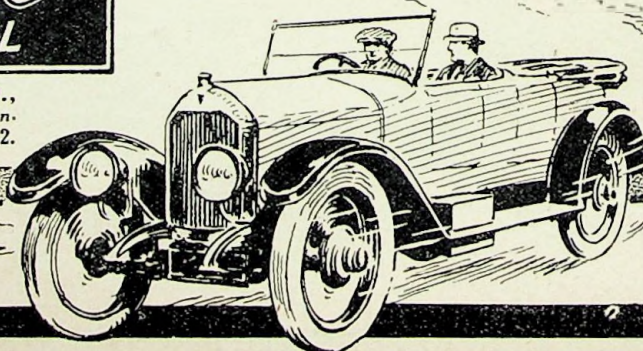
There is a grade of Wakefield CASTROL specially suited to your needs.

See the Wakefield Recommendation Chart at any garage or write for our Pocket Lubrication Index, both of which give prices and indicate the Castrol grade required.

If your sump contains another brand of oil, CASTROL can be added, though, naturally, best results will not be attained until you have in use 100 per cent.



C. C. WAKEFIELD & CO., LTD.,
All-British Firm. Specialists in Motor Lubrication.
Wakefield House, Cheapside, London, E.C.2.



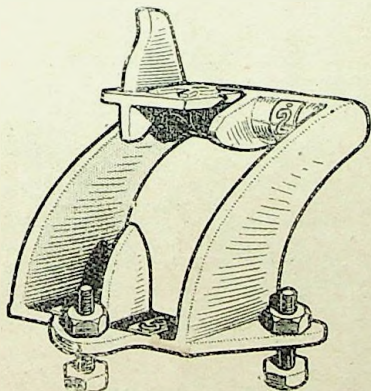


New Upper Cylinder Lubricant.

Known as Mixtrol, a new upper cylinder lubricant has been placed on the market by the Mixtrol Oil Co., 43, Berners Street, London, W.1. The oil is sold under a positive guarantee to give satisfaction and to contain no ingredients that will injure the engine or cause carburettor trouble. Mixed with the fuel in given proportions it is claimed that the upper part of the cylinder bore and the valve guides receive lubrication which the oil in the sump cannot supply. The 32-oz. tin is sufficient to treat 64 gallons of fuel and is a handy size for light car owners. It costs 6s. post free.

A Gear Gate for Rover Nines.

A useful gate, specially designed to fit to Rover Nines, is being manufactured by Messrs. Gordon Rennie and Co., 10, Vine Place, Brighton, and is known as the Sureshift. It is made of cast-aluminium and is secured to the floorboards of the car by three nuts and bolts. A reverse stop is incorporated, and this can readily be pushed out of action with the toe when it is desired to reverse. The price of the accessory, complete with fixing bolts, is 9s. 6d. post free.



Rover Nine owners will be interested in this neat gear gate, which incorporates a reverse-stop.

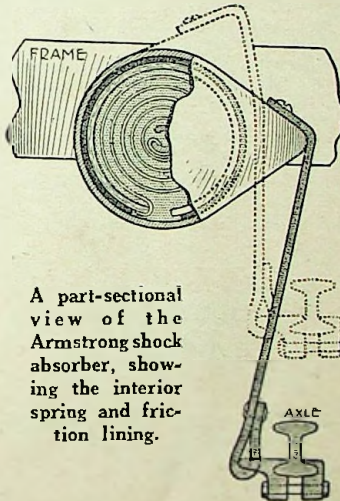
For Car and Garden.

A device which should be particularly useful to those motorists who are interested in gardening is the Two-purpose Rain King Sprinkler, marketed by the Cooper-Stewart Engineering Co., Ltd., 136-137, Long Acre, London, W.C.2. The nozzle will either give a long, heavy spray or a fine mist, so that, when washing a car, the stream

of water may be regulated according to what part is being cleaned. By putting the sprinkler at right angles to the hose and sticking into the ground a peg which is incorporated in the device, it may be used as a lawn sprinkler. The price is 8s. 6d.

Armstrong Shock Absorber.

Manufactured by the Armstrong's Patents Co., Beverley, E. Yorks., the Armstrong shock absorber is an ingenious device acting on a rather novel principle. As will be seen from the illustration a hollow cup-shaped drum, on which is fixed a Ferodo lining, is bolted to the chassis frame; the rim is slotted in one place to permit the engagement of a strong clock-type spring contained within the drum. An outer casing, capable of rotating on the



A part-sectional view of the Armstrong shock absorber, showing the interior spring and friction lining.

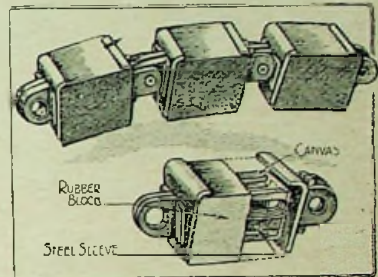
friction lining, has a slotted projection at the centre for the engagement of the internal spring. The outside of this casing is shaped like a cam, the pointed end being connected to the axle by a flexible belt. The internal spring is so arranged that it tends to rotate the outer casing and pull up the axle.

When the car strikes a bump the axle rises, aided by the shock absorber spring. The ensuing rebound is damped out by the opposition of the spring, together with the braking action of the friction lining. One advantage claimed for the design is that, owing to leverage, the greater the deflection of the road spring the greater is the damping effect: this can readily be appreciated by a reference to the accompanying illustration. The shock

absorber thus increases flexibility, but damps out rebound. A set for cars which weigh less than 15 cwt. costs £5 5s.

A Novel Chain-belt.

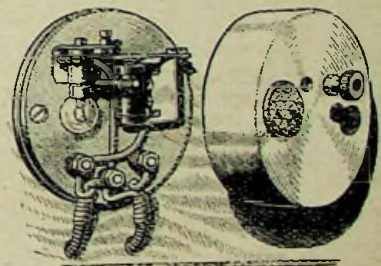
The Waldie Patents Co., Crosland Hill, Huddersfield, are placing on the market an ingenious chain-belt known as the Waldie. The basis of the belt is a chain somewhat similar to an ordinary cycle chain, but having longer links and no rollers. Surrounding each link is a rubber block of vee section, held in position by two end plates and protected from being cut by the chain by a square-section metal tube, which runs through the block. It is claimed that when the belt is in tension the rubber blocks tend to expand laterally, thus obtaining a firmer grip on the pulley. In addition, this compressibility of the rubber allows the belt to absorb transmission shocks. The chain-belt is available in 1-in. and 3-in. section, the price of the former being 5s. per ft.



The Waldie chain-belt is of ingenious construction, embodying the qualities of both chain and belt.

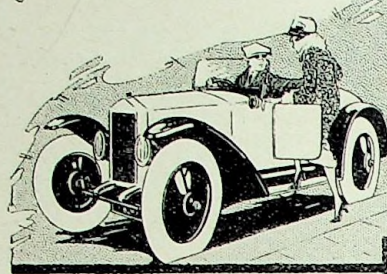
A New Tail-lamp Indicator.

So far as the law of motoring is concerned ignorance is seldom accepted as an excuse; wherefore it is a good plan to make sure that one's tail lamp is alight during the prescribed hours. A tell-tale on the dash meets the case admirably, and a new fitting of this type has just been brought out by Herbert-Smith and Jones, Ltd., 1, 2 and 3, Marylebone Passage, Wells Street, Oxford Street, London, W.1. It consists, essentially, of a ruby-coloured glass disc mounted in front of an ordinary bulb. Electro-magnetic



A tell-tale for notifying a driver in the event of the tail light failing.

mechanism causes the warning bulb to light up, if for any cause other than the switch being off, the tail lamp goes out. The warning bulb can be used also as a tail light spare. The prices are as follow:—Combined lamp and mechanism in case, for flush-fitting or dash mounting, 12s. 6d. Mechanism and lamp separate, 15s. 6d. In each case a useful length of armoured twin cable is supplied.



In
answer
to your
Query.

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. Attention cannot be given to inquiries by telephone.

Radiator Water.

L.A. (Rochester).—Yes, rain-water is preferable to hard water for the radiator on account of its having a smaller lime content, causing less "furring."

Feeler Gauge.

D.D. (Bushey).—A feeler gauge for tappet clearance adjustment is included in the tool kit of the 11.4 h.p. Standard. If lost, the makers will supply a new one.

Grease Leakage.

A.A.T. (Mapperley).—The grease which exudes from the bearing at the top of the steering column of your 7 h.p. Austin is coming from the steering box which has been overfilled.

Clutch Slipping.

D.J.F. (Colwyn Bay).—The habit of slipping the clutch in traffic or on hills is strongly to be discouraged. You should change to a lower gear. It will not harm the engine to "rev.," but clutch slipping will soon cause trouble with that part of the mechanism.

Holes in Hood.

P.J.S. (Ludlow).—The holes in the hood fabric to which you refer have undoubtedly been caused by chafing between the hood sticks when folded. You should take care to push all the loose material towards the inside of the car. Strapping the hood sticks firmly will prevent movement. Rubber buffers between the hood sticks will often prevent chafing.

Using Extra Air.

L.E.C. (Rosyth).—The fitting of an extra-air inlet certainly does involve a risk of the engine overheating if too much air is admitted. It is also possible, as you fear, for the exhaust valves to be burnt. You can avoid overheating by admitting no more extra air than the engine obviously needs. Too much extra air will be revealed by the engine being "wooly," and tending to spit if the accelerator pedal is suddenly depressed.

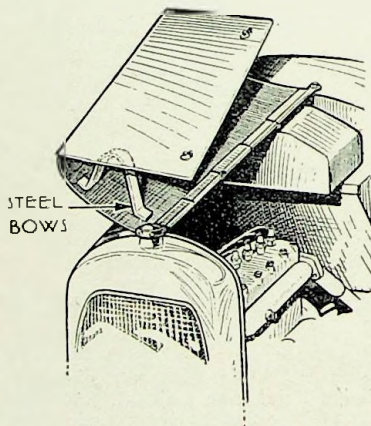
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Record Times.

J.C.M. (London, E.1.).—You are incorrect in assuming that the better of the two runs is counted when international records are being attempted. The mean figure is the one taken.

Alconbury Hill.

E.M. (Chichester).—Compared with the hills in your native district Alconbury Hill, on the North Road, is extremely easy. It is about half a mile in length and is no steeper than 1 in 20. As it is the only main-road hill in the district it receives more prominence than it warrants.



The use of a steel strip, as indicated above, prevents the paintwork of the scuttle dash being damaged by the corner of the bonnet when it is being raised.

Suspension Trouble.

D.McC. (Birmingham).—The fact that the rear axle comes into contact with the frame when traversing bad roads on your car indicates insufficient clearance rather than too supple springing, as you are satisfied that there are no broken leaves. The best course will be to have the springs set up so as to increase the camber; due to age, they have doubtless "settled down."

Licence Not Transferable.

S.C.V. (Crewkerne).—Your informant was entirely wrong; the registration licence issued in respect of your Rover car is not transferable. It must be sold with the car.

Clutch-withdrawal Greasers.

A.B. (Welwyn).—The two grease nipples on the clutch-pit cover plate of your 12-20 h.p. Calthorpe are intended to supply the clutch-thrust race. These nipples also serve as two of the four retaining screws for the cover plate.

Seat Conversion.

W.L.M. (Dusfield).—Removal of the existing front seats and fitting adjustable bucket-type seats is quite practicable. So far as we can see the only difficulty which may arise is the weakening of the body due to loss of the lateral bracing given by fixed seats.

Oil Level in Sump.

NOVICE (Tring).—Provided the pump is covered oil will continue to circulate in the engine. This means that the level could fall below the bottom mark on the dipper rod. Such a small quantity, however, would soon become overheated, losing its viscosity and lubricating properties. In an emergency short run no harm would result, but it is a good plan to inspect the level of the oil daily and fill up, if necessary, to the high-level mark on the dipper rod.

Wind and Fuel.

H.A.H. (Stockton-on-Tees).—The 15 per cent. increase in fuel consumption on windy days to which you refer need not alarm you as your small car is of the saloon type and offers considerable resistance to the air.

It should be remembered that the air resistance increases, not in proportion to the rise in speed, but as the square of the speed. If a car is travelling at 20 m.p.h. against a 20 m.p.h. wind, the effect is the same as if the car were doing 40 m.p.h. on a calm day.

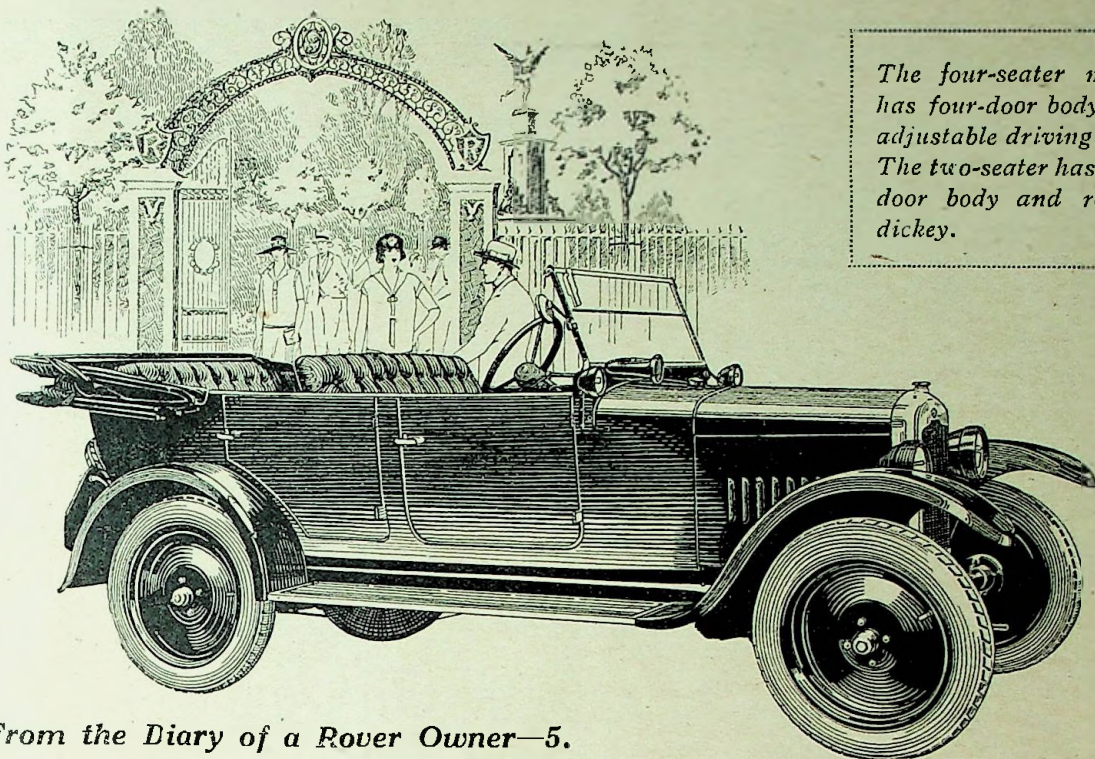
Dynamo Belt Adjustment.

L.H. (Lytham).—It would seem that you are unaware of the adjustment provided for the dynamo belt on your 11.4 h.p. Standard car. There is no need for you to shorten the belt, by removing a link, until the limit of adjustment has been reached. By slackening one of the nuts securing the dynamo mounting strap, the complete instrument can be turned round and, by reason of the eccentric position of the armature, the belt will be tightened. The fixing nut should be tightened down when the correct tension has been obtained.

Bonnet Opening.

C.W. (Stockton-on-Tees).—There are various ways of preventing the scuttle dash from being scratched by the rear corners of the bonnet when it is raised, but the one which will probably be most suited to the needs of your case is the use of struts to keep the bonnet sides well clear of the dash.

Bent pieces of light steel strip, soldered to the inside of the upper half of the bonnet, in the form of bows, will separate the two portions and thus avoid the unsightly scratches of which you complain.



The four-seater model has four-door body and adjustable driving seat. The two-seater has two-door body and roomy dickey.

From the Diary of a Rover Owner—5.

“The ‘Summer’ Weather

9/20 h.p. Rover

Standard model, equipped with electric starting and lighting, horn, spare wheel and tyre, hood with all-weather side curtains, Dunlop Balloon tyres, double deflector screen, etc.

2 or 4-seater

£185

De luxe model, equipped additionally with clock, speedometer, 6½ in. diameter headlamps, screen wiper, electric horn, driving mirror, spring gaiters, spare petrol can, and choice of finish ... £200

Sports model, 200 guineas

we have been having lately has been a good test for all-weather equipment, and I have noticed how carefully the hood of my 9/20 h.p. Rover has been designed to keep the gentle dew of an English summer at bay. The rubber flap which goes outside the screen when the hood is ‘up’ stops rain getting in at this usually vulnerable

spot, and there is another flap running the whole length of the hood on each side of the car which prevents rain coming in over the top of the side curtains. The side curtains themselves, too, are a good fit, so altogether our trips are made in comfort despite any eccentricities of the weather.”

Would not a Rover “Nine” suit you? Write for catalogue.

ROVER

THE ROVER COMPANY, LTD., COVENTRY.

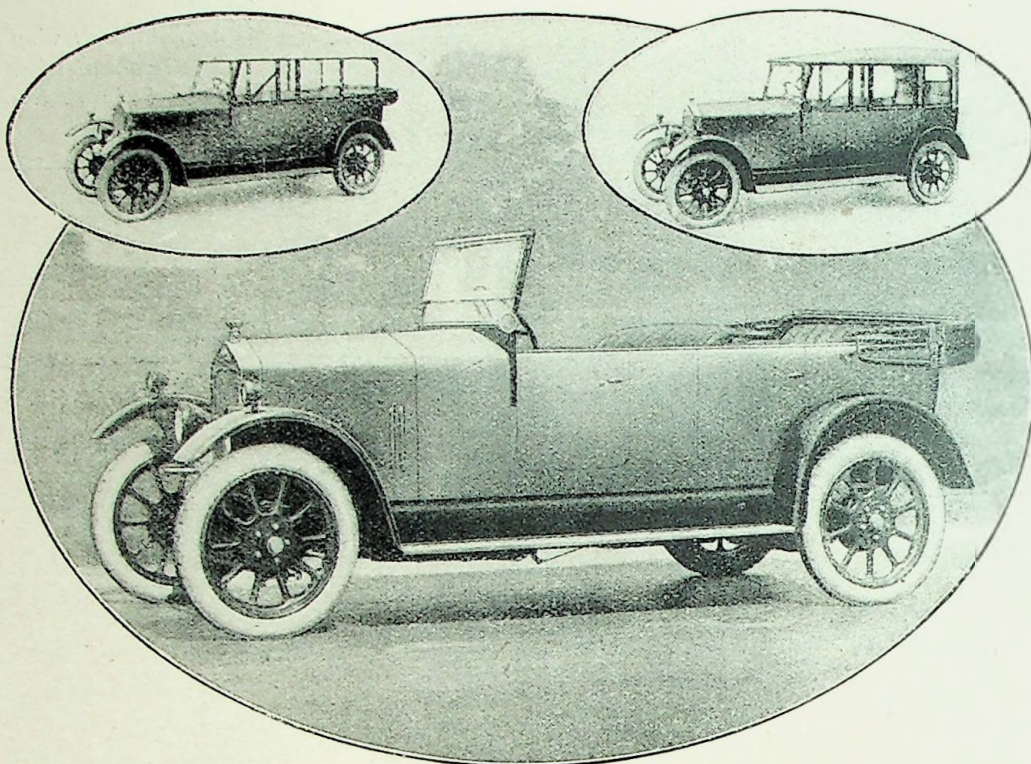
LONDON SHOWROOMS: 61, NEW BOND STREET, W.1.

SERVICE DEPOT: SEAGRAVE ROAD, FULHAM, S.W.6.

The best agent in every town is the Rover Agent.

ROVER IS BRITISH ALL THROUGH

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.



Right in any weather

In sunshine or rain, in calm or storm, you are right with a Wolseley—it is a real All-weather Car. No car of equal Quality is offered at anything like its price.

WOLSELEY

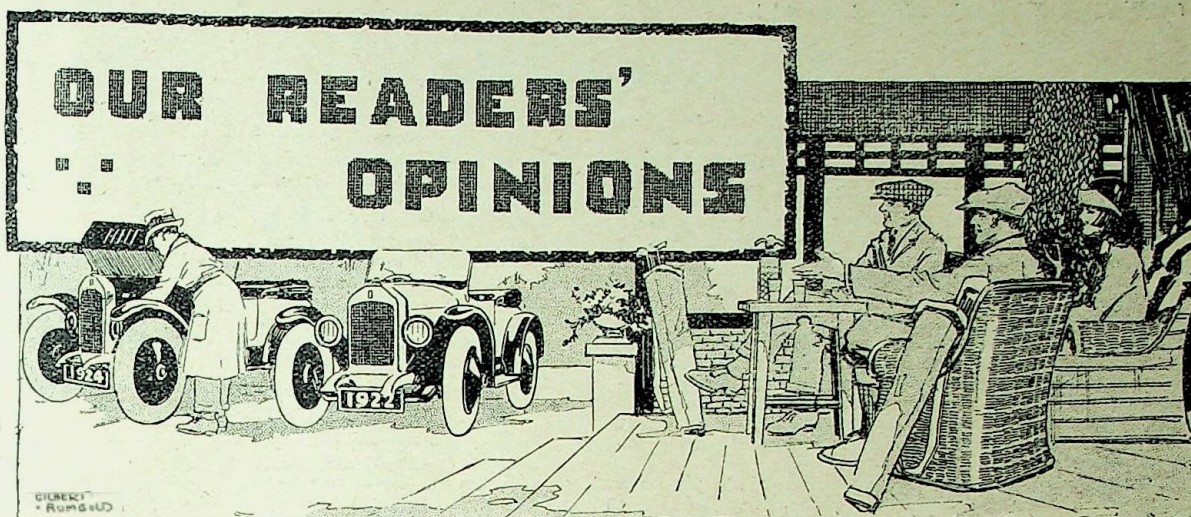
PRICE . . . **£235**

All Wolseley Four-Seaters have FOUR DOORS

Catalogue No. 5 post free with pleasure

WOLSELEY MOTORS LTD.,
Adderley Park, BIRMINGHAM.

London Showrooms: Wolseley House,
157, Piccadilly, W.



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.

ONE OIL FOR ALL ENGINES.

Are so Many Different Grades Desirable?

Thick Oils That Thin.

Allow me to join issue with Mr. Stone, whose letter you published three weeks ago. I have never understood why it is necessary for there to be so many different grades of engine oil, as all of them certainly thin to an almost identical consistency once the engine has been running for ten minutes. This can be proved by anyone

who has a car with force feed and an oil gauge on the dash. Fill the sump with the thickest engine oil, and in a few miles the gauge will show, say, ten pounds. Then drain off this thick oil and fill up with the thinnest obtainable grade and it will be found that ten pounds pressure is still recorded.

On the subject of lubricants, why is it that thick oil is always recommended for use in a gearbox, because I have found that this always gets quite as thin as engine oil by the end of a fairly long run?

J. A. SANDERSON.

Mr. Stone Not Yet Satisfied.

I was astonished to see that my letter in *The Light Car and Cyclecar* dated July 31st called forth so much interesting and obviously very well-informed correspondence, but, if I may say so, with all humility, none of the gentlemen whose letters you have published has managed to answer my original question, i.e.:-

"Why should not one good, thin oil be suitable for all engines, in view of the fact that thick oils . . . get just as thin as thin ones after the engine has been running for a few minutes?"

Your correspondents remark that I am not correct in believing that thick oils get thin when warmed, but it is difficult to believe that this is correct, for even the heaviest gear oil will run thinner than Vacuum A, Price's Zero, Castrol F, or any of the other light grades after it is heated to a temperature much lower than that in the crankcase of any ordinary water-cooled light car engine.

May I mention a few quotations which puzzle me from your correspondents' letters? Mr. E. A. Evans says: "As the viscosity falls with increase in temperature it follows that, of two engines whose bearing pressures are similar, but one running hotter than the other, a more viscous oil will be required for the hotter engine," but he does not say why the more viscous oil would not be just as suitable for the cooler engine as for the hotter.

Mr. W. H. Scott says: "A high-grade thin oil is desirable if the lubrication system is correctly designed for it, but it should be remembered that a thin oil subjected to high pressure and temperature will more readily be squeezed out of a bearing than a medium or heavy bodied oil." If this is really the case, surely the use of thin oil is to be deprecated and the need for a specially designed lubrication system in order that it may be used does not exist, except as an undesirable compromise.

If it is true, as Mr. J. R. Edisbury remarks, that "in a general sort of way it may be stated that the best oil for a given engine is the thinnest that will stand the strain," then why in the world do not all the engine manufacturers design their engines to use these thin oils which, as Mr. Edisbury says, "give easy starting, low power absorption and long life for bearings"?

Mr. S. Bowrey states that "viscous, i.e., thick, oil is less readily squeezed out from a bearing (than thin oil) and often affords a greater margin of safety."

Here we have the peculiar position of rival experts declaring on the one hand that oil will stop in a bearing if it is thick, and on the other that the best oil you can use is a thin one. It is all very puzzling.

ARTHUR MAURICE STONE.

Mr. Edge On The—

I read with great interest the paragraph by "Focus" dealing with the hour record. I think Mr. Thomas's 110 miles with a 7,000 c.c. engine is a very fine performance.

but I am pleased you made the comparison with the 1,500 c.c. A.C. that covered over 104 miles, remarking that it needed an extra 5,500 c.c. to add six

miles in the hour. This is just what I have always said; in fact, my motorcar creed, to which all my long and varied experiences with motorcars has brought me, is that the modern light car is the car of the future.

An engine of smaller and smaller capacity as time goes on, yet with continuously greater efficiency, is certain; in fact, at present our small engines, as shown by this record, are very much more efficient than the larger ones of several litres capacity.

In addition, every possible way of building cars as light as possible must be explored, and that is our constant aim.

S. F. EDGE.

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OUR READERS' OPINIONS (contd.).

Why Not Communal Motoring?

It is economically impossible that, within the next hundred years at least, there should be as high a percentage of car owners in this country as there now is in the United States.

Yet, by the scheme I propose to outline in this letter, every man who can afford one guinea a year could have a light car at his disposal. My scheme for thus making mass motoring possible follows, in general outline, the Air Ministry's Light Aeroplane Club scheme. Let me outline it.

Owing to the adverse trade balance, to debts and other matters into which I need not enter here, our taxpayers are so heavily burdened that the poorer ones dare not accept the responsibilities entailed in owning a car. Apart from first cost there is the garaging of the car, which often presents as formidable a barrier for the poor man with a very small house or who lives in apartments of some sort, as do all the other running costs put together.

But these poor men need not be deprived of the pleasures of motoring. They can obtain those pleasures without being called upon to meet the responsibilities inseparable from car ownership by the formation, in the large residential districts, of light car clubs. Members of these clubs would be able to hire cars at a very low rate; they would command good garage facilities and good mechanics; they would be indemnified against loss, and they would be freed from all responsibilities for the trifling subscription of £1 1s. per year.

Briefly, the system would be run on these lines. In each large residential district inhabited by poorer people a club would be formed, and as many members as possible would

be enrolled. The entrance fee would be kept low, perhaps £5, and the subscription would not exceed a guinea a year for driving members. It would be necessary to arrange for "non-driving" members at half-price, or less than half-price.

Thus, the father of a family might join as a driving member, and his family would be enrolled as non-driving members. The father could then take his family away for their holidays by the sea, or for a day's picnicking in the country by car. The young man would be enabled to indulge his liking for shingled, bingled and bobbed acquaintances by motoring them to Maidenhead instead of taking them to stuffy cinemas and dance halls.

The cars would be garaged centrally by the club, would be attended to by a staff of club mechanics, and would be fully insured. Cars would be hired by the half-day, day, or number of days not exceeding a fortnight at a stretch.

Immediately after formation, with the fees suggested, and an adequate number of "non-driving" members, a club could give its members an average of one clear day's motoring a week. As time went on and more cars were bought by the club, each member would be able to book a car more often. As no profit is required, hiring fees would be very low.

This scheme is a severely practical one, every bit as practical as the Light Aeroplane Club scheme which starts actual operation this month. The scheme would assist trade, and give a fillip to the whole motoring movement; but, apart from these considerations, why should not the poorer members of the community taste the pleasures of private motoring when it is possible for them to do so?

Stoke Newington.

CO-OPERATE.

A Correspondent Who Insists Upon—

Mr. S. J. W. Charlton, who is clearly a G.N. enthusiast, and whose letter was published last week, does not state whether he has had any experience on a car with the engine and gearbox built as a unit. In addition, he obviously does not appreciate that the G.N. method of transmission, which is admitted to have disadvantages, is actually more costly to manufacture than is a gearbox built up as a unit with the engine.

—Unit Construction.

A point which I endeavoured to make clear in my original letter was that the best fillip which could possibly be given to the cyclecar movement would be the introduction by a first-class manufacturer of an engine-gearbox unit selling at a reasonable price and all ready to be mounted into a chassis and connected by a single chain with the rear wheel or axle as the case might be.

For some reason, which it is impossible to explain, designers of motorcycle engines, to whom cyclecar builders must look for their supply of power units, have not yet discovered that a primary chain is all wrong. In America motorcycle manufacturers learned this years ago, and hence the admitted superiority of the U.S.A. machines which are so built.

AIR-COOLED FOUR.

Hogging on the Southend Road.

Driving from Southend on the new road on Sunday last, I had to give way, in self-protection, on several occasions to drivers behind me who can be described only as road-bogs.

A Careful Driver's Complaint.

There are many cyclists (who deserve every consideration from motorists) on this road, and before passing them I put out my right hand as a signal to those behind that I was going into the middle of the road. In spite of this, several cars went by me at speed (my speed was 25 to 30) on the extreme off-side of the road while I was passing cyclists, and on other occasions my signal was answered by an imperative hoot, as much as to say "You dare. I am coming by." On these occasions I gave way and had to brake behind the cyclists, fearing that the rude driver behind would keep on his way in spite of my signal.

This sort of thing makes driving by the most careful and courteous of drivers extremely dangerous, and robs it of a lot of its pleasure. What can one do in the circumstances?

B42

I should have liked a police inspector to have been sitting by my side and to have been able to summon these abusers of the rule of the road.

ROBT. C. ARMSTRONG.

A Question of Law.

In "Rich Mixture" recently "Focus" drew attention to the iniquity of punishing a motorist because he happens to have accidentally left his driving licence at home. Last April I left mine at home, and because it was most important that I should keep a business appointment in the country, I reported the fact to the police at Vine Street Police Station and asked their advice. I was there distinctly informed by a police inspector that I could not be summoned for not having my licence with me, provided I could produce it, if required, within 24 hours, even if I should become involved in an accident. In spite of this information, I have frequently seen cases in the papers of people being fined for not carrying their licence.

I think it would be of great interest to all motorists if this little point of law could be cleared up.

R.J.T.

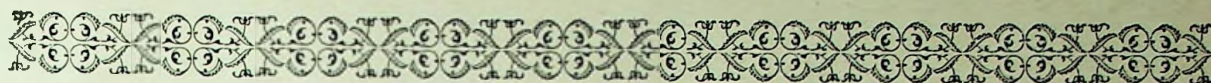
Sports Car Bodies.

Mr. S. F. Edge's letter on the subject of sports bodies raises a very interesting point. Speaking from personal experience of long-distance fast touring at all seasons of the year, I would favour a body after the type of the sports Amilear or Sénéchal. Not only is this modelled on correct streamlined practice, bluff in the bows and tapering to a knife edge at the stern, but when fitted with an efficient windscreen of sports type the cockpit is quite stormproof and dry in any weather, except perhaps in the case of a wet following wind, and even then it is to be preferred to many standard two and four-seaters, which are anything but rain and draughtproof, even with the added advantage of a large hood.

Lastly, I would like to add that I quite agree with Mr. Gerald Pettengell, in your issue of July 10th, that it would be most interesting and instructive to see some reprints and running hints and tips on such cars as the A.V., G.N., Blieriot, and so on, in *The Light Car and Cyclecar*.

Instruction books and such like are often not obtainable from the makers, and I know I am not speaking for myself only when I say how welcome such articles would be.

NAVAL ENGINEER.



A Grave Motoring Risk!

OIL SUBSTITUTION

BUYING oil from an unbranded package is a grave risk which no motorist need take. It may result in costly repairs and unduly rapid depreciation of the Car or Motor Cycle.

By asking for and insisting upon Mobiloil you secure a high grade lubricant of guaranteed uniformity and quality.

Don't ask for "A" or "BB" oil—you may be served with oil that is not genuine Mobiloil. Always ask for Mobiloil "A" or Mobiloil "BB," or whichever grade of Mobiloil is specified for your Car or Motor Cycle in the Chart of Recommendations.

Remember there is no substitute for Mobiloil—no "just as good." The safest policy is to buy Mobiloil in sealed cans or drums, but if you prefer to buy from bulk see that the oil is drawn from a package bearing the trade mark shown below. A fair price to pay for Mobiloil from bulk is 1/9 per quart.



Mobiloil

Make the Chart your Guide

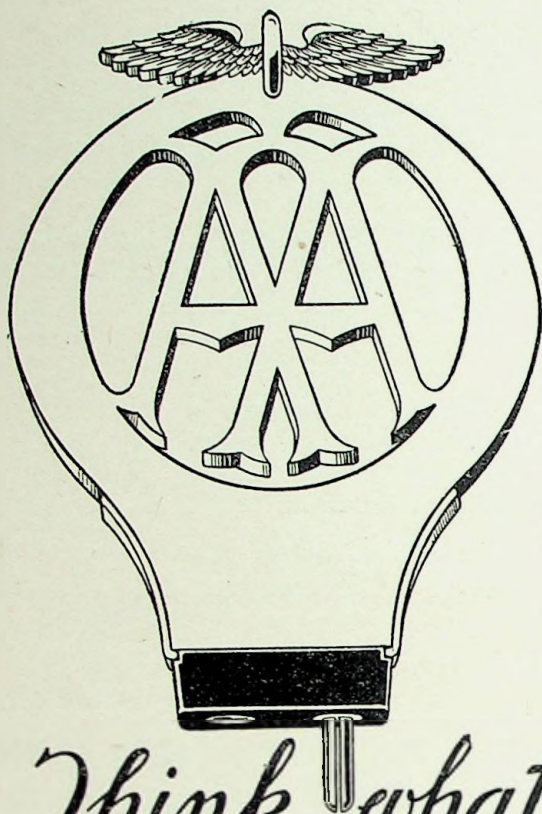


HEAD OFFICE: Caxton House, S.W.1
WORKS: Birkenhead and Wandsworth

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VACUUM OIL COMPANY, LTD

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



*What the Coil
is to Wireless
the Automobile
Association's Badge
is to the Motorist*

Think what this means!

A.A. activities cover the widest range, and include Road Assistance, Day and Night Road Service, Roadside 'Phones, Free Legal Defence, Home and Foreign Touring Assistance, Engineering Advice, appointed Hotels and Repairers, etc., etc.

Over 250,000 Motorists are Members. A positive proof of A.A. Value and Service.

Write for booklet "Always Ahead," which can be obtained from the Secretary,

THE AUTOMOBILE ASSOCIATION,
29, FANUM HOUSE, NEW COVENTRY STREET, LONDON, W.1.

OUR READERS' OPINIONS (contd.).**"Singer 10"—1925 Jets.**

In a recent article owners of 1925 model Singers were recommended to change the main 110 jet to a 105. I should like to warn owners not to purchase the 105 jet until they have made sure that the original setting is 110. Mine is a 95, with the very good consumption of 36-37 m.p.g. in the first 1,300 miles, and that with two novices learning, and consequent heavier low-gear work, also little "pottering about" runs, mostly in suburban traffic.

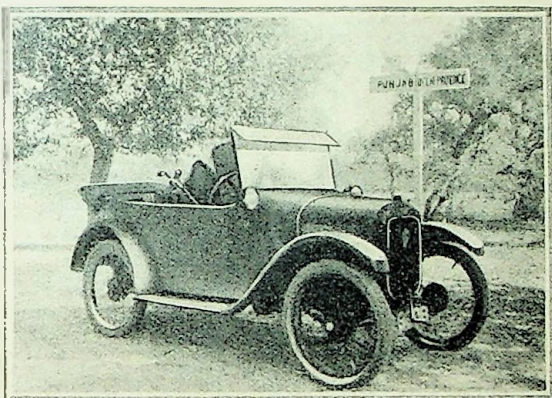
I may add that any prospective Singer owners, especially novices, need have no qualms as to ease of management. The car is delightfully easy to drive and gear changing is very simple. Although I learned principally on a four-speed car with high-pressure tyres I had no difficulty whatever in mastering the three speeds of the Singer, and did not notice any appreciable difference in steering due to the Singer's low-pressure tyres. **A. RANSON COWLIHAW.**

Check the
Sizes.

The Light Car Abroad.

I enclose a photograph which may be of interest to your readers. It shows my Austin Seven at the boundary of the Punjab and Delhi Provinces. Having driven the car for over 5,000 miles at home, I brought it out with me in November last year. At the time the photograph was taken, in February this year, I was returning to Jaunpur, near Benares, from Ambala. During my trip to Ambala and back I travelled over 1,500 miles in 15 days,

No-trouble
Running.



This Austin Seven, the property of "XR 9008," is now hard at work in India, after covering some 5,000 miles on its native soil.

without one involuntary stop—not even a puncture. My petrol consumption worked out at just over 47 m.p.g., and that takes into consideration many low-gear efforts on to and off native ferry boats, and along the loose, dry sand of many river beds—including the Ganges and the Jumna! India. **XR 9008.**

A Reverse Needed—

I have been very interested in the recent controversy re Morgan tyre wear, and particularly the letters from Mr. Morgan and Mr. Siran, regarding detachable wheels, four speeds, etc. I am a Morgan owner, and

—But Two
Speeds Ample.

I must admit that I have at times wished very much for a reverse gear, particularly when entering or leaving a garage. At the same time, I have found two speeds quite adequate for every journey undertaken up to the present.

I have not found the need for detachable wheels yet, as I always carry a spare cover and two or three spare tubes. It is just as easy to put in a spare tube as to mend a puncture, and therefore I do not spend 30 mins. in mending a tube on "a cold, wet day," as suggested by Mr. Siran.

I should be very glad to know whether any of your readers have fitted foot accelerators to their Morgans and with what success.

I have designed one and am in process of fitting it, but should like the advice of more experienced drivers.

In conclusion, may I say that I have found *The Light Car and Cyclecar* an invaluable aid during my comparatively short experience as an owner-driver of a Morgan cyclecar. **H.W.R.**

The Increase in G.B. Plates.

In a recent issue reference is made to the great increase in "G.B." plates to be seen on the English roads, and an explanation seems to me to lie in the fact that cars touring in the Free State are obliged to carry this plate, and, judging by the number of such cars seen on our roads, there must be quite an invasion of light car owners to Ireland this year. Similarly, cars owned in the Free State and crossing to England bear a plate inscribed with the letters "S.E." Possibly these letters have puzzled motorists in England; they stand, of course, for Saorstát Eireann. **R.H.L.**

Dublin.

Aluminium Mudguards.

Is there any reason why aluminium should not be used for mud wings on the modern car? There is no part of a car which lends itself to disintegration so quickly as the wings. The slightest touch buckles a wing and invariably starts a tiny crack. In a few weeks this crack is visible and audible, and although clamping repairs are effected immediately, the wing ultimately "goes west." Again, the demon rust gets at the steel under the bolts and running board clamps and finally eats its way through the metal.

Aluminium, polished or enamelled, would at least free us from much unnecessary drying of under parts.

Do any firms make a speciality of aluminium wings? **J.C.**

Cars Per Head of Population.

The latest returns as to numbers of population per car in various countries make interesting reading and give food for thought. A few striking examples are:—

United States of America ...	6
Canada ...	14
New Zealand ...	21
United Kingdom ...	57
France ...	60
Trinidad ...	198
Germany ...	272
Italy ...	409
Japan ...	2,645
India ...	7,497
Russia ...	8,896
China ...	39,695

One is struck by the field this affords for expansion in the number of motor vehicles, for unless some other mode of mechanical transport supplants the internal-combustion engine we can surely, with reason, expect to find that the world will at last reach the standard of a country like

Trinidad, where one finds more cars used by natives than by white people. **Far from Saturation Point.**

That means a standard of, say, 200 inhabitants per car for all countries, other than those which already have a lower number per car. Supposing these latter make no progress, then we find that in the remaining countries there are 1,430 million inhabitants, which, at the rate of 200 per car, means a total of 7,150,000 cars, i.e., an addition of seven million-odd cars to the number at present in service.

One would think that the United States of America must be saturated at the ratio of six persons per car, but yet they seem, on the latest statistics, to be reducing this towards five this year. The other countries with less than 200 persons per car will certainly make great progress.

Is there a limiting factor, and, if so, what will it be? It would appear that it would not be metals, but more probably indiarubber, or petroleum, and, with regard to the latter, it is felt that spirit will be the first of the necessary supplies to fall short of demand. If mechanical transport is to progress without serious hitch, some new type of fuel must be evolved.

ALEXANDER DUCKHAM AND CO., LTD.

OUR SPECIAL SHOW NUMBERS

Will be published on October 2nd, 9th and 16th.

Order your copies in advance and make sure of them.

OUR READERS' OPINIONS (contd.).

Deceptive Hills.

It would be interesting to have the opinions of some of your readers respecting hill-climbing. I have had experience of one hill in particular, Hammer Hill, between Bedford and Shefford; it is about 275 ft.

What is the "Catch"? In length, with a gradient of 1 in 17, and at the top 1 in 12. Although I have climbed it many times during the past three years, I am never satisfied with my ascent, especially as I have travelled over some of the notorious hills in Dorset, with gradients of 1 in 5, 1 in 6 or 1 in 9, with great satisfaction to myself.

Can any of your readers tell me if there is a "catch" in this hill, or have I yet a lot to learn in hill-climbing?
In Doubt.

Light Cars as Bathing Machines.

Your correspondent "Custodian," who objects to bathers undressing in their cars, has forgotten that "to the pure all things are pure"! Is he the proprietor of a row of bathing huts?
CUST-ODIOUS.

whether these right-angle hair-pins have been introduced to conform with some of the latest styles in hairdressing.

Mr. E. Crake, who lives in Victoria, Australia, remarks that he bought a second-hand G.N. in Melbourne and has received most courteous treatment from G.N. Motors, Ltd., his letters being always answered by return of post. He closes his letter by saying how helpful G.N. Motors, Ltd., have been and that he thinks it very wonderful that a concern should take so much interest in a car which is three years old.

INFORMATION WANTED.

Aero Morgan.

It would be appreciated if readers would send to the undersigned particulars of any hood for use with an Aero Morgan which will allow the passengers to get in and out of the car with the hood up, that will exclude rain and provide for the use of side curtains with signalling flaps.

107, High Street,
Smethwick.

A. E. BRISTOW.

Rover Eight.

My car is suffering from oil leakage from the back axle into the brake drums. I should be obliged if any reader who has had the same trouble could tell me how best to cure it. I am very careful to use only the specified oil and not to fill above the overflow plug. I always warm the oil before putting it in after a run, and have just had new felt washers fitted.

34, Herbert Street,
West Bromwich.

H. T. BLACKHAM.

CONDENSED CORRESPONDENCE.

"Enquirer," of Reigate, Surrey, comments upon the advertisement by A.C. Cars, Ltd., which we published last week. The advertisement in question embodied a letter from an A.C. owner in Singapore, who states that one of the hills he climbed with his A.C. had "right-angle hair-pin bends" every five or ten yards. "Enquirer" wonders

OXFORD M.C.

The Oxford Motor Club assisted in the programme of the Oxford Floral Week, which was held from August 10th to August 15th by holding a gymkhana and other exhibition events.

HOSPITAL GYMKHANA.

The Enfield and District, Morgan and B.S.A. Motor Clubs are holding a gymkhana to-morrow (August 29th) in aid of the local hospital. The event will be held at Albany Park, Enfield Wash, starting at 3.30 p.m. The route from Enfield Wash will be marked with arrows.

SOUTH MIDLAND CENTRE A.C.U.

A reliability trial from London to Yarmouth and back is being organized by the North London M.C.C. for the South Midland Centre A.C.U. and will be held on Saturday, September 12th. The trial is open to motorcycles and cars and will be held under the closed competition rules of the R.A.C. in respect of four-wheeled cars. The start will be from Alexandra Palace at 7 a.m. and the finish at Hatfield on the same day. Further particulars and entry forms may be obtained from the hon. trial organizer, Mr. Alan W. Day, Bullards Lane, Finchley, N.5. The closing day for entries is Tuesday, September 1st.

SOUTHPORT CLUB'S CHAMPIONSHIP MEETING.

The Southport Motor Club is holding its Championship Meeting on the Southport Beach on Saturday, September 12th, the car events being held under an R.A.C. closed permit. The afternoon's racing will commence with motor-cycle classes at 2 p.m. and will be followed with the car classes, of which there are 15. Included in the programme are standing-start mile, 10-mile and 50-mile races. Full particulars may be obtained from the hon. secretary of the meeting, Mr. T. H. Halsall, 55, Hoghton Street, Southport, to whom entries must be sent; the closing date is Wednesday, September 2nd.

LIVERPOOL M.C.'S SPEED TRIALS.

Open speed trials will be held by the Liverpool Motor Club on Colwyn Bay Promenade on Saturday, September 5th, commencing at 1 p.m. There will be classes for motorcycles, sidecars, three-wheelers and cars, awards in the latter class including the Liverpool Cup for the fastest time of the day, the Mersey Cup, the Atlanta Trophy and the Braid Challenge Cup. The car classes include events for standard touring, standard sports and any cars, there being 18 classes in all. Electrical timing will be used, and the event will be run from a standing start. The length of the course is half a mile. Entries close the first post to-morrow (August 29th) and should be sent to the secretary of the meeting, Mr. L. H. Lumby, 10, Seaton Road, Wallasey.

GLASGOW M.C.

The car results of the Glasgow Motor Club's "Scottish Twenty-four," which was held on August 14-15th, are as follows:—First-class Awards: J. Paterson (15.9 h.p. Humber), Ian Macdonald (12.50 h.p. Alvis), R. W. B. Sanderson (10 h.p. Ariel). Second-class Awards: A. W. Lilley (11.4 h.p. Humber). Special prize for best performance by a private owner: Ian Macdonald (12.50 h.p. Alvis).

FORTHCOMING EVENTS.

August 27-30.

Boulogne Motor Week.

August 29.

Enfield and District, Morgan and B.S.A. Clubs' Gymkhana.

August 29-30.

Liverpool M.C. Liverpool-Edinburgh-Liverpool Trial.

August 29-September 7.

M.C.C. Lugano Run.

August 30.

Public Schools M.C. Reliability, Brake and Acceleration Trial.
Essex M.C. Picnic at Clacton-on-Sea.
Southern Jowett L.C.C. Rally.

September 4-5.

Bristol M.C. and L.C.C. Twenty-four Hours' Trial.

September 5.

Essex Motor Club. One-Day Sporting Trial.
Liverpool Motor Club. Colwyn Bay Speed Trial.
Wimbledon Motor Club. Jarvis Cup Trial.
J.C.C. (S.W. Centre). Southampton-Foxter Trial.
Enfield and District M.C.C. Speed Trials near Essendon.
North Wales M.C. Paper Chase.
Disabled Drivers' M.C. Invitation Run.

September 6.

Morgan Club. Social Run.
Public Schools M.C. Hon. Secretary's Sporting Trial.
Langford and District L.C.C. One-day Trial.

September 26.

J.C.C. 200-Mile Race, Brooklands.

October 9-17.

Olympia Motor Show.

LANGFORD AND DISTRICT L.C.C.

A one-day reliability trial is being held by the Langford and District Light Car Club on September 6th. The route, which is about 135 miles in length, will start at Winscombe, the standard starting time being 10.30 a.m. A silver cup will be awarded for the best performance of the day and silver and bronze medals will also be given. Non-members wishing to take part should apply to the hon. secretary, Mr. G. H. Selden, 16, Regent Street, Clifton, Bristol.

ESSEX M.C.

The Essex Motor Club is giving a crippled's outing to two schools on Friday, September 18th. The children will be taken to Hainault Retreat, Chigwell, by motors and chairs-a-banes, offers of help will be gratefully received by the hon. secretary, Mr. Ernest J. Bass, 40, Chancery Lane, London, W.C.2.

Particulars and entry forms of the club's Brooklands meeting, which takes place on October 3rd, are now ready and can be obtained from the hon. secretary.

SOUTHERN JOWETT L.C.C.

The next rally of the Southern Jowett Light Car Club will take place on August 30th, the meeting place being Alfriston, Sussex, where members will assemble at 12 noon. Lunch and tea will be taken on the Downs, and during the afternoon competitions will be held.

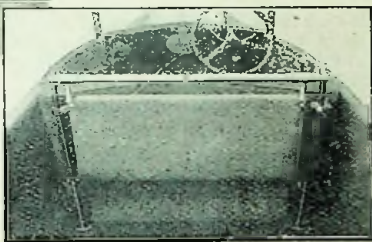
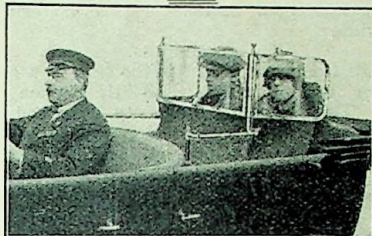
The club will hold its second annual one-day reliability trial for the Mitchell Cup on September 27th. This trial will consist of a morning and an afternoon run, each being of from 35 to 40 miles in length. Entries close on August 31st and should be sent to the hon. secretary, Mr. E. A. Dudley-Ward, 51, Hogarth Road, Earl's Court, London, S.W.5, from whom particulars and entry forms are obtainable.

J.C.C. PROGRAMME.

The provisional programme of the Junior Car Club for next year includes the famous 200-Mile race and the high-speed reliability trial, while the ordinary Brooklands race meeting in the spring will be revived. Strenuous efforts are being made to locate a suitable hill for competition purposes, and it is almost certain that one, if not two, hill-climbs will be held. Although it has not been definitely decided, the club hopes to hold a race of probably 300 miles in length, for which it is likely that only standard cars, altered within certain definite limits, will be eligible.

This year, the remaining prominent events are the 200-Mile race and a big social function, incorporating a gymkhana and dance, to be held within easy distance of the north of London. The season will terminate with the annual dinner at the Connaught Rooms, London, on Tuesday, December 15th. Intending members of the club should note that the J.C.C. badge, the usual price of which is 10s. 6d., will be presented free to all who join between now and October 31st.

and the



behind

—your long-suffering passengers! Why not make them really comfortable and happy in that back seat, incidentally adding considerably to the value and appearance of your car?

There's no argument against rear screens in general, but there are very grave arguments against various rear screens in particular. Some are too flimsy, some are continually "creeping" forward, some require the upholstery to be hacked to bits to fit, some need to be taken down or unscrewed to allow of exit or entrance, and some need special room for storage.

Here's one that has none of these disadvantages. It requires but 8 wood screws to fit it to your car, it folds away on the back of the front seat (note the picture), it does not "creep" nor rattle, just needs "swaying" for entrance or exit, is universally adjustable, and costs but £7.15.0 (with Triplex, £12.5.0).

You know it by its name and description

Beatonson
Best of all Rear Screens

G. Beaton & Son, Ltd.,
Makers of Windscreens since 1881
Victoria Rd., Willesden, London, N.W.10
Agents for "Triplex." Phone—Willesden 3540

Accept no other—
insist on

AC

SPARKING PLUGS

World's Record Flight AC's Again Used

The following telegram has been received from France:—

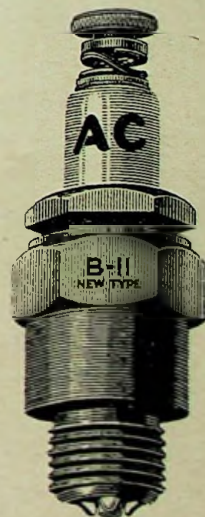
"World's records duration and distance beaten by Farman Plane with Farman 500 h.p. engine with AC Sparking Plugs."
(Time: 45 hrs. 11 mins. 5 secs.
Distance: 4,400 kilometres).

Because AC are better plugs, over 100 British manufacturers have selected them as standard equipment.

Is there any better plug for you to buy?

**B 11
METRIC**

Detachable
(three point).
For all Touring
Car and Motor
Cycle engines



Price
5/-
each

AC-TITAN
Flint,
Michigan
U.S.A.

British Manufacture by the
**AC-SPHINX SPARKING PLUG
CO., LTD., BIRMINGHAM**

AC-OLEO
Levallois-
Perret
FRANCE

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

B47

AROUND THE TRADE.

Comprehensive insurance policies for Austin, Morgan, Jowett and certain other makes of light car are issued by Mr. Ernest J. Bass, Insurance Broker, 40, Chancery Lane, London, W.C., at £6.

Recent successes gained by Zenith carburettors include first and second in the French Grand Prix, first, second and third in the 1½-3-litre class of the Touring Grand Prix, and three important aviation records.

In the latest Goodyear retail price list 700 mm. by 80 mm. all-weather tread cord covers are priced at £3 1s. 6d. and 710 mm. by 90 mm. £4 7s.; 715 mm. by 115 mm. balloon cords cost £4 3s. and 730 mm. by 130 mm. £4 19s.

Mr. Reginald Moseley, of David Moseley and Sons, Ltd., Manchester, has recently undergone a very serious operation. We are pleased to be able to announce that he is now making good progress and that a rapid recovery is assured.

Bramco (1920), Ltd., St. Nicholas Street, Coventry, have sent us particulars of Deoxidine, which is a chemical combination for preparing metal for painting. It is claimed for this preparation that it will remove rust and prevent its recurrence, leaving the surface of the metal work chemically clean.

Owners of 11.4 h.p. Standards will be interested to learn that a lubrication chart dealing with this make of car has been published by the Vacuum Oil Co., Ltd., whose head office is at Caxton House, Westminster, London, S.W.1. The chart is printed on cardboard and is suitable for hanging up in a garage. Copies will be mailed free to readers who apply to the above address.

Mr. W. Prutt informs us that he resigned from his position as London manager of Maudes' Motor Mart on August 22nd.

Spare parts for Le Zebre cars can be obtained from Boon and Porter, Ltd., 159-161, Castlenau, Barnes, London, S.W.13.

King's Patent Agency, Ltd., 146a, Queen Victoria Street, London, E.C.4, are sending out a neat handbook free on application.

"Motor Coats for Men" is the title of a booklet just published by Dunhills, Ltd., 359-361, Euston Road, London, N.W.1. The prices of the coats described and illustrated are very reasonable, and readers would be well advised to apply for copies of the booklet.

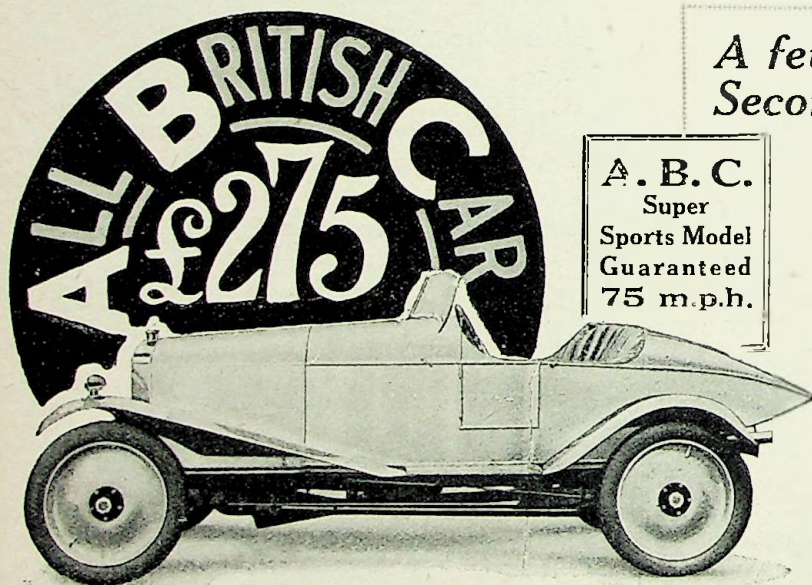
Details have been sent to us of the Silver King petrol pumps, which are sold with a Weights and Measures official seal and which deliver spirit in such a manner that the purchaser is certain of obtaining full measure. Garage proprietors should investigate the principles of this pump, particulars being obtainable from Gaskell and Chambers, Ltd., Dale End Works, Birmingham.

RESULT OF LIMERICK NO. 34.

Much difficulty was experienced in judging the large number of postcards submitted for last week's Limerick Competition owing to the high standard of some of the entries. Eventually it was decided to award the prize to Mr. A. R. Stoney Smith, 6, Crossfield Road, S. Hampstead, London, N.W.3, and his line is italicized below:—

A speedy young fellow from Shap,
When caught in a well-arranged trap,
Remarked, "It's the last—
"Time I'll ever go fast—
If you'll just let me finish the lap!"

The second-best effort, in our opinion, was sent in by Mr. E. G. Etheridge, who has won the prize on more than one occasion previously; his line ran:—"Er, except when I varn with a chap!"



Immediate Delivery.

Beaten Aluminium Body. Pneumatic Upholstery. Sump Oiling. Rapson Tyres. Separate Exhausts. Enclosed Lubricated Rocker Gear. 5 Lamps. 4 Speeds. Full Equipment. Trials Anywhere.

A few Second-hand Bargains

1924 (late) A.C., 6-cylinder, 2½-seater, double dickey, special polished aluminium body, equipped regardless cost, many extras, mileage negligible, absolutely as new £350

1921 A.C., 2-seater, repainted, equipped, good condition £12

1922 A.B.C. Sports, many extras, new condition, 12 volt lighting and starting, guaranteed condition 65 Guineas.

1922 A.B.C. Cloverleaf, 3-seater, self-starter, many extras, special car, new condition £88

1922/23 BELSIZE-BRADSHAW, self-starter, speedometer, etc., taxed, excellent condition £65 10s.

1921 G.N., dynamo lighting, speedometer, in first-class condition, new tyres, bargain £32

1921 G.N., dynamo lighting, speedometer, new tyres £30

1921 FIAT, 10-15 h.p., 4-seater, lighting and starting, taxed year, oversize tyres, cheap 96 Guineas

1921 SCRIPPS-BOOTH, 2-seater, starting, lighting, full equipment, good condition £27 10s.

1925 RILEY Sports Saloon, fitted with pistol type spotlight, petrol gauge, dimmer switch, luggage grid, step mats, mechanical and external condition as new £420 Guineas.

Deferred Payments.

Cars or Motorcycles accepted in Part Exchange.

WARD & CO., 51, Upper Richmond Road, S.W.15.

Telephone—Putney 2818 and 2819.

There's something in the name—

CITROEN, 7.5 h.p., 1924, 1925 condition, 2-seater, mileage under 2,000, balloon tyres, unpunctured, all-weather equipment, clock, speedometer, absolutely as new, taxed December .. . £215

CITROEN, 7.5 h.p., 1924, 2-seater, all-weather equipment, tax paid, as new, mechanical condition .. . £230

BOYD, 8 h.p., 1921/22, 2-seater, speedometer, clock, new gear, all-weather car, as new, taxed December .. . £175

CALCOTT, 2-seater, 1921/22, 11.9 h.p., starter and lighting, clock, speedometer, double sunken dicker, good tyres, excellent mechanical condition, taxed .. . £170

A.B.C., 1921 model, 2-seater, double dicker, dynamo lighting, speedometer, dash light, good tyres, re-coachpainted, first-class condition mechanically .. . £50

WOLSELEY, 1922/23, 7 h.p., 2-seater, dynamo lighting, speedometer, very fine and economical car .. . £60

ROVER, 8 h.p., Chapm., 1924 model, dynamo lighting, all-weather screen, taxed Dec., re-coachpainted, cord tyres, exceptionally smart, thoroughly reliable. Another .. . £60

G.W.K., 1920/21, 2-seater, sunken dicker, leather upholstery, dynamo lighting, re-coachpainted royal blue, excellent tyres, thoroughly overhauled .. . £45

ROVER, 8 h.p., 1921, 2-seater, dynamo lighting, speedometer, clock, new gear, all-weather car, as new, taxed December .. . £175

MORGAN, model de luxe, 1924, 8 h.p., J.A.P., dynamo lighting, speedometer, sound tyres, very low mileage, taxed December .. . £74

COVENTRY PREMIER, 1922, 8 h.p., 2-seater, double dicker, dynamo lighting, speedometer, exceptionally smart, taxed .. . £55

ROVER, 8 h.p., 1921, 2-seater, dynamo lighting, speedometer, clock, new gear, all-weather car, as new, taxed December .. . £175

—But not everything. We have several more models in stock. Each sale spells satisfaction. In new models as well as second-hand, we are leaders of the Light Car Trade.

TERMS & EXCHANGES. Call KIRK & CO., 22, Praed Street, W.2
Phone : Padd. 6049

CLYNO

CLYNO CARS

In the TRAVERS TROPHY Trial THREE CLYNO CARS gained the Team Prize and Three Gold Medals.



7 TOURING MODELS £175 to £235

Facts!

Two privately owned CLYNO CARS in the BIRMINGHAM-HOLYHEAD 24-HOURS TRIAL.

"THE AUTOCAR"—"Out of the 22 cars that started only four successfully climbed this awe-inspiring gradient."
(2 of the 4 were CLYNO CARS.)

"THE MOTOR"—"..... only four of the twenty cars which attempted the hill making clean ascents."
(2 of the 4 were CLYNO CARS.)

"THE LIGHT CAR AND CYCLECAR"—"The outstanding performances amongst the cars were by the only two Clynos entered."

YOUR CLYNO WILL DO THIS!

CLYNO ENGINEERING CO. (1922) LTD., Wolverhampton.

LONDON: Showrooms and Export Dept.—
ROOTES LTD., 141, New Bond St., W.1.

Clyno Service Depot: Lodge Place, St. John's Wood Rd., N.W.8.
Manchester: LOOKER'S Ltd.

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



Specialists



SECOND-HAND A-C's

THE A-C is one of the best cars you can possibly buy Second-hand—because it is as good as a new car. It is not, however, everybody who can "run" to a new A-C. This brief list of Used A-C's at Allen-Bennett's, however, in conjunction with A.B.'s REALLY CONVENIENT Terms, offers a fine opportunity for you to become an A-C owner on the most economical basis. Write for further details, or, better, call and inspect.

1924 Royal, 12 h.p., 2-seater and dickey, in magnificent condition £215

1924 Saloon Coupe, 12 h.p., 2-str. and dickey, complete with maker's standard type hood and side curtains. The change can be effected in ten minutes. Practically indistinguishable from new £215

1923/4 Royal, 12 h.p., 2-seater and dickey, only run 6000 miles; perfect, (2 at this price) .. £205

1921 Royal, 12 h.p., 4-str., very carefully used, exceptional condition £115

All are complete with dynamo lighting, self-starter, electric horn, all-weather equipment, speedometer, clock, hood cover, tax paid. Fully guaranteed.

DEFERRED
PAYMENTS
OVER
18 MONTHS

ALLEN-BENNETT
MOTOR CO., LTD.

8-9-10-11, Royal Parade, WEST CROYDON.
Croydon 2450-1 & 968.

Also
50 Other
Light Car
Bargains
and
New Models

A-C Sovereign - £300
Royal 2-str. - £375
4-str. - £415
and AMILCAR, AUSTIN,
CLYNO, HUMBER, RILEY,
ROVER, SINGER, STANDARD

Open till
7 p.m. every
day—including
Saturdays.

A RETURN TICKET

TO

A Few Examples :

1921 A.B.C. Sports	£69
1921 A.B.C. De Luxe 2-str. ..	£83
1922 ASHBY, 9 h.p., 2-str. ..	£55
1923 AUSTIN "7", 2-str. ..	£98
1923 BAYLISS THOMAS 10 h.p. 2-str. ..	£95
1923 BAYLISS THOMAS 10 h.p. 2-str. ..	£78
1923 BELSIZE - BRADSHAW 2-str. ..	£68
1923 BELSIZE - BRADSHAW 4-str. ..	£95
1923 BELSIZE - BRADSHAW 2-str. Coupe ..	£85
1921 CALTHORPE, Coupe, 2-str. ..	£78
1921 CALTHORPE, Sports, 2-str. ..	£78
1921 CITROEN "7", 2-str. ..	£75
1921 CITROEN, 10 h.p., 4-str. ..	£78
1922 COVENTRY PREMIER ..	£65
1922 GREGOIRE, Sports, 2-str. ..	£55
1922 LAGONDA COUPE ..	£45
1921 LAGONDA, All-weather, 2-str. ..	£68
1921 MATHIS, Chummy ..	£75
1922 RHODE, Chummy 9 ..	£85
1922 RHODE, Chummy Sports ..	£75
1921 ROVER "8", 2-str. ..	£55
1922 ROVER "8", 2-str. ..	£68
1923 ROVER "8", 2-str., dky. ..	£78
1923 ROVER, Chummy ..	£85
1923 ROVER "8", 2-str., starter ..	£85
1924 ROVER "8", 4-str. ..	£98
1924 ROVER "8", 2-str. ..	£98
1922/3 SALMON De Luxe, 2-str. ..	£78
1922/3 SINGER "10", 2-str. ..	£85
1921 SWIFT, 2-str. ..	£75
1923 WOLSELEY "7", 2-str. ..	£88
1921 WOLSELEY, 2-str. ..	£98
1923/4 WOLSELEY "7", 2-str., starter ..	£95
1922 TALBOT, 2-str. ..	£85

We also always have a few bargains just over £100.

1923/4 HUMBER, 8-18 h.p., Chummy	£135
1924 SALMON CLOVERLEAF, 3-str. ..	£118
1923 STANDARD, 2-str., de Luxe	£110

Many others as above, always some 50 odd in stock.

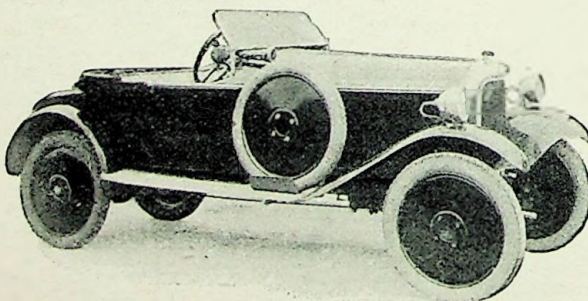
ANYWHERE

AND YOU'RE BUYING YOUR "TRAIN."

Total your monthly "fares," the amount will astound you.
Let this buy your own Car, and pay as you ride.

Buy a Small **UNDER £100**
Reliable Car

ALL THE WELL-KNOWN MAKES IN STOCK.
AN EXAMPLE :



1922-3 BELSIZE-BRADSHAW.

£6 : 16 : 0 down and 10 equal payments, or Cash £68.

Send for Lists and Terms.

Our ever-changing stock demands **FRESH LISTS EVERY TWO DAYS.**
THE CLEARING HOUSE FOR SMALL CARS.

Benmotors, 30/32, High St., Wandsworth, S.W.18.
BATTERSEA 1509.

TERMS.

From ONE-TENTH down and 10 equal payments to 1/3rd down and 18 monthly payments.

Just state the sum you wish to deposit, we do the rest.
Any NEW CAR Supplied.
Immediate Deliveries.

EXCHANGE.

Definite Allowance per return for your present car or motorcycle on receipt of full particulars, including collection and delivery charged at £2-10-0 extra to any distance. Let us forward lists and terms; you will be pleased and surprised to see how easily and pleasantly the whole transaction can be completed. Right to your very door, no matter what distance.

SPECIAL NOTE.

We do not deal in all types from 40-50 Saloons to Motorcycles. WE SPECIALISE IN SMALL CARS UNDER £100 and UNDER 12 h.p. Therefore you have the FULL ADVANTAGE of our large stock and experience of this class.

SECOND-HAND

AND NEW

**LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE**

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

RATES.

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

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

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

Advertisement orders are subject to acceptance in writing from the Head Office. All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the Publishers are outside the scope of the journal, and such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment, or to take action for breach of contract. The Publishers will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever.

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of definite contracts, copy must be supplied without application from the Publishers, and current copy will be repeated if new copy is not received by the published closing time. Series orders are only accepted as firm contracts, and no cancellation will be accepted by the Publishers either on payment of difference in rate or otherwise. Contracts relate to advertisers' own goods or services, and the space may not be sublet or disposed of in any way. Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printers' errors or for errors arising out of telephonic instructions relating to advertisement copy; nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year.

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1½ per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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

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

NOTICE.

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

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

A.B.C., 1921, with 1925 Sorbiton 2-door body, dicky, many extras, one motor, exceptional condition, £57 10s. Vivian, 53 Spence, Victoria St., S.W.1. Vict. 8677. 666-203

A.B.C., 1921, 10hp. sports, 2-seater, just overhauled, £55; Regent model, with dicky, nice condition, £65. Exchanges and deferred payments. See them at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 666-214

A.B.C., 10hp Sorbiton Model, 2-seater, dicky, self-starter, £75. Bartlett, 95 Gt. Portland St. 666-192

A.B.C., 1922, cloverleaf 3-seater, self-starter, many extras, special car, new condition, £88, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 666-1375

A.B.C., 1922, Sports, many extras, new condition, 12-v. lighting and starting, guaranteed condition, 65 guineas. 51 Upper Richmond Rd., East Putney. 666-1370

A.B.C. 1922 2-seater sports, fully equipped, dynamo lighting, speedometer, spare wheel, 60 guineas. Shepherd, Enfield Highway. Phone, Wallham Cross 51. 666-915

A.B.C. 1922 2-seater, sunk dicky, 4-speed, dynamo lighting, hood (recovered), windscreen, spare wheel, 3 lamps, dashboard lamp, spotlight. Smith's trip speedometer, 3-day clock, horn, spare petrol can and carrier, windscreen wiper, etc., year's tax paid, 55 guineas. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 666-124

A.B.C., 1921, 10hp, 2-seater and double dicky, starter and lighting, good tyres, spare wheel, re-coachpainted and overhauled, splendid mechanically, £69, cash or deferred. Taylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 666-518

A.B.C. genuine super sports model, special body, hood, Triplex, etc., painted red, polished aluminium mudguards, late 1922 chassis, completely rebuilt, with improvements, 1924-25, Specialoid pistons, very fully equipped, excellent condition, exceedingly fast, taxed, 75 guineas. 36 Chester Terrace, S.W.1. Victoria 7410. 666-411

A.B.C., Regent, 1922, beautiful condition, very fast, £75; exchange Morgan or smaller car. 52 Lower Ham Rd., Kingston. 666-410

A.B.C. Edwards offer 1924 4-seater, fully equipped, clock, speedo, exceptional condition, 90 guineas. Below.

A.B.C., 1924 Regent 2-seater, sunk dicky, fully equipped, balloon tyres, superb condition, 90 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-352

A.B.C.s and 60 odd others. See page 28. Terms from one-half down. Exchanges. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 666-232

A.C. Caithness and Co., Ltd., leading A.C. agents and specialists, offer the following guaranteed second-hand cars:—

A.C., 1925, Royal 2-seater, painted dark blue, almost new, £245.

A.C., 1924, Royal 2-seater, painted dark blue, thoroughly overhauled and revarnished, £210.

A.C., 1924, Empire, any-weather, 2-seater, painted grey, fully equipped, and in perfect condition £190.

Caithness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 666-98

A.C. 1925 Royal 4-seaters. A few shop-soiled cars available at the reduced price of £295, also one 2-seater at £290. Manufacturers' equipment and guarantee. Caithness and Co., Ltd., 65 Gt. Portland St., W. Telephone, Langham 2172. 666-99

A.C. 1921-22 sports, all-aluminium, taxed December 31st, thoroughly overhauled, very fast, new tyres, clock, speedometer, revolution counter, electric starting, lighting, 2 horns, spare wheel, splendid condition, £155. Barrington, Marconi Station, Carnarvon. 666-916

A.C. 1921 sports 2-seater, dynamo and starter, £115, fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 666-145

A.C., 1921, 2-seater and dicky, electric light, self-starter, all-weather hood and side curtains, electric and bulb horns, clock, speedometer, driving mirror, dash and spot lights, petrol can carrier, etc., etc., tax paid, any trial, £99; on view. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8559. zzz-502

A.C., 1921, 2-seater, repainted, equipped, good condition, £92. 51 Upper Richmond Rd., East Putney. 666-1371

A.C., 1924, 12hp, 2-seater and dicky, with fixed coupe head, also with makers' standard folding hood and side curtains, only run a few hundred miles, indistinguishable from new, taxed, £215; A.C., 1924, 2-3-seater and dicky, Royal model, most carefully used, hardly soiled, £215; A.C., 1925-24, 2-seater and dicky, Royal model, perfect condition, £205; 1921 Royal, 4-seater, perfect condition, £115. All are taxed. Exchanges and deferred payments over 18 months. See them at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450, 2451, 968. 666-218

A.C., 1923, sports, all-aluminium body, taxed year, perfect condition, £180, deferred terms or exchanges. The Aldershot Motor Mart, Ltd., High St., Aldershot. 666-266

A.C., 1922, Royal, beautifully equipped and taxed year, perfect, £145; exchanges or deferred terms. The Aldershot Motor Mart, Ltd. (opposite Police Station), High St., Aldershot. 666-267

Readers are referred also to "THE MOTOR" (Tuesdays, 4d.), which contains each week many hundreds of advertisements of new and second-hand cars of all kinds.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

A.C. bargains at Newnham's.

1925 Royal, 2-seater, latest type, clutch, etc., £335.

Another model, similar to above, small mileage, £295.

1925 any-weather 2-seater, as new, grey, £265.

1924 any-weather, light blue, taxed, exceptional condition, £195.

Full particulars on request. Every car in perfect condition.

Newnham Motor Co., 245-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 666-378

A.C., 1924, 2-seater and dickey, aluminium body, Marles steering, small mileage, town only, perfect condition, tax and insurance paid, £220. Box No. 2401, c/o "The Light Car and Cyclecar." 666-1393

ALBERT, 1921, 11.9hp, 4-seater, dynamo lighting, self-starter, speedometer, clock, electric and bulb horns, rear windscreen, taxed, very nice condition, £67 10s., exchanges and deferred payments. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 666-212

ALBERT, 100 guineas, all-weather, V-front saloon, G2, taxed, 2 spare wheels, many extras, Denman, 4 Denman Place, Piccadilly Circus, Regent 986. 666-261

ALBERT, 1923, 11.9hp, tourer, very small mileage, particularly nice condition, £115. Newnham Motor Co., 245-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 666-379

AMILCAR.
Sole British concessionaire for Amilcar spares and cars,
Vernon Balls,
25 High St., Fulham, S.W.6. zzz-834

AMILCAR, 1923, 2-seater English body, excellent condition, any trial, price £85. Vernon Balls.

AMILCAR, 1924, 3-seater, wooden sports, spring gaiters, Klaxon, any trial, price £165. Vernon Balls, 25 High St., Fulham. 666-358

AMILCAR, 180 guineas (list price £255), 1923 super sports, demonstration model, unregistered. Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon, S.W.19. 'Phone, 2526. 666-208

A.B.C., 1922, 2-seater, dickey, dynamo, taxed December, speedometer, clock, bargain, 70 guineas. Sutton 21. 666-414

AMILCAR, 9.50hp, 1925, grand sports, 3-seater cloverleaf body, front-wheel brakes, shock absorbers, finished maroon with cream wings, upholstered in red leather, guaranteed, indistinguishable from new, 75 m.p.h., 40 m.p.g., taxed, cost £540, our price £225; exchanges and deferred payments over 18 months. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450, 2451, 968. 666-222

AMILCAR, 1924, starter, special sports body by Mulliner, condition absolutely as new, clock, speedometer, £130 or exchange. C.F. Temple, Ltd., 11 Edgware Rd., Paddington 6828. 666-437

AMILCAR. Doon and Porter, Ltd.

The Amilcar specialists.

1925 latest model Super Sports 2-seater, finished cream, fully equipped, taxed, very small mileage, complete with hood and V-type screen, fully guaranteed, £195; several others, exchanges and deferred. Doon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 666-235

ARGOT, 10hp, 2-seater, excellent condition, taxed, £30, owner getting larger car. Lermitt, 28 Prince Edward Rd., Lewes. 666-1329

ARIEL, 10, 1925, ex demonstration 2-seater de Luxe model, double dickey, Hartford shock absorbers all round, car as new, £180. Black and Finch, Ltd., 222 Gt. Portland St., W.1. 'Phone, Museum 2271. 666-276

ARIEL, late 1925, 8.9hp, chummy model, several extras, £75. Newnham Motor Co., 245-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 666-380

ARIEL 9, 1924, 3-seater, fully equipped, excellent condition, 95 guineas; exchanges or deferred. Edwards, 225 Hammersmith Rd., W.6. 'Phone, Riverside 3527. 666-366

ARIEL, 1923, occasional 4-seater, starter, etc., as new, £87 10s. Sprosen, Ltd., 111 Gt. Portland St., W.1. 'Phone, Langham 1212. 666-205

AUSTIN 7, 1924, scarcely soiled, electric starter, oversize tyres, electric cigar lighter, dash lamp, exceptionally powerful, £115, bargain. 4 Dollis Rd., Church End, Finchley. 666-1417

AUSTIN 7, 1923, splendid condition, taxed end of year, £80. Black and Finch, Ltd., 222 Gt. Portland St., W.1. 'Phone, Museum 2271. 666-274

AUSTIN, 7hp, 1924, electric lighting and starter, scarcely soiled, grand all-weather model, absolute bargain, £105. Fryer, Dove Walk, Uxolter. 668-163

AUSTIN 7, 1924, good condition, speedometer, licensed, mileage 4,600, any trial, £105. Jack Pruett, Weston-super-Mare. zzz-186

AUSTIN 7, October, 1923, taxed December, balloons front, stabilizers rear, speedometer, excellent condition, £92. Hardy, 92 Mayfield Avenue, West Ealing. 666-1514

AUSTIN 7, £120, chummy, 1925 model in very excellent condition, 146 High St., Notting Hill Gate, Park 5032. 666-1200

AUSTIN 7, late 1924 electric lighting, self-starter, just repainted dark red, very smart, low mileage, price £115 cash or easy payments. Page, High St., Epsom. 'Phone 345. 666-115

AUSTIN 7, £22 10s., late 1923, taxed December, good tyres, full equipment, condition as new, exchanges, deferred payments. 325 High Rd., Chiswick. 'Phone 503. 666-311

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN, 1924, 7hp, in first-class condition, recently overhauled throughout, special oversize tyres, shock absorbers, speedometer and clock, £115; no dealers. Hirst's Garage and Hire Service, Armitage Rd., Golders Green, N.W. 11. 'Phone, Speedwell 1474-5. 666-500

AUSTIN, 7hp, 1924 (late), chummy, large body, speedometer, small mileage, as new, taxed, £115. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1938. 666-354

AUSTIN 7, chummy, 1924, taxed and in perfect condition, exchange or sell, reasonable price; any Morgan owner wishing to negotiate exchange write 7 St. Mark's Mansions, N.4. or 'phone 3294 Mountview. 666-1456

AUSTIN, 7hp, new November, 1924, taxed and insured till end of year, all accessories, absolutely faultless, £110. 6 Mortimer Rd., Notting Hill, London, W.11. 666-1434

AUSTIN 7, 1925, taxed and insured, £150. Homac's, 243-247 Lower Clapton Rd., N.E. 'Phone, Clissold 2408. 666-568

AUSTIN 7 coupe, 1925, taxed, practically new, £135; exchanges. Norrington's, 116 Hampstead Rd., N.W. Museum 9078. 666-359

AUSTIN 7, Edwards offer 1924, fully equipped, starter, excellent condition, 105 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-545

AUSTIN, 1925, 7hp, chummy, new condition, £125; taxed, exchanges and deferred payments over 18 months. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451-968. 666-229

AUSTIN, 1923, 7hp chummy, bargain, £75. Bartlett's, 95 Gt. Portland St. 666-189

AUSTIN 7, 1924, chummy, licensed for year, excellent condition, £113, Wilson's, 7 Eccleston St. Victoria 1366. 666-195

AUSTIN 7, 1924, taxed for year and ready to drive away, electric starter, £115. Harrods Garage, 139 Draycott Ave., Chelsea. 'Phone, Western 1. 667-197

AUSTIN 7, Brooklands model, Gordon England body, taxed, dynamo lighting, speedometer, rev. counter, new tyres, perfect condition, very fast, £200. Tele. Museum 6626. A.C., 166 Gt. Portland St., W.1. 666-202

AUSTIN 7, 1923, chummy, speedo., £72, full equipment, no offers. 23 Hamlet Gardens, W.6. 666-x374

AUSTINS and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 666-235

AUTOCRAT, £45, 1921, 9hp, 4-cylinder, 2-seater, dynamo lighting, taxed December, detachable wheels, spare, good tyres, repainted, splendid order, trial with pleasure, bargain, exchange considered. 406 York Rd., Wandsworth. 666-1406

A.V., 2-seater, 8hp J.A.P., 5 interchangeable wheels, run ord., taxed, £36. 52 Upper Tulse Hill, S.W. 666-1390

A.V., sports, 2-seater, 6hp, 1919, electric lighting, recently overhauled, £20 or offers. 120 Silverleigh Rd., Thornton Heath. 666-1469

AVERIES-PONETTE, £29; exchanges, deferred payments; 1914, small 4-seater, 9hp, 4 cylinders, shaft drive, wire wheels, dynamo lighting, just returned from Devon tour, taxed September. Seabridge, 55 Hansler Rd., East Dulwich. Sydenham 2452. 666-286

BAYLISS-THOMAS, 10hp, October, 1923 (new engine and back axle fitted April, 1924), 4-seater body, excellent condition, self-starter and electric lighting, several extras, including luggage carrier, Michelin balloon tyres on rear and Dunlop cords on front, 5 wheels, 2 spare tyres, engine just overhauled by makers, licensed to June, 1925, price £150. Box No. 278, care of "The Light Car and Cyclecar," 16 Bennett's Hill, Birmingham. zzz-332

BAYLISS-THOMAS, 1925, 4-seater, dynamo and starter, excellent condition, fully equipped and guaranteed, £165; exchange or hire-purchase. The Light Car Co., 351, 410-411 Euston Rd., London. 666-138

BAYLISS THOMAS, 1922-3, de luxe, 11hp, 2-seater and dickey, lighting and starter, speedometer, perfect condition, taxed, £90; exchanges and deferred payments. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451-968. 666-225

BAYLISS THOMAS'S and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 666-235

BELSIZE-BRADSHAW, 1923, 4-seater, starting and lighting, taxed, back screen, electric horn, side curtains, etc., in absolutely perfect condition throughout, £85. William Arnold, Upper Brook St., Manchester. 666-117

BELSIZE-BRADSHAW, 1925, 9hp, 2-seater coupe, taxed, very nice condition, £108. Newnham Motor Co., 245-5 Hammersmith Rd., W.6. 'Phone, Riverside 3161. 666-581

BELSIZE-BRADSHAW 2-seater, £8 10s. and 10 payments of £8 10s., or cash, £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 666-1251

BELSIZE-BRADSHAW, late 2-seater, starting and lighting, taxed and ready to use, £54. Will deliver 50 miles. 31a Hydehorpe Rd., Bournemouth. 'Phone, Streatham 5440. 666-305

BELSIZE-BRADSHAW, 1922, 9hp, 2-seater and dickey, lighting and starter, speedometer, just overhauled, £75; exchanges and deferred payments. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. 'Phone, Croydon 2450-2451-968. 666-221

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

BELSIZE-BRADSHAW, 1923, starter, clock, speedometer, new Dunlop balloons rear, recent repaint, first-class condition, taxed 1926, £75; exchanges, deferred. Ealing Car Agency, Boileau Rd., Ealing 3265. (Opposite North Ealing Underground.) 666-1477

BELSIZE-BRADSHAW, 1922, 2-seater, tax for year, 2 horns, tyres as new, any trial, £65. Brayson, 10 Yeomans Row, S.W.5. Ken. 9362. 666-196

BELSIZE-BRADSHAW, 1922-23, self-starter, speedometer, etc., taxed, excellent condition, £65 10s. 51 Upper Richmond Rd., East Putney. 666-1359

BELSIZE-BRADSHAW and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 50-52 High St., Wandsworth S.W.18. Battersea 1509. 666-234

BENJAMIN (French), 8hp, 1923, English-built 4-seater body, upholstered in real antique leather, dynamo lighting, self-starter, one of the smartest cars on the road, requires repairs. £60. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451-968. 666-216

BLERIOT-WHIPPET, 1922, excellent order, special windscreen and hood, £24. Grafton Engineering Co., Sycamore Grove, New Malden, S.W. Phone, Malden 161. 666-165

BLERIOT-WHIPPET 2-seater, 1921, 9hp Blackburne, spare wheel, electric lamps, usual equipment, taxed, in particularly good condition throughout, £17 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 666-1321

BLERIOT-WHIPPET, 1923, 2-seater, electric lighting, 5 detachable wheels, splendid going order, £35, deferred terms and exchanges. Phone, Putney 1827. Andrews Motor Mart, 151 White Hart Lane, Barnes. 666-246

BUCKINGHAM, £35; exchanges, deferred payments; 1922-23 Buckingham 2-seater, dickey, dynamo, detachable wheels, good condition. Sea-bridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 666-280

BUCKINGHAM, 1922, 2-seater, aluminium body, dynamo lighting, spare wheel, good tyres, good condition, £32. 51 Upper Richmond Rd., East Putney. 666-1367

BUGATTI, Le Mans, special sports 2-seater, dynamo lighting, self-starter, many extras and completely equipped, double-pole magneto working 8 plugs, etc., fitted with an all-aluminium body and finished throughout in red, fast and extremely smart, £175. Box No. 2399, c/o "The Light Car and Cyclecar." 666-331

BUCATTI, £175!! 1923 Brescia (twin magnetos), short wheelbase model, sports 2-seater body, hood and screen, starting and lighting, 103 paid for year. Below.

BUCATTI, £115; 1921, dynamo lighting, 2-seater body, recently repainted, hood and new side curtains, excellent appearance mechanically sound, fast, sporty, tax paid, Jarvis and Sons, Ltd., Victoria Crescent, Wimbledon, S.W.19. Phone 2526. 666-207

BUCATTI, 1923, 11.9hp, modified Brescia model, semi-sports 2-seater and dickey, wire wheels, 80 m.p.h., speedometer, very fast, cost over £700, £165, taxed; exchanges and deferred payments over 18 months. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451-968. 666-219

CALCOTT, 1922, 10.9, 2-seater, dynamo lighting, perfect order, trial, £80. Batchelor, 135 London Rd., Kingston. 666-176

CALCOTT, 1921, 10hp, 2-seater, taxed, repainted, balloons on back, perfect, £65. Read, 29 Newington Green Rd., Islington, N.1. 666-429

CALCOTT, 1922, 10hp, 2-seater, overhauled, repainted, re-upholstered, bargain, £70. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 666-391

CALCOTT, 1923, 10.5hp, 2-seater, double dickey, dynamo lighting, starter, all-weather equipment, splendid condition, taxed for year, £105. Wilkins, Simpson, opposite Olympia, London. 666-1440

CALCOTT, late 1924, 2-seater model de luxe, upholstered in real leather, etc., lighting, starting, and full equipment, taxed December, £165. Blaxton's, 21 Swallow St., Piccadilly. Gerrard 3518-9. 666-345

CALCOTTS and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 666-237

CALTHORPE, 1923, 10-20, coupe, drop head, starting and lighting, repainted, overhauled, taxed December, and as new throughout, bargain, £125. The Blackley Motor Co., Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 666-399

CALTHORPE. Compare my prices. 1923 model 4-seater, 10hp, very nice appearance and condition, open to any test, self-starter, dynamo lighting, clock, speedometer, rigid a-w. equipment, etc., taxed December, 90 guineas, or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 666-4465

CALTHORPE, 1921, 2-seater sports model, dynamo and starter, fully equipped and licensed, £75; exchange or hire purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 666-139

CALTHORPE specialist. Exchanges. Deferred payments. 1923 Calthorpe de luxe all-weather 2-seater, dickey, 4 speeds, £29; 1915 Calthorpe 2-seater, sunken dickey, dynamo, spare wheel, £45. Sea-bridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 666-277

CALTHORPE coupe, collapsible hood, 1915, dynamo, dickey, bargain, £30. Chargo, St. Mark's, Cheltenham. 666-419

CALTHORPE, 1922, 10hp, 2-seater, double dickey, Hartfords, many extras, specially tuned, fast and thoroughly reliable little car. £80. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.13. 666-294

CALTHORPE, 1921, 4-seater, dynamo and self-starter, open to any examination, must be sold, £60. 67 Fernlea Rd., Balham. 666-302

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CALTHORPE, 4-seater, 10hp, 1922, complete with all accessories, s.s., e.l., 5 lamps, spare wheel, new hood, rigid curtains, hood envelope, tonneau cover and new upholstery, new C.I. pistons fitted, taxed to December, any examination or trial, bargain for quick sale, room wanted, £110. 64 Iron Mill Lane, Crayford, Kent. 666-1391

CALTHORPE. Edwards offer 1922 10hp all-weather coupe 2-seater, fully equipped, excellent condition, 89 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-346

CALTHORPES and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 666-236

CALTHORPE, 1922, 4-seater, excellent condition, must sell, £65, bargain, 50 Studley Avenue, Highams Park, Chingford. 668-1468

CARDEN, 1921, 2-seater, really good condition, £15. 34 Burton Hill, Melton Mowbray. 666-1240

CARDEN, £47 10s., 1924-5 4-seater, taxed, original tyres, indistinguishable from new; exchanges, deferred payments. 325 High Rd., Clisswick. Phone 303. 666-315

CARDENS. Cardens. Cardens. A dozen in stock to select from. Absolutely ready for the road; majority all thoroughly overhauled; side-by-side seating, 7hp engine, 2 speeds, M.L. magneto, Amac carburettor, completely equipped with hood, etc., £16, £18, £20 to £30; deferred terms arranged to suit your pocket. Phone, Putney 1827. Andrews Motor Mart, 151 White Hart Lane, Barnes. 666-247

CARDEN, late 1921, 2-seater, hood, screen, electric lighting, fine condition, bargain, 17 guineas, exchange. 76 Neate St., Albany Rd., Camberwell. 666-1375

CHATER LEA, 1919, 9hp, 4-cylinder, w.c., 2-seater and dickey, dynamo lighting, requiring repairs, £17. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451-968. 666-220

CITROEN, 1920-21, 10hp, 2-seater, lighting, starting, new tyres, £70. 66 Macoma Rd., Plumstead. 666-358

CITROEN, 1923, 2-seater, 11.4, English body, perfect running order, self-starter, etc., owner going abroad, bargain, £95, no offers. Marks. Alipore, Greenland Rd., Durrington, Worthing. 666-1895

CITROENS. F.O.C.H. Ltd., have several new and second-hand Citroens in stock. See us before purchasing. 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30; Sundays till 2.30. 666-150

CITROEN, 7.5, 1923, 3-seater, taxed December, insured, as new, small mileage, £127. 25 Woodside Green, S.E.25. 666-1316

CITROEN, 10hp, 4-seater, new condition, £7 and 10 payments of £7, or cash £70; 6 others to £125. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 666-1247

CITROEN, 1923, new, 3-seater, cloverleaf, never used, owner called away, £130. 34 York Hill, Brighton. 666-1413

CITROEN, 1923, starter, balloon tyres on rear, perfect condition, £72 10s. Black and Finch, Ltd., 222 Gt. Portland St., W.1. Phone, Museum 2271. 666-273

CITROEN, 1924, 7hp, 2-seater, lighting, starting, very nice condition throughout, £90, terms or exchange. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 666-297

CITROEN, 1924, 11.4hp, 2-seater, double dickey, English body, year's tax, balloon tyres, starter and lighting, very nice order throughout, £135 cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Phone, Museum 5391. 666-314

CITROEN, 100 guineas, 1923, 4-seater, balloon tyres, lighting and starting, clock, speedometer, in almost new condition throughout, tax paid for year, and many extras; the mechanical condition is guaranteed; exchanges and extended payments. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 666-329

CITROEN 7, 1925, cloverleaf, taxed, practically new, £115; exchanges. Norington's, 116 Hampstead Rd., N.W. Museum 9078. 666-356

CITROEN. Edwards offer 1925 model 11.4, English coupe, fully equipped, balloon tyres, indistinguishable from new, 215 guineas. Below.

CITROEN, 1924, 11.4, English 4-seater, fully equipped, balloon tyres, rear screen, superb order, 155 guineas. Below.

CITROEN, 1924, model, 11.4, de luxe English 2-seater, sunken dickey, fully equipped, excellent condition, 115 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-347

CITROEN 1920-21 4-seater, self-starter, dynamo, tools, taxed year, condition perfect throughout, bargain, £43, deferred payments. 21 Pennant Mews, Earls Court. 6684 Western. 666-394

CITROEN, 1925, 7.5hp, speedometer, starting, lighting, taxed year, £105. Eike, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.5. Phone, Avenue 5548. 666-404

CITROEN, 1925, 11.4hp, 4-seater English body, only used few times, small mileage, absolutely like new, fully guaranteed, brand new last month, £199 15s., cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 666-1449

CITROEN, 7hp, late 1924, 2-seater, starter, electric horn, lighting, balloon tyres, excellent condition throughout, tax paid, bargain, £89 10s. Wilkins, Simpson, opposite Olympia, London. 666-1445

CITROEN, 1925, demonstration model, painted dark blue, full makers' guarantee, only done a very small mileage, £225; deferred terms and exchanges a specialty. South Ealing Garage (2 minutes South Ealing District Station). Ealing 2985. 666-420

CLULEY, 1923, 11.4hp, 2-seater and dickey, dynamo and starter, excellent order, fully equipped, licensed and guaranteed, £125; exchange or hire-purchase. The Light Car Co., 331, 410-414 Euston Rd., London. 666-140

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CLULEY, latest model 2-seater, fullest equipment, shop soiled only, £210. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 666-393

CLYDE, 8hp, 2-seater, White-Poppe engine, twin water-cooled, latest type fittings, Lucas dynamo lighting, used few trials only, one of the most reliable and easy-to-drive cars on the road, guaranteed 3 years, £95. Wait and Co., Ltd., Leicester. 666-113

CLYDE, 8hp, 1922 type, electric lighting, dickey, perfect condition, almost as good as new, White-Poppe engine, twin, water-cooled, costs £4. per mile to run, £45. Wait and Co., Ltd., Leicester. 666-114

CLYNO de luxe, Cass's Motor Mart, Ltd. (Est. 1911). Late 1924 2-seater, dickey, numerous extras, excellent condition, taxed December, terms, exchanges, £115. 5 Warren St., W. 1. Museum 623. 666-168

CLYNO, 1925, 2-seater, fully equipped, double dickey, for immediate delivery. Exchange or deferred, £175. White Bros. Epsom 434. 667-856

CLYNO, 11hp, 1925, 2-seater, brand new, slightly shop-soiled only, £160. Coe's Garage, Ipswich. Phone 55. 666-928

CLYNO, Royal, exceptional opportunity, 1925, 4-seater, latest model, fully equipped, licensed to end of year, run only 200 miles, £220. Autocars, Ltd., 15 Woodstock St., London, W. Phone, Mayfair 2631. 666-407

COVENTRY-PREMIER, Singer's, late 1922, 2-seater, dickey, 8hp, 5 new tyres, any trial or examination, splendid condition, £50, no offer. 4 Hardman Rd., Kingston, Surrey. 666-1451

COVENTRY-PREMIER, 1921, 3-wheeler, dynamo lighting, spotlight, electric and bulb horns, 3 speeds and reverse, balloon tyres, £45. 26 High Rd., Woodford Green, next to Castle Hotel. 666-8913

COVENTRY-PREMIER, 1922, 8hp, 2-seater, 4-wheeler, new tyres, in excellent condition, £65; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 666-108

COVENTRY-PREMIER, 1922, 2-seater and dickey, hood, screen, dynamo lighting, new tyres, spare wheel, £55; Ipswich district. Box No. 2400, c/o "The Light Car and Cyclecar." 666-1433

COVENTRY-PREMIERS and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 666-238

CROUCH, 1923, 2-seater, £7 10s. and 10 payments of £7 10s., or cash £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 666-1249

CROUCH, Finchley Motors offer 1921 2-seater, just overhauled, fully equipped, bargain, £25. 132 High Rd., East Finchley. Phone, Finchley 2338. 666-109

CROUCH, 1920, 2-seater, 9hp, 3 and reverse, lighting, spare wheel, tax paid, mechanically perfect and just repainted, £21. Teddington Garage, 160 High St., Teddington. Kingston 2562. 666-1325

CROUCH, 1922 (late), 10hp, 2-seater and double dickey, dynamo lighting, spare wheel, side curtains, tax paid, very smart, £65, cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 666-324

CROUCH, Edwards offer 1923 11.9 all-weather coupe, 2-seater, dickey, 4-cylinder engine, starter, excellent condition, 103 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-348

DEEMSTER, 1922, 9hp Anzani engine, 2-seater, dickey, starter, tax paid, excellent order, £85. Bartlett's, 93 Gt. Portland St. 666-188

DOUGLAS, 1921, 10hp, 2-seater and dickey, lighting, starter, speedometer, perfect condition, £45. Exchanges and deferred payments. See it at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 968. 666-217

EMSCOTE, J.A.P. engine, light car, dynamo lighting, 3-speed and reverse gearbox, £50, exchanges. South Ealing Garage, 2 mins. South Ealing Dist. Station. Ealing 2983. 666-253

ENFIELD-ALLDAYS, 10hp, registered 1920, 2-seater and double dickey, starter, lighting, clock, speedometer, good condition, 55 guineas; exchanges or deferred. Edwards, 223 Hammersmith Rd., W.6. Phone, Riverside 3327. 666-361

ERIC-CAMPBELL, 1924, de luxe, 10hp, 2-seater, double dickey, electric lighting and starting, clock, speedometer, spring gaiters, boot cover, just repainted and re-upholstered, 55 m.p.h., 40 m.p.g., convincing trial run gladly given, £160 or offer. Box No. 2135, c/o "The Light Car and Cyclecar." 222-305

ERIC-CAMPBELL, 1924, chummy model, dynamo lighting, excellent condition, fully equipped, licensed and guaranteed, £105; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 666-141

ERIC-CAMPBELL, 1922, 2-seater, sports, D.D. lighting, excellent condition, any trial, bargain, £60, offer. 23 Clarence St., Islington. 666-1404

ERIC-CAMPBELL, 1925 model, chummy 4-seater, fully equipped, dynamo, starter, speedometer, all-weather equipment, 125 guineas; exchanges or deferred. Edwards, 223 Hammersmith Rd., W.6. Riverside 3327. 666-363

ERIC-LONGDEN, Edwards offer 1923 model, 9hp, 4-cylinder sports 2-seater, aluminium body, fully equipped, speedo., etc., good order, 80 guineas; exchanges or deferred. 223 Hammersmith Rd., W.6. Phone, Riverside 3327. 666-360

FIAT, 1922, touring, taxed, rear screen, £120. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 666-263

FIAT, 1921, 10-15hp, 4-seater, lighting and starting, taxed year, over-size tyres, cheap, 96 guineas. 51 Upper Richmond Rd., East Putney. 666-1376

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

FIAT, 1921, 10-15, English 4-seater, tyres, general condition excellent, taxed, insured, £125, private owner. See Bromley Autocar Co., Bromley, Kent. 666-t388

G.N., 1925, 2-seater and dickey, dynamo lighting, spare wheel and tyre, speedometer, windscreens wiper, exceptionally good condition, £60. K.J. Motors, Bromley. 667-957

G.N., dynamo lighting, engine just overhauled, in splendid condition, spare wheel, privately owned, £56. White Bros. Epsom 434. 667-855

G.N.s. Vadum Co. for really sound G.N.s. at bargain prices.

G.N., late 1922, very low mileage, original paintwork, nearly new hood, with side screens, spring gaiters, mirror, many extras, taxed, dickey, £45.

G.N., 1920, engine overhauled, fast, good order, £25.

G.N., 1922, de luxe, all-weather, really beautiful order, 49 guineas.

G.N., superb 1922 Legere, polished aluminium body, innumerable extras, handsome car, taxed, £55.

G.N., very late 1921, dark blue, very exceptional tyres, smart and sound, £35.

G.N., beautiful Legere model, aluminium body, low mileage, on's wants seeing, £42.

G.N. Others in stock at Vadum Co., 57 Beaconsfield Rd. (near L.G.O.C. Garage), Willesden Green, N.W.10. Phone, Willesden 692. G.N.s bought, overhauled and sold; deferred terms. Open Saturdays. 666-161

G.N., 1921, Legere model, polished aluminium body, dynamo lighting, new C.A.V. battery, hood, windscreens, Sandum side screens, spare wheel, Watford trip speedometer, dashboard watch, 4 lamps, horn, spare petrol can and carrier, mat, aluminium number plates, etc., tax paid, 35 guineas; also 3 others, from 25 guineas. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 666-125

G.N.s. F.O.C.H., Ltd., have several G.N.s. all in excellent condition and at bargain prices. 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30, Sundays till 2.30. 666-152

G.N., 1921, 8hp, 2-seater, dynamo lighting, good tyres, spare wheel, thoroughly overhauled and in excellent condition, £29, cash or deferred. Naylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 666-325

G.N., racing, special Bracklands aluminium body and engine, dynamo lighting, chassis painted crimson, 80 m.p.h., £50 worth spares, cost £300; exchange Austin 7 or similar. Apply, 8 Haddon St., Derby. 666-1421

G.N.s. If you want a G.N. call or write to Andrews Motor Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 666-249

G.N., 1921, 2-seater and dickey, dynamo lighting, speedometer, fast, £32. 33 Turnham Green Terrace, W.4. Chiswick 2816. 666-1408

G.N., 1921, dynamo lighting, speedometer, in first-class condition, new tyres, bargain, £32, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 666-t372

G.N., 1921, dynamo lighting, speedometer, new tyres, £30; or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 666-t373

G.N., 1922, dynamo, full equipment, recently completely rebuilt by ourselves, mechanical condition and appearance as new, guaranteed, insured till May, £65. Godfrey Motors, Manor Rd., Richmond. See displayed advert. 666-209

G.N., 1923, 2-seater and dickey, many extras, tax paid, sound mechanical condition, £48. North Riding Haulage Co., Clarence St., York. 666-210

G.N.s. Earls, Ltd., can always supply the best at reasonable prices.

G.N., 1922, Legere aluminium body, aluminium pistons, roller-bearing big-end, side door, dickey seat, brand new hood, engine overhauled by us, tyres good, aluminium number plates and undershield, fully equipped, taxed, £55.

G.N., 1921, dynamo lighting, spare wheel, tyres good, painted red, and in splendid condition, bargain, £25.

G.N., 1922, standard touring, side door dickey seat, dynamo lighting, electric horn, tyres good, £42.

G.N., 1922, touring, in first-class mechanical condition, dynamo lighting, electric horn, speedometer, mechanical lubrication, black hood as new, tyres good, 4 safety hub caps, shock absorbers, taxed for the year, £45. Also several others.

G.N.s. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 5287. Open till 9 p.m. Friday and Saturday. Book to Hampstead Tube Station or Hampstead L.N.W.R. 666-230

G.N., 1922, touring model, overhauled this summer, 5 excellent tyres, insured, perfect condition, £49. 23 Brickwood Rd., Croydon. 666-1457

G.N., 1921, condition exceptional, brown, Dunlops, as new, speedometer, dynamo, all equipment, 60 m.p.g., very fast, taxed, insured, £36. Phone, Thornton Heath 1039. 201 London Rd., Croydon. 666-1452

G.N., 1921, Legere model, dynamo, aluminium body, £45. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.5. Phone, Avenue 6548. 666-405

A trial advertisement in this section of "The Light Car and Cyclecar" will prove to you its value as a publicity medium, reaching users of small cars direct.

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning
2s. net. 2s. 3d. post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

G.N., Vitesse, 1922, 2-seater, aluminium body, overhead camshaft, guaranteed 75 m.p.h., 6 new tyres, etc., £115. Black and Finch, Ltd., 222 Gt. Portland St., W.1. Phone, Museum 2271. 666-272

G.N., £55; exchanges, deferred payments. 1920-21 G.N., 2-seater, dynamo, spare wheel, speedometer, shock absorbers, repainted axle blue, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 666-284

G.N., 1921, speedometer, clock, perfect, £27 10s., exchange motor-cycle, cash. Ealing Car Agency, Boileau Rd. Ealing SE26. (Opposite North Ealing Underground.) 666-479

GRAHAM-WHITE, 2-seater, 1922 model, overhauled and repainted, £22, deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 666-248

G.W.K. Messrs. G.W.K., Ltd., Cordwalles Works, Maidenhead, have a number of second-hand cars for sale at bargain prices. 666-424

G.W.K., 1921, £47 10s., 4-cylinder, 4-seater, wire wheels, taxed; exchanges, deferred. Ealing Car Agency, Boileau Rd. Ealing SE26. (Opposite North Ealing Underground.) 666-480

GWYNNE 8, latest model 4-seater, balloon tyres, licensed, mileage 700, £170. Alderton, Reigate, Surrey. Phone 154. zzz-942

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £100. Chinery, Gwynne Specialist, 1 Hammersmith Rd., Kensington. Phone, Western SE68. zzz-929

GWYNNE 8, late 1923, chummy, starter and lighting, clock, speedometer, etc., tax paid, little used, splendid condition, £105, near offer. 125 Gt. Suffolk St., Boro., S.E.1. 668-1427

GWYNNE 8, 1924, full 4-seater, starting and lighting, taxed, £120. Pice, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 666-401

GWYNNE, 8hp, chummy 4-seater, starting and lighting, many extras, taxed, just overhauled and in splendid condition throughout, bargain, £100; cash, deferred, or exchanges. The Blackley Motor Co., Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 666-398

GWYNNE, 100 gns.; 1923 chummy, repainted, starter, speedometer, as new. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 666-264

GWYNNE, 1925 model, 4-seater, small mileage, perfect, 155 gns. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 666-262

GWYNNE 8, chummy, June, 1923, lighting, starting, tax, insured, £95. 2 Barfield Rd., Leytonstone. 666-1409

HAMPTON, May, 1923, 10hp, 2-seater and dickey, balloons, 2 spare wheels, clock, speedometer, petrol gauge, Harlford's, engine just overhauled, very fast, 40 m.p.g., oil negligible, £125. Ancliffe, Trafalgar Place, Devonport. 666-1425

HAMPTON, 1920, 10.9hp, 2-seater and double dickey, dynamo lighting, good tyres, spare wheel, in splendid condition, reacquainted, £65, cash or deferred. Taylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 666-319

HARPER runabout, little used, sound mechanical condition. H. Rayner, Hen Afon, Rhyl. 666-5619

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. 704-526

HORSTMAN, 11.9, 2-seater, Anzani engine, 4-piece screen, all accessories, repainted and as new, £130.

HORSTMAN, 10.5, 2-seater, wire wheels, excellent order, £60. Sole Horstman agents, The Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 666-19

HORSTMAN, £62; exchanges, deferred payments; 1920 Horstman, 4-seater, 11hp, lighting, starter, spare wheel, speedometer, rear screen, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 666-282

HUMBER, late 1925, 8-18, chummy model, with extras, licensed to end of year, £218. 907 Woodbridge Rd., Ipswich. 666-1520

HUMBERETTE, latest type made, water-cooled, oversizes, stored 3 years, £22 10s. (Sutton 21.) 666-1415

HUMBERETTE, 8hp, water-cooled, 2-seater, fully equipped, good tyres, thoroughly overhauled, mechanical condition guaranteed, £25. Taylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 666-326

HUMBERETTE, 1914, water-cooled, electric light, new tyres and head, £20. 18 Flanders Rd., East Ham. 666-1455

JOWETT specialists. Main agents. Immediate delivery new and second-hand cars, spare parts, overhauls, bodywork, etc. Westminster Bridge Garage, Jowett Service Station, 5 Lambeth Palace Rd., S.E.1. Phone, Hop 5279. zzz-345

JOWETT, 1923, 4-seater, starter, electric horn, licensed, 6,000 miles, exceptional condition, £115. Paulton's Garage, Wolverhampton. Tel. phone 1335. zzz-62

JOWETT, 1925, 2-seater, dickey, all fittings, and in most perfect condition and guaranteed by Welfords, Jowett agents, St. James St., Brighton. Price £95. 666-182

JOWETT 1924 chassis, 41,898, dickey, extras, oversize tyres, exceptional condition, tax paid, reasonable trial, £105. Townsend, Chille Mills, Bradford. 666-1493

JOWETTS, F.O.C.H., Ltd., the London depot and service station, hold a large stock of new and second-hand Jowetts. See us before purchasing, 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30, Sundays till 2.30. 666-151

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

JOWETT, 1921, 2-seater, dickey, starter, balloon tyres, repainted, tax paid, £120. Henry Butcher Ltd., Wellingborough Rd., Northampton. 665-1243

JOWETT, 1924, 2-seater and dickey, double screen, spring gaiters, tax paid, oversize tyres, etc., bargain, £110. Below.

JOWETT, 1925, 2-seater and dickey, starter, oversize tyres, tax paid, demonstration car, 3,500 miles only, £148. Westminster Bridge Garage, 5 Lambeth Palace Rd. Hop 5279. 666-121

JOWETT, 2-seater, dickey, Royal blue, condition and tyres good, insured, taxed, mileage 11,000, price £65. 72 Strand, Walmer. 666-1318

JOWETT, £75, 7hp, 2-seater, dickey, year's tax, 5 new tyres, full equipment, splendid condition; exchanges, deferred payments. 325 High Rd., Chiswick. Phone, 505. 666-309

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JOWETT, 1924, 2-seater, dickey, self-starter, very small mileage, guaranteed in first-class condition throughout, taxed, £115. R. G. Gamble, 16 Gipsy Hill, Crystal Palace. 666-340

JOWETT, 1923, 7hp, 2-seater and dickey, starter, balloon tyres, speedometer, etc., taxed 1925, as brand new, £130. Exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. River-side 2230. 666-199

JOWETT 1925 7hp 2-seater, balloon tyres, very small mileage, £135. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 666-382

KINGSBURY JUNIOR, 1921, dynamo lighting, Apollo horn, good condition, real snip, £55. Call, 217 Brixton Hill, London. Phone Stratford 4666 (2 lines). 666-118

LAGONDA, 1924, 4-seater, dynamo and starter, excellent order, £165; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 666-147

LAGONDA, i.e., all-weather tourer, only shop-soiled, £255 to clear. Motor Exchange, 25 Horton St., Halifax. 666-133

LAGONDA, £62; exchanges, deferred payments; 1920 4-seater, 4 doors, 11hp, lighting, starter, side curtains, spare wheel, speedometer, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 666-281

LAGONDA, 1921, 11hp, 2-seater, dickey, starter, £80. Bartlett's, 93 Gt. Portland St. 666-190

LAGONDA, 1921, 11.9hp, 2-seater coupe, dickey, lighting, starter, speedometer, electric horn, just overhauled by makers, taxed, £85; exchanges and deferred payments. See it at Grigg Works, Sandstead Rd., South Croydon. All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451-968. 666-224

LITTLE MIDLAND car, 1922, 7-9, water-cooled, electric lighting, small mileage, £58. Leslie, 47a Clifton Hill, New Cross. 666-120

MARSEAL, 1923, 11.9hp, 2-seater and dickey, lighting, starter, speedometer, electric horn, polished aluminium body, excellent condition, taxed, £80; exchanges and deferred payments. See it at Grigg Works, Sandstead Rd., South Croydon. All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451-968. 666-226

MATCHLESS, family model, 3-wheeler, dynamo lighting, interchangeable wheels, repainted as new, price £39, must be sold. 67 Fernlea Rd., Balham. 666-306

MATCHLESS, 1924, 4-5-seater, fully equipped, perfect condition, terms arranged, bargain, £65. Service Co., 273 High Holborn, London. 666-251

MATHIS, 1923, 7.5hp, 2-seater and concealed dickey, 4 speeds, lighting, starter, new and unused, showroom soiled, £105; exchanges and deferred payments over 18 months. See it at Grigg Works, Sandstead Rd., South Croydon. All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451-968. 666-227

MATHIS, 1925, 7.5hp, 2-seater sports, starter and lighting, fully equipped, taxed, perfect throughout, bargain, £67 10s. 75 New Park Rd., Brixton Hill, S.W.2. 667-5638

McKENKIE, 1921, 2-seater, 11hp, 3 speeds and reverse, dynamo lighting, spare wheel, dickey seat, side curtains and full equipment, good tyres, 5 as new, splendid condition, taxed year, £36 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 666-1324

MORGANS. James and Co. (Sheffield), Ltd., 261-7 Eccleall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-441

MORGAN, 1923, de luxe, 8hp, water-cooled, speedometer, tax paid year, £82 10s. On view, Taylors, 49-55 Sussex Place, South Kensington. Phone, Ken. 8558. zzz-498

MORGANS, new and second-hand; cash exchange, deferred. Olympia Garage, Wakefield. Phone 735. 669-1275

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E.5. Chisold 2408. zzz-840

MORGAN, single-seater Aero model, late 1923, very smart, perfect condition, Blackburne o.h.v., dynamo lighting, small mileage, £85. R. Casey, 16 Crescent Rd., Tunbridge Wells. 666-122

MORGAN, 1922, de luxe, water-cooled J.A.P. engine, excellent condition, tax paid, £57 10s. St. Aldate Garage, Gloucester. 666-960

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B55

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, 1921, de luxe, M.A.G., just overhauled, repainted, new hood, etc., taxed for year, £50. Sussex. Box No. 2557, c/o. "The Light Car and Cyclecar." 666-5914

MORGAN, 1922, Grand Prix water-cooled M.A.G. engine, overhauled, repainted, 3 new Dunlop cord tyres, very fine order, tax paid, *FAA*, Fastgate Garage, Lewes. 667-1204

MORGAN, 1921, Grand Prix, actual car driven by Mr. Morgan in Six Days' Trial, 10hp M.A.G. engine, 4-speed gear, disc wheels, aluminium dashboard, hood, windscreen, Stewart trip speedometer, mechanical horn, petrol can carrier, aluminium number plates, etc., tax paid, 55 gns.; also 3 others, from 29 gns. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 666-126

MORGAN, 1925, Aero Anzani, hood, discs, dynamo lighting, special colour, spring gaiters, £115. Hildsworth, 22 Coleridge St., Haffax. 666-1258

MORGAN, 1924 de luxe family model, 8hp J.A.P. engine, dynamo lighting, speedometer, run 3,500 miles only, good as new, £95. Batchelor, 135 London Rd., Kingston. 666-175

MORGAN, family, 1925 Blackburne, water-cooled, side screens, Bonniksen, electric horn, mirror, dashlamp, inside ratchet hand brake, dual control, many extras and spares, £125. Young, The Spinney, Eastern Green, Coventry. 667-1333

MORGAN, 1921, Grand Prix, in excellent order, M.A.G. engine, open to any trial, £49. 67 Fernica Rd., Balham. 666-507

MORGAN, Grand Prix, J.A.P., Binks carburettor, electric lighting, aero screen, taxed, red and black, £40, would exchange. 40 Linhope St., Dorset Sq., N.W.1. Padd. 2854. 666-1426

MORGAN, 1924, Aero, 8hp, water-cooled J.A.P., discs, speedometer, dynamo lighting, hood, good tyres, a snip, £98. Below.

MORGAN, 1924, Grand Prix, 8hp water-cooled Anzani engine, dynamo lighting, absolutely as new, £95, another at £88. Below.

MORGAN, 1922, de luxe, 8hp water-cooled J.A.P., dynamo lighting, good tyres, very smart, in beautiful condition, taxed for year, £68; another de luxe at £55, tax paid; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 666-320

MORGAN, £69, exchanges, deferred payments. 1922 G.P., M.A.G., electric and acetylene, speedometer, aluminium dash, taxed, fast, smart. Seabridge, 55 Hansler Rd., East Dulwich. Sydenham 2452. 666-278

MORGAN, 1924, family model, 10hp Blackburne, water-cooled, £85, deferred terms or exchanges. The Aldershot Motor Mart (opposite Police Station), High St., Aldershot. 666-269

MORGAN, 1925, Show model, Grand Prix, o.h.v. Anzani, special exhausts, disc wheels, special oiling for chains, electric horn, dash light; this machine is beautifully equipped and as new, practically unscratched, very small mileage, perfect condition, taxed year, £115, cost over £160; deferred terms or exchanges. The Aldershot Motor Mart (opposite the Police Station), High St., Aldershot. 666-268

MORGAN, 1924, de luxe, w.c. J.A.P., dynamo lighting, small mileage, unpunctured, splendid condition, 90 guineas. J. Hopkins, 55 Harcombe Rd., Stoke Newington, N.16. 666-1397

MORGAN, de luxe, mauve, late 1920, a.c. M.A.G., Low generator, lighting, many spares, tyres practically new, £63; trial within 75 miles. Longhurst, Confectioner, Bath. 666-1398

MORGAN, 1924, Blackburne V.C.M. S.V. engine, special wide track chassis, S.S. tyres, aluminium body, 60 m.p.h., £75. 35 Ranelagh Gdns., Barnes. 666-1399

MORGAN, de luxe, late model, in perfect condition, water-cooled, over-size tyres, clock, speedometer, taxed year, any trial, £52 10s. 1 Childebert Rd., Balham. Streatham 3651. 666-1345

MORGAN, Aero, 1925, mileage 1,600, J.A.P. engine, F.W.B.s, many extras, £137. 59 Munster Rd., Fulham. 666-1395

MORGAN, 1921, Grand Prix, J.A.P., dynamo lighting, speedometer, mirror, automatic wiper, electric horn, locker in tail, hood, Binks, discs, splendid condition, painted crimson lake, £77. 150 Munster Rd., Fulham, S.W. 6. 666-1396

MORGAN, 1925, Aero, o.h.v. Blackburne, front-wheel brakes, S.S. tyres, speedometer, fared wings, painted blue, lined crimson, very fast, undoubtedly smartest Morgan on road, £155. 26 Twyford Avenue, Acton, W.3. 666-1377

MORGAN, 1924, Grand Prix, special sports, w.c. J.A.P., dynamo lighting, Bonniksen speedometer, Aero windcreens, dash lamp, bulb horn, straight through exhausts with carburetors, bonnet louvres, disc wheels, taxed, perfect, £90; Morgan, 1924, 10hp Blackburne, a.c., family model, Lucas dynamo lighting, disc wheels, finished maroon, taxed, perfect condition, £75. Exchanges and deferred payments over 18 months. See them at Grigg, Forks, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450, 2451, 968. 666-211

MORGAN, Aero-Blackburne o.h.v., special engine, front-wheel brakes, S.S. tyres, dynamo lighting, Bonniksen Wex carburettor, painted yellow and black, recently overhauled, £112. R. O. Lowe, 31 Latham Rd., Twickenham. 666-1387

MORGAN, Aero-Anzani, 1925, hood, speedo., etc., insured to June, 1926, £115 or near offer. Wilson, Ravensgate, Slough. 667-1386

MORGAN, 1921, a.c. J.A.P., mechanical oiling, speedometer, lamps, foot accelerator, in splendid condition, £45. 202 Munster Rd., Fulham. 666-1384

MORGAN, de luxe, 1924, 10hp Blackburne, Lucas dynamo lighting, beautiful condition, unscratched, tax paid for the year, bargain, £87 10s. Wilkins, Simpson, opposite Olympia, London. 666-1439

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, 1925, Grand Prix, water-cooled 10hp Blackburne, lighting side screens, tax paid, excellent condition throughout, £82 10s. Wilkins, Simpson, opposite Olympia, London. 666-1447

MORGAN, 1924, Grand Prix, sports, M.A.G. engine, dynamo lighting, taxed December, £92 10s. Below.

MORGAN, 1925, Grand Prix, M.A.G. engine, dynamo lighting, speedometer, taxed, very good condition, £75. Elec. Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. 666-400

MORGAN, 1924, Popular model, J.A.P. engine, good tyres, £55. Newnham Motor Co., 245-5 Hammermith Rd., W.6. Phone, Riverside 3161. 666-384

MORGAN, 1925, Grand Prix Anzani, dynamo lighting, electric horn, discs, hood, speedometer, watch, accessories, taxed, splendid condition, £75. West, 11 Curzon Rd., Maidstone. 666-1381

MORGAN, family, 1924, blue, J.A.P., w.c., mileage 6,000, front-wheel brakes, dynamo, speedometer, discs, taxed, insured December, £90 or offer. After 6, Snell, 2 Braybrook St., Old Oak Estate, W.12. 666-1382

MORGAN. Homic's have for disposal the following guaranteed Morgans: 1924 de luxe, w.c. J.A.P., dynamo, unused this year, £97 10s.

1924 Grand Prix, o.h.v., w.c. Blackburne, Lucas dynamo, speedometer, £110.

1925 Aero Anzani, front brakes, 710 by 90 Dunlop cord tyres, outside exhaust, clock, finished red, brand new, for immediate delivery, £152.

1924 Aero Anzani, dynamo, finished red, with plated tank, Show model outside exhaust, hood and speedometer, all new tyres, tax paid, £110

Exchanges or deferred terms arranged on any of the above. Homic's, Official Morgan Service Depot, 245-247 Lower Clapton Rd., E.4. Phone, Chissold 2408. 666-367

MORGAN, 1924 model, 8hp de luxe, dynamo, speedometer, special wine body, superb condition, 90 guineas; exchanges or deferred. Edwards 225 Hammersmith Rd. Phone, Riverside 5327. 666-364

MORGAN, 1921, G.P., M.A.G., recently overhauled and repainted, £58. Exchanges. Norringtons, 116 Hampstead Rd., N.W. Museum 9078. 666-357

MORGAN, 1925, family, w.c., taxed, speedometer, disc., practically new, £105. Exchanges. Norringtons, 116 Hampstead Rd., N.W. Museum 9078. 666-358

MORGAN, 1924, de luxe, J.A.P., water-cooled, 700 by 80 tyres, speedometer, dynamo lighting, red finish, £100. Below.

MORGAN, 1924 (late), Grand Prix, o.h.v. Anzani, dynamo lighting, speedometer, finished purple, £90. Below.

MORGAN, 1921, de luxe, water-cooled M.A.G., electric lighting, speedometer, 700 by 80 tyres, aluminium number plates, £70. Below.

MORGAN, 1924, 8hp, de luxe, Blackburne engine, water-cooled, Lucas dynamo lighting, finished grey, £105. Below.

Mauder's Motor Mart for second-hand Morgans, list continually changing. Further particulars on request. 100 GL Portland St., London, W.1. Museum 7676. 666-419

MORGAN, 1924 (late), Grande Prix, o.h.v. Anzani, dynamo lighting, Cowey trip speedometer, taxed, in very good condition throughout, £88. 6 Penwortham Rd., Streatham. Phone 5159. 666-x376

MORGAN, 1921, de luxe, latest drop-out forks, electric, splendid tyres, speedometer, mirror, many extras, licensed year, good appearance, overhauled, £50. 10 King's Rd., Kingston-on-Thames. 666-x377

NEW GARDEN, 1924, family models, in condition equal to new. Several to select from, all guaranteed in good running order, 7hp engine, 2-speed, M.L. magneto, Zenith carburettor, seating for 2 adults and 2 or 3 children under same hood, fully equipped with electric lighting, etc., £40 to £50. Phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 666-250

NEW HUDSON, 1922, 3-wheeler, splendid condition, spare wheel, original tyres, £75. J. Lewis, Rothwell, Kettering. 666-1244

NEW HUDSON, 3-wheeler, 1922, perfect condition and appearance, any trial, £65, exchange combination. 141 Park Rd., Crouch End. 666-1471

NEW HUDSON, 3-wheeler, condition like new, £75. 12 Fairbank Rd., Sheffield. 666-1458

NEW HUDSON, 1922, spare wheel, dynamo, full equipment, trial willingly, 55 guineas. 17 Market Place, Romsey. 666-406

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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

NEW HUDSON, 1923, light car, interchangeable and spare wheel, fully equipped, with many extras, licensed year, £75 or nearest offer, owner buying larger car. Brewster, St. Marys Garage, Bury St. Edmunds. 666-1459

PEUGEOT, 2-seater, September, 1921, good condition, £45; dynamo lighting, view Monday to Thursday evenings after 8 p.m. E.F.B. 95 Central Park Rd., East Ham, E.6. 666-121

PRINCESS, £25, believed 1923, 9hp, 4-seater, dynamo lighting, detachable wheels, spare, speedometer, good tyres, handsome little car, splendid condition, bargain, exchange considered, cash either way. 406 York Rd., Wandsworth. 666-1407

RENAULT, 1923.4, 8.3hp, 2-3-seater, very small mileage, lighting, starting, a.w. rigid curtains, excellent order throughout, £130, terms or exchange. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 666-299

RENAULT, 1925, 8.3, 2-3-seater, all-weather, fully taxed, practically new, £170. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 666-239

RHODE, 9.5hp, 1923, occasional 4-seater, dynamo starter, speedometer, clock, dashlamp, gradient meter, windscreen wiper, spare petrol can and toolbox, step mat, Hartford shock absorbers, new tyres, painted maroon appearance as new, £135. Mehes and Mehes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 666-170

RHODE, 1923, 4-seater, all-weather, taxed, perfect condition, £110; deferred terms or exchange. The Aldershot Motor Mart (opposite the Police Station), High St., Aldershot. 666-270

RHODE, occasional 4-seater, 1922, repainted blue, dynamo starter, very fully equipped, taxed, £85; owner buying Morgan. 12 Princes St., Hanover Square, W.1. Mayfair 6280. 666-1423

RHODE, 69 guineas, 1922 chummy, year's tax, insured until March, 1926, recently overhauled; exchanges, deferred payments. 325 High Rd., Chiswick. Phone 303. 666-308

RHODE, Edwards offer 1923 all-weather saloon, starter, clock, speedometer, aluminium body, balloons, 2 spare wheels, excellent condition, 115 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-355

RHODE, 1923, 10hp, 4-seater, all-weather, starter, etc., tax paid, exceptional condition, £110. Ashby, 162 Grosvenor Rd., Vauxhall Bridge, S.W.1. Phone, Victoria 5276-7. 666-1402

RHODES and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Denmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 666-259

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RICHARDSON, 1921, 2-seater and dickey, 9hp J.A.P. engine, 4 speeds and reverse, electric lighting and usual equipment, engine overhauled and car repainted, a special bargain at £20. Teddington Garage, 160 High St., Teddington. Kingston 2562. 666-1326

RICHARDSON, 1921, 2-seater, dickey, 5 lamps, dynamo lighting, overhauled, £20. 273 High Holborn, W.C. 666-3373

RILEY, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

RILEY, 1925, special sports 4-seater, dynamo and starter, cost £515 four months ago, new condition throughout, £525, fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 666-148

RILEY, 1921, 11.9, 4 speeds, 4-seater (special body, with 4 doors), self-starter, dynamo lighting, clock, speedometer, etc., adjustable seats, many extras; this car will give a remarkable road performance and is open to A.A. or R.A.C. examination, taxed, 99 guineas, or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 666-1466

RILEY, 1923, 2-seater, double dickey, taxed for year, completely overhauled by makers, guaranteed, £160. Black and Finch, Ltd., 222 Gt. Portland St., W.1. Phone, Museum 2271. 666-275

RILEY, 11-40hp, 4-seater tourer, delivered 3-5-25, lighting, starter, balloon tyres, rear windscreen, black leather hood, only run 1,700 miles, unscratched and indistinguishable from new, cost £420, taxed, our price £315; exchanges and deferred payments over 18 months. See us at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451-968. 666-228

RILEY, 1925 sports saloon, fitted with f.w.b., pistol-type spotlight, petrol gauge, dimmer switch, internal light, luggage grid, step mats, mechanical and external condition as new, total mileage 2,200, any trial or inspection, 420 guineas or exchange. 51 Upper Richmond Rd., East Putney. 666-1368

ROVER, 1924, 9-20, 4-seater, speedometer, starter, spring gaiters, grease-gun lubrication, electric horn, luggage carrier and other extras, new tyres, licensed and insured for year, £145. The County Garage Co., Gerrards Cross. Phone 79. 666-222

ROVER, 1923, 2-seater and dickey, dynamo, speedometer, taxed, exceptionally good condition throughout, £70. K.J. Motors, Bromley. 667-958

ROVER, 1924 (late), 4-seater, complete with self-starter, clock, speedometer, and rigid side screens, in perfect mechanical order, painted blue, very smart appearance, a bargain, £105. Invieta Motor Works, Ford Depot, Canterbury. 667-171

ROVER, 8.9hp, 2-door 4-seater Weymann saloon, electric starter, speedometer, clock, etc., 1924, guaranteed perfect condition, insured, £125, quick sale. 120 Harefield Rd., Coventry. 666-1328

ROVER, 8, 1922, 2-seater, with all-weather equipment, complete and ready for use, very smart and a bargain, £55; exchanges, easy terms, etc., arranged. Cummings, 101 Fulham Rd., London, S.W. 667-178

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER, 1921, 2-seater, dickey, recently overhauled, spare wheel, good tyres, any trial, £57. 31 Lily Rd., Leyton, E.17. 666-1317

ROVER, 1924, 8hp, 4-seater, £10 and 10 payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 666-1248

ROVER, 1921, 8hp, 2-seater, £6 and 10 payments of £6, or cash £60. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 666-1246

ROVER, 1921, in specially nice order, fully taxed and insured, price £52 10s. Welfords, St. James St., Brighton. 666-184

ROVER, 1922, 8hp, 2-seater, £7 10s. and 10 payments of £7 10s., or cash, £75. McCarthy's Motors (1925), Ltd., 49 Green Lanes, Newington Green, N.16. Clissold 6628. 666-1245

ROVER, 1923, 8hp, chummy, £75; 1922 2-seater, dynamo and starter, £75; 1922 2-seater, £60; all fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 666-146

ROVER, 1922, 8hp, 2-seater, dynamo lighting, excellent condition throughout, £60. Terms or exchange. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 666-293

ROVER, 1921, 2-seater, engine just overhauled, £45. 13 Exbury Rd., Catford. 666-1415

ROVER, 1921, 8hp, 2-seater, dynamo lighting, hood, screen, spare wheel, cheap, 49 guineas; exchange motorcycle. 1 Ebner St., Wandsworth. 666-288

ROVER, £52, exchanges, deferred payments. 1921 Rover, 2-seater, dynamo, spare wheel, speedometer, taxed, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 666-279

ROVER, 1921, 2-seater, dynamo, repainted grey, 2 new tyres, smart, 45 guineas. Sinton 21. 666-1415

ROVER, 2-seater, starting and lighting, leather upholstery, clock, speedometer, in excellent condition throughout, £75; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 666-254

ROVER, 1924, 4-seater, in excellent running order, £89 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 666-255

ROVER, 1924, 2-seater, 3,000, £80, offer. 28 Elder Rd., Norwood. S.E.27. 666-1402

ROVER, 1922, blue, dynamo lighting, etc., cord tyres, tax paid, excellent condition, £55, quick sale, real bargain. Fisher, 4 Mount Felix Mansion, Walton-on-Thames. 666-1392

ROVER, 1924, all-weather, 2-seater and dickey, in perfect condition, £85. Sprosen, Ltd., 111 Gt. Portland St., W.1. 666-206

ROVER, 1924, 4-seater, dynamo lighting, self-starter, mileage under 4,000, hardly soiled, £95; also 1922 models at £50, £60 and £65, all taxed. Exchanges and deferred payments. See them at Grigg Works, Sanderstead Rd., South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450-2451, 968. 666-213

ROVER, 2-seater, late 1921, all-weather, Dunlop cords, dynamo lighting, speedometer, mirror, mat, mascot, taxed, excellent condition, £55. Smith, 166 Mitcham Lane, Streatham. 668-1383

ROVER, 9hp, 1925 (July), 2-seater de luxe, dickey, specially finished, practically new, taxed December, £175. Pickwerth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 666-335

ROVER, 1924, 8hp, 2-seater and double sunken dickey, dynamo lighting, good tyre, spare wheel, taxed for year, indistinguishable from new, a bargain, £80; choice of 3. Below.

ROVER, 1923, 8hp, 2-seater, dynamo lighting, good tyres, spare wheel, very smart, taxed for year, £66; choice of 2: cash or deferred. Naylor, 406 Garratt Lane, Epsom, S.W.18. Phone, Wimbledon 2041. 666-321

ROVER, 1924, 2-seater, dickey, starter, speedometer, side screens, taxed, splendid condition, £85; another 1921 model, 2-seater, taxed, £45; exchanges, deferred. Aliber Garage, Thornsett Rd., Epsom, S.W.18. Litchmere 4388. 666-316

ROVER, 1921, 2-seater, £47 10s.; 1922, £55; 1923 chummy, £65; 1923 chummy with starter, £75; several others in stock; exchanges, deferred payments. Empire Motors, 325, High Rd., Chiswick. Phone 303. 666-310

ROVER, 1924, 4-seater, 5 lamps, Hartfords, nicely equipped and as new, price £83. 31a Hydehorpe Rd., Balham. Phone, Streatham 3440. 666-301

ROVER, 8, saloon, self-starter, dynamo lighting, has not been in use this season, price £75, must be sold. 67 Fernlea Rd., Balham. 666-304

ROVER, 1921, excellent condition, dynamo, spare wheel, tyres very good, engine guaranteed, trial, bargain, £45. 75 Headstone Rd., Harrow. 666-1424

ROVER, 1922, 2-seater, electric, fully equipped, taxed quarter, excellent order, £55. Kennedy, Mannings Heath, Horsham. 666-422

ROVER, 8, 1921, rigid side screens, excellent condition, taxed year, £47 10s. Exchanges, deferred. Ealing Car Agency, Boileau Rd., Ealing 3265. Opposite North Ealing Underground. 666-1478

ROVER, 3, 1923 model, £57 10s., splendid condition and appearance; exchanges, deferred. Ealing Car Agency, Boileau Rd., Ealing 3265. Opposite North Ealing Underground. 666-1476

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 8, 2-seater, late 1923, dynamo lighting, all-weather equipment, various extras, taxed, £68, quarter down. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 666-1464

ROVER, 1921, 2-seater, dickey, dynamo lighting, speedometer, tools, tax paid, £42. 21 Pennant Mews, Earl's Court. 6684 Western. 666-395

ROVER 8, 1922, starter, dickey, excellent condition, 65 guineas; exchanges or deferred. Edwards, 223 Hammersmith Rd., W.6. Phone, Riverside 5327. 666-362

ROVER. Edwards offer the following bargains—

ROVER, 1923 model, 8hp, de luxe 2-seater, with dickey, fully equipped, starter, clock, speedometer, leather upholstery, superb order, 89 guineas. Below.

ROVER, 1925, 8hp, chummy, fully equipped, superb condition, 70 guineas. Below

ROVER 8, 1922 model, 2-seater, fully equipped, clock, speedometer, all-weather equipment, excellent order, 57 guineas. Below.

ROVER 8, 1921, 2-seater and dickey, fully equipped, good order, 45 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-355

ROVERS and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 666-240

ROVER 8, 1924-5 de luxe 2-seater, double sunken dickey, self-starter, clock, speedometer, tools, taxed year, only 5,000 miles, condition as new, £85; deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 666-396

ROVER, 1921, 8hp, 2-seater and dickey, dynamo lighting, speedometer, side curtains, mirror, aluminium plates, screen wiper, engine overhauled by makers, coachwork and upholstery like new, tax paid, bargain, £52 10s. Wilkins, Simpson, opposite Olympia, London. 666-1420

ROVER, 1923, 8hp, 2-seater, dynamo lighting, side curtains, tax paid, excellent condition, £65. Wilkins, Simpson, opposite Olympia, London. 666-1443

ROVER, 8hp, 1922, 2-seater, speedometer, excellent condition, £56. Wilkins, Simpson, opposite Olympia, London. 666-1438

SALMONSON. Apply to the London distributors, Gordon Watney and Co. Ltd., for second-hand Salmonson cars. Several always in stock. Part exchanges and special deferred terms arranged. 51 Brook St., London W.1. Phone, Mayfair 2966. zzz-283

SALMONSON, 1925, 10hp sports 2-seater, fitted with Hartford shock absorbers, driving mirror, etc., tax paid end of year, splendid condition, very fast, £140. Taylors, 49-55 Sussex Place, South Kensington. zzz-108

SALMONSON 1925 standard 2-seater, mileage 600. In new condition throughout, £135; exchanges or deferred. Roundhill Motors, Blackbird Rd., Leicester. 666-1256

SALMONSON 2-seater, dickey, excellent condition, £8 10s. and 10 payments of £8 10s. or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 666-1250

SALMONSON, 1924-25, sports 2-seater, lighting and starting, balloon tyres, speedometer, clock, rev. counter, many extras, with tax paid for year, finished in red with black mudguards, very smart and tuned for speed and acceleration, 105 guineas; exchanges, etc. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 666-350

SALMONSON 10, 2-seater de luxe, double dickey, 1923, small mileage, excellent condition, any trial, £80 cash. Bromberg, 25 St. Augustin's Rd., Camden Town. 666-1432

SALMONSON 1923 2-seater, excellent condition, fully equipped, licensed and guaranteed, £80; exchange or hire-purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 666-145

SALMONSON (Grand Sports), 1925, 2-seater, cost £285, £165; licensed for year. Wilson's, 7 Eccleston St. Victoria 1566. 666-194

SALMONSONS and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 666-244

SALMONSON, 1924, English 2-seater, dickey, clock, speedometer, taxed, splendid condition, 98 guineas. Clark's, 27 Ridinghouse St., W.1. 666-422

SALMONSON, 1923, 2-seater and double dickey, taxed and in excellent condition throughout, £89 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2985. 666-421

SALMONSON, 1924, 3-seater sports, £105. Elce, Ltd., 11-15 Bishopsgate Ave., Camomile St., E.C.3, Phone, Avenue 5548. 666-402

SCOTT SOCIABLE, 1924, in specially good condition, many extras and like new, overhauled and guaranteed by ourselves, price £80. Welford, Sociable Experts, St. James St., Brighton. 666-180

SCOTT SOCIABLE, with all recent fittings, the actual machine used in trials by the Scott Co., absolutely perfect, price £60. Welford's, Sociable Experts, St. James St., Brighton. 666-181

SCOTT SOCIABLE, July, 1925, little used, excellent condition, dynamo, tilting steering wheel, tools, detachable wheels, spare wheels, dickey, good tyres, £50. Apply, Tickle's Garage, Old Brompton, Chatham. 666-1202

SENECHAL, 1925, 9hp sports model, Rudge wire wheels, oversize tyres, shock absorbers, mileage only 2,000, guaranteed, price £145. Welford's, St. James St., Brighton. 666-183

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SENECHAL. Several good second-hand 1925 cars from £140. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. 666-201

SENECHAL, 1925 demonstration model, £220 model, spare wheel never used, perfect condition, taxed year, £160; deferred terms or exchanges. The Aldershot Motor Mart, Ltd. (opposite the Police Station), High St., Aldershot. 666-271

SINGER, 10hp, 2-seater, dynamo lighting, taxed December, tyres and mechanical condition good, any trial, £50. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone No., Wanstead 2395. zzz-859

SINGER, 1924, 10hp, 2-seater, de luxe, dynamo, starter, dickey, as new, £145; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 666-107

SINGER, £115: 1923 (late), 10hp, 2-seater, repainted, new condition throughout, bargain, Arthur Stuart and Co., 16 Little Portland St., W.1. 666-177

SINGER, 1924, 4-seater, balloon tyres, fully equipped and in good condition throughout, price £125. Catthues and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 666-100

SINGER de luxe. Finchley Motors offer 1923, 10hp 4-seater, all-weather, dynamo starter, 6 wheels, excellent condition, £98. 132 High Rd., E. Finchley. Phone, Finchley 2338. 666-110

SINGER, 10hp, 1925, 2-seater, de luxe, only 6 weeks old, perfect, as new, small mileage, fully insured, must be sold, going abroad, best offer secures. Apply, 11 Waterloo Pl., Brighton, Sussex. 667-1254

SINGER, 1923, 10hp, 4-seater, all-weather, starting, lighting, tax paid, small mileage, perfect condition, £125. Johnson, Station Rd., Mickleover, Derby. 666-1255

SINGER, 1923, 10hp, 4-seater, dynamo and starter, £110; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 666-149

SINGER 10, 2-seater and dickey, 1916, 3 speeds and reverse, lighting, spare wheel, etc., in exceptionally good condition throughout, £20. Teddington Garage, 160 High St., Teddington, Kingston 2562. 666-1325

SINGER, 1924, de luxe 4-seater, fully equipped, 7 wheels, excellent condition throughout, many extras, balloons, £155. Pridmore, 6 Goldsmith Rd., Leyton. 666-1351

SINGER de luxe, 1925, 4-seater model, delivered July 16th, tax paid, as new, bargain, £190. H. Wright, Arlsey, Beds. 666-1436

SINGER, 1921 coupe, smart, perfect, starter, 50 gns. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 666-265

SINGER, 1924, 2-seater de luxe, many extras, balloons, pneumatic upholstery, perfect condition, taxed, £155. London Auto-Sales, 2 Pembroke St., King's Cross. 666-187

SINGER, 1924, 10hp de luxe, 2-seater, dickey, taxed, fine condition, £135. Bartlett's, 95 Gt. Portland St. 666-191

SINGER de luxe, 4-seater, June, 1924, excellent condition, just overhauled, taxed December, insured May, trial run, £145. 169 Windermere Rd., Muswell Hill. Phone, Mount View 5058. 666-1380

SINGERS and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 50-52 High St., Wandsworth, S.W.18. Battersea 1509. 666-245

SINGER, 1922-1923, 10hp, 2-seater, double dickey, self-starter, dynamo lighting, speedometer and various extras, leather upholstery, in tip-top mechanical condition, open to A.A. or R.A.C. inspection and of very smart appearance, taxed, £75, or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 666-1467

SINGER, £94 10s.: 1923, 2-seater de luxe, special demonstration car, all 1924 improvements and only used week-ends, open any examination, paint very fair, chassis, engine and tyres perfect. Hand, York House, Green Lane, Hendon. 666-1462

SINGER, 1925 tourer, £215; slight mileage, exchange car, motorcycle; balance deferred. Newham's Showrooms, Heath Rd., Twickenham. 666-412

SINGER, 1924 model, grey tourer, £110; exchange car, motorcycle. Newham's Showrooms, Heath Rd., Twickenham. 666-413

SINGER, 1920, 2-seater, starter, £47; exchange car, motorcycle. Newham's Showrooms, Heath Rd., Twickenham. 666-414

SINGER de luxe, 1924, 2-seater dickey, dynamo lighting, starter, excellent condition, tax paid, £122 10s. Wilkins, Simpson, opposite Olympia, London. 666-1444

SINGER bargains at Newham's. 1925 10-26hp 4-seater saloon, extras, taxed, £240. Another similar to above, £255.

1924 blue 4-seater de luxe, taxed, extras, £140.
1924 10hp, grey 4-seater de luxe, taxed, £155.
Newham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 3161. 666-385

SINGER, 1919-20, 10hp, 2-seater, dickey, dynamo lighting, well equipped, thoroughly overhauled, tip-top condition, bargain, £55, larger car wanted. A. Michie, 99 Gladstone Avenue, Wood Green, N.22. 666-1450

SINGER, 1923-24, 2-seater and double dickey, in excellent order, seen and tried any time, £90. 31a Hydeborne Rd., Balham. 666-305

SINGER, £127 10s., 1924 model, 4-seater, full equipment, mechanical condition perfect, exchanges, deferred payments. 325 High Rd., Chiswick. Phone 503. 666-312

SINGER, 1924, 10hp, 4-seater, starter and lighting, original tyres, all-weather equipment, taxed for year, condition as new, £129; cash or deferred. Naylors, 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbeldon 2041. 666-322

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

STANDARD. Moores, Presto, Croydon agents Standard cars. Promptest delivery now 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. 1924, 11.4, 2-seater de luxe model, painted buff, trimmed black leather, many extras, Harlford's, dickey, screen, tax paid, £150. Tho Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 666-20

STANDARD. 1924, 11.4hp, all-weather 4-seater, £150; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 351, 410-414 Euston Rd., London. 666-142

STANDARD. 9.5hp, 2-seater, long wheelbase, £9 and 10 payments of £9 or cash £90; another in stock. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 666-1252

STANDARD. 1924, 4-seater, 11.4 de luxe, fully equipped, taxed, £155. 2 Florence Villa, Friern Park, N. Finchley. 666-1203

STANDARD. 1914-5, 9.5hp, 2-seater, in very nice order, £35. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 5161. 666-386

STANDARD. 1924, 11.4, 2-seater, aluminium bonnet, balloon tyres, excellent order, £150. Smith and Hunter, 90 Gt. Portland St., Phone, Museum 8156. 666-592

STANDARD 1924 4-seater, 11.4hp, excellent condition throughout, all-weather equipment, tax paid for year, £149 10s.; exchange, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 666-1448

STANDARD. 1924, 11.4, 2-seater, very fine condition throughout, fully equipped, choice of 2, £145. Ashbys, 162 Grosvenor Rd., Vauxhall Bridge, S.W.1. Phone, Victoria 5276-7. 666-1403

STANDARD. 11.4, 1924 model, owner driven, excellent condition, £135. 83 Friehville Gardens, Shepherd's Bush. 666-1401

STANDARD. Lionel H. Pugh offers the following:—

STANDARD. £110, 1923 11.4 2-seater, all-weather, taxed. Below.

STANDARD. £140, 1924 11.4 2-seater all-weather, practically new, taxed. Lionel H. Pugh, 86 South Molton St., W. Mayfair 4435. 666-280

STANDARD. 1921, 11.4hp, o.h.v. engine, 2-seater and double dickey, starter and lighting, good tyres, spare wheel, taxed for year, condition as new, £98; cash or deferred. Taylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 666-323

SWIFT. 8hp, water-cooled, 2-seater, almost new tyres, spare wheel, fully equipped, tax paid for year, thoroughly overhauled by us, reconditioned and guaranteed, £228. Taylors, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 666-527

SWIFT. Moores Presto, Croydon agents Swift cars. Promptest delivery now models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-755

SWIFT. 1921, 9.5hp, 2-seater and dickey, dynamo lighting and starting, newly painted, new tyres all round, in beautiful condition throughout, just returned from trip to Land's End; cheap for quick sale or exchange on reasonable offer refused. White Bros., Epsom 454. 667-857

SWIFT. Cass's Motor Mart, Ltd. (Established 1911). 1923 10hp chummy, starter, excellent condition, taxed December, terms, exchanges, £105. 5 Warren St., W.1. Museum 623. 666-167

SWIFT. 10hp, 1915-16, 2-seater and dickey, dynamo lighting, spare wheel, good running order and condition, £45. Wells, Weywood, Weybourne, Farnham, Surrey. 666-1455

SWIFT. 1921, 2-seater, 10hp, electric light and start, good tyres, £75. "Newlands," Whippendell Rd., Watford. 666-1470

SWIFT old reliable 2-seater, £22; exchange car, motorcycle, cash either way. Newnham's Showrooms, Heath Rd., Twickenham. 666-416

SWIFT 1921 10 2-seater, starter, overhauled, £59; exchange car, motorcycle. Newnham's Showrooms, Heath Rd., Twickenham. 666-415

SWIFT. £45; exchanges, deferred payments. 1915 Swift, 2-seater, dickey, 10hp, dynamo lighting, spare wheel, good appearance, splendid condition. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 666-285

TALBOT 1925 10-23 4-seater, an exceptionally fine specimen, many extras, tax paid, £175. Sole Talbot agents, Tho Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 666-21

TALBOT. 1925 model, 8-18hp coupe, with dickey seat, tax paid, Harlford shock absorbers, spring matters, excellent condition, £150; cash or deferred. Lookers, Ltd., Manchester. 666-116

TALBOT. Edwards offer 1923 8-18 coupe, fully equipped, starter, clock, speedometer, leather head and upholstery, exceptional condition, 145 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-354

TALBOTS and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 666-241

TALBOT. 1924, 10-23hp, 4-seater, sloping screen, perfect condition, year's tax, £225. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 666-336

TALBOT. 10-23 4-seater, starting and lighting, in excellent mechanical condition, 172 guineas; deferred terms and exchanges a speciality. South Ealing Garage (2 minutes South Ealing District Station) Ealing 2985. 666-256

TALBOT. 8-18hp, 2-seater with dickey seat, taxed to end of ready to drive away, price £115, a real bargain; cash or deferred terms. Harrod's Garage, 139 Draycott Avenue, Chelsea. 667-198

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

TALBOT. 1922, 8hp, coupe, 2-seater and dickey, lighting, starter, speedometer, electric horn, very nice condition, £120 exchanges and deferred payments over 18 months. See it at Grigg Works, Sanders Road, South Croydon (near "Red Deer"). All communications to Head Office, Allen-Bennett Motor Co., Ltd., 8, 9, 10, 11 Royal Parade, West Croydon. Phone, Croydon 2450, 2451, 968. 666-223

TALBOT-DARRACQ. Edwards offer 1923 8-18, 2-seater and dickey, starter, speedometer, excellent condition, 105 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 666-349

TALBOT-DARRACQ. 1922, 8-18hp, 2-seater and dickey, dynamo lighting, 5 lamps, starter, all-weather equipment, tax paid, insured, electric horn, finished blue, excellent condition throughout, bargain, £89 10s.; cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 666-1446

TAMPLIN. 1923, 2-seater, M.A.G. engine, electric lighting, fully equipped, 30 guineas; exchanges or deferred. Edwards, 225 Hammer-smith Rd., W.6. Phone, Riverside 5327. 666-565

TAMPLIN. 1923, 2-seater (side by side), just overhauled, excellent order, 5 electric lamps, £30. B. Moody, Buntingford, Herts. 000-124

T.B., 10hp, 1921, 3-wheeler, spare wheel, completely equipped, tax paid, bargain, £37 10s. Taylors, 49-53 Sussex Place, South Kensington. Phone, Kensington 8558. zzz-765

T.B. 1923 de luxe, new tyres, perfect, £60. Grover, Daleview, Holden Rd., Woodside Park, N.12. 666-1378

WOLSELEY cars. Moores Presto, Croydon agents. Promptest delivery now 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-500

WOLSELEY. 10hp, 2-seater de luxe, starter, new condition, £11 10s. and 10 payments of £11 10s. or cash £115. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 666-1253

WOLSELEY. 10hp, delivered January, 1925, 2-seater, perfect condition as new. Wilkinson, 4 Grantham Rd., Bradford. 666-1330

WOLSELEY. 1924, 10hp, 4-seater de luxe, many extras, excellent condition, 170 gns. Kingsway Motor Co., Carlton House, 69 Gt. Queen St., W.C.2. Holborn 5972. 666-174

WOLSELEY. 1924, 10hp, 2-seater, as new, self-starter, dynamo lighting, 60 Cranbrook Rd., Ilford. 666-1400

WOLSELEY. 1925, 10hp, 2-seater de luxe, dickey, full equipment, tax, revarnished, excellent condition, £115. Vivian, 55 Spenser St., Victoria St., S.W.1. Vict. 8677. 666-204

WOLSELEY. 10hp, de luxe, repainted sage, self-starter, exceptional condition throughout, £120, near offer. D.H., 20 Bath Rd., Maidenhead. 666-1589

WOLSELEY 10, offers, 1922, de luxe, beautiful condition, stiff screens, extras, etc. Argyle Lodge, Newlon Rd., Burton-on-Trent. 666-335

WOLSELEY 10hp 2-seater de luxe, starter, taxed rear, condition as new, £115. Plater, 376 High Rd., Streatham. Phone, Streatham 486. 666-328

WOLSELEY. latest model, £25 and you are on the road with 11-22hp Wolseley (£225 or £235 model), tax and insurance paid for one year. Before buying a second-hand car write to us for details of the Wolseley Scheme "Motoring Out of Income." Authorized Dealers, Kingsway Motor Co., Carlton House, 69 Gt. Queen St., Kingsway, W.C.2. Holborn 5972. 666-173

WOLSELEY. 1923 model super-sports 10hp. This car is in splendid order and condition, fitted with magnificent Brooklands type 2-seater body, hood, V screen, dynamo lighting and numerous extras, exceptionally smart and specially tuned for rapid acceleration and speed, bargain, £145; exchanges or extended payments. Cummings, 301 Fulham Rd., South Kensington, S.W. 667-179

WOLSELEY 1921-22 10hp 2-seater, sunken dickey, clock, speedometer, tools, tax paid, etc., perfect condition, bargain, £72; deferred payments, 21 Pennant Mews, Earls Court. 6684 Western. 666-397

WOLSELEY-STELLITE. £67 10s. for a car which has only had one owner, is as good mechanically as brand new, and of very smart appearance, with paintwork, etc., unmarked. Car is open to any test whatsoever, and is a genuine little bargain. Wolseley-Stellite, 1920, 10hp, 2-seater, double dickey, dynamo lighting, all-weather equipment, etc., various extras, taxed, £7 10s., or quarter down, balance suit yourself. Harold Simons, 201 Mare St., Hackney. Clissold 5018. 666-1463

WOLSELEY. late 1924 model de luxe, 4-seater, 10hp, specially coach-painted primrose and black. Auster rear screen and about £50 extras, year's tax; this car has hardly been used, and is practically as new, cost £335, £245. Blaxton's, 21 Swallow St., Piccadilly, Gerard 5518-9. 666-344

WOLSELEYS and 60 odd others. See page 28. Terms from one-tenth down. Exchanges. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 666-242

LE ZEBRE 1922 9hp 2-seater, good order, £58. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. Phone, Riverside 5161. 666-385

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(continued).

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TALBOT. In stock, 10.25hp 2 and 4-seater, £359; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 666-105

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I SELL motorcars for cash or easy payments

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DROP me a line or call; we can do business. Sydney G. Cummings, 101 Fulham Rd., London, S.W.3. Telephone, Kensington 3698. zzz-111

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H.F.

EDWARDS AND CO.,

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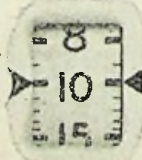
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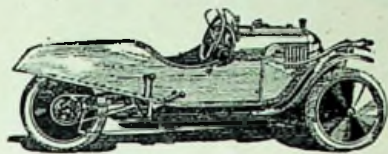
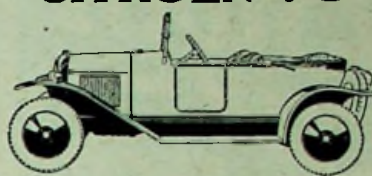
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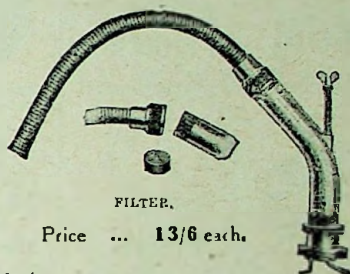
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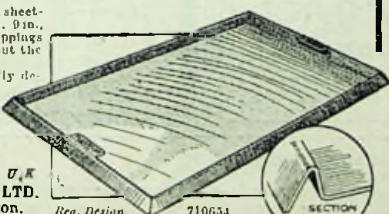
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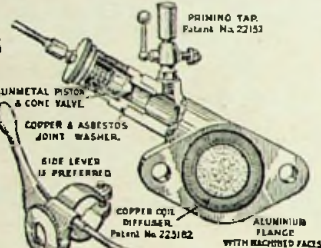
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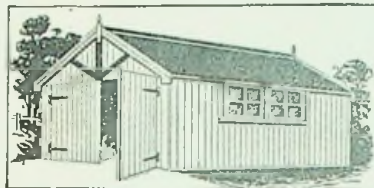
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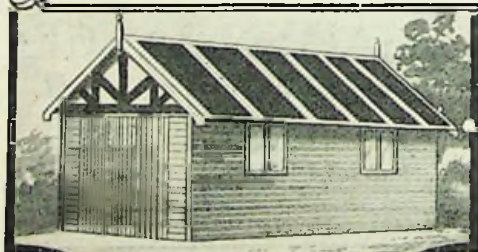
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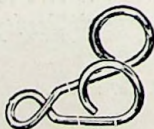


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