

# The Light Car

and

# Cyclecar

3<sup>rd</sup>

Vol. XXVII, No. 688  
Friday Jan 29, 1926

Registered at the GPO  
as a Newspaper

Founded 1912

The only Small Car Journal

VEHICLES MUST  
KEEP TO THE LEFT



#### A CHURCH WHICH SPANS THE ROAD.

One of the very few churches actually built across a roadway is St. Mary's, Warwick, the tower of which is arched and provides a most interesting study to motorists who are architecturally inclined.

# Easy starting from cold.

To obtain a quick start by far the most effective method is priming, i.e. introducing a small quantity of petrol into each cylinder of the engine before turning over the starting handle or self-starter.

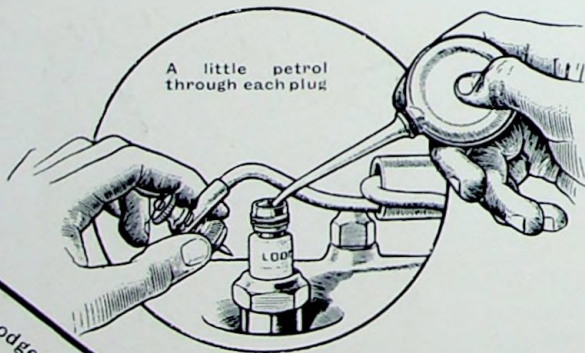
Priming can quite easily be done through the plugs—provided that they are placed vertically enough for petrol to run through—without having to take them out of the engine (as shown below) simply by using

## LODGE PRIMING PLUGS

'CONTACT,' of *The Motor* (5 Jan., 1926), replies to a query concerning the overhauling of plugs:—

### "Life of Sparking Plugs.

I WAS asked the other day by a new motorist how often he should overhaul his sparking plugs in order to obtain maximum engine efficiency. The question immediately reminded me of the fact that just over twelve months ago I fitted four Lodge priming plugs, not one of which has once been removed. In that time I have covered a little over 10,000 miles. That was my answer to my friend's question."



To Lodge Plugs Ltd., Rugby.  
Name.....  
Address.....

Fill in your name and address on this corner, **tear off**, and post to the makers who will gladly send by return their illustrated leaflet describing the Lodge priming plug.

**LODGE PLUGS LTD.,  
RUGBY.**

P.P. 56(L.C.)

**LODGE  
PRIMING PLUG  
7/6**  
Sold everywhere.  
Packed in sealed  
black metal box.



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

# Mobiloil

REGD TRADE MARK

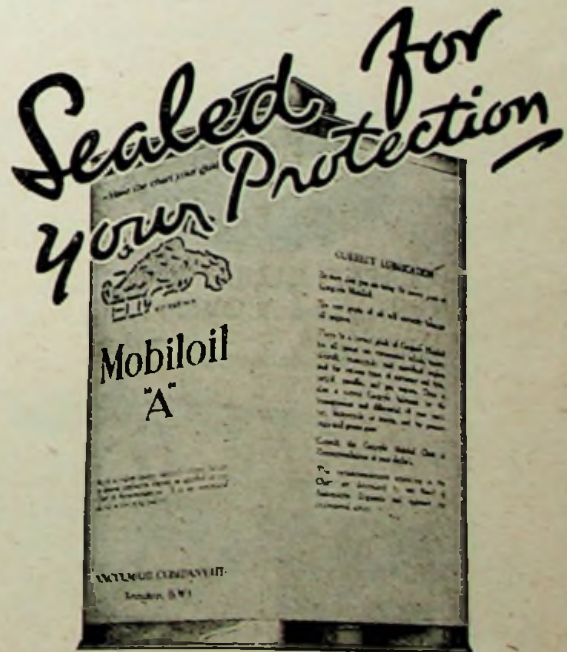
## Mobiloil comes first—always

**Y**OU know that when you ask for "A," "B" or "BB" you mean Mobiloil, but do you make certain that you get it?

By asking for Mobiloil "A," Mobiloil "B" or Mobiloil "BB" you safeguard yourself against receiving a cheap low-grade product.

Never ask for Mobiloil by the grade letters only. There are similar grade letters used, but there is only one genuine Mobiloil.

See that you do not get a substitute—mention the name Mobiloil—it comes first—always.



VACUUM OIL COMPANY, LTD. CAXTON HOUSE LONDON S.W.1  
Belfast Birmingham Bradford Bristol Cardiff Dublin Dundee Glasgow Hull Liverpool Manchester Newcastle-on-Tyne Sheffield

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



*A  
delight  
to  
drive*

So simple is the design and construction of the 10-20 h.p. Cluley that even the veriest novice finds it perfectly simple and safe to drive. All the controls are instantly to hand in the most convenient position. This simplicity brings many other good qualities in its train — engine efficiency — accessibility — staunch reliability and long life.

The Cluley is made for those who appreciate such qualities. No doubt you are one of them. May we send you a full descriptive Catalogue of this and other Cluley Models?

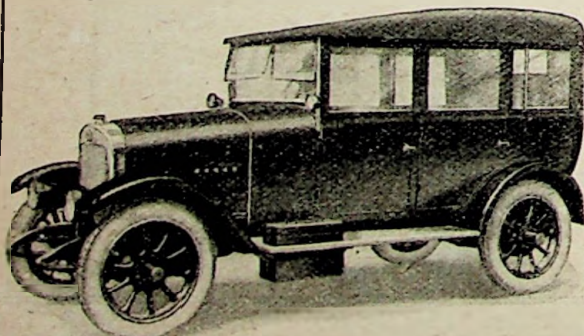
10-20 h.p. Two-Seater Cluley £225  
at works.

10-20 h.p. Four-Seater Cluley £235  
at works.

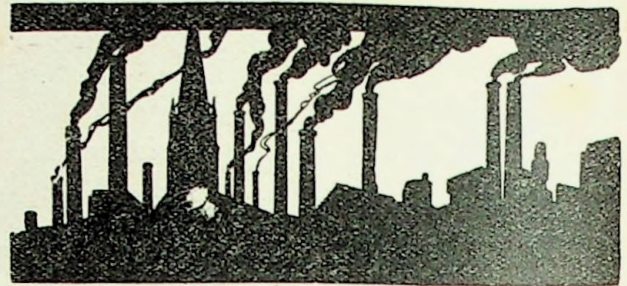


CLARKE, CLULEY & CO.,  
Globe Works, COVENTRY.

London Agents - Hayes Ltd.,  
342 and 344, Euston Road, N.W.1.



H.P.



BRADFORD is world famous for its woollens and —

*The*  
**Jowett**  
*The little engine with the big pull*

## Owners' Opinions

INVERNESS.  
"The worst Road in the North is nothing to this puller . . . I can only express my thanks for your courteous business way."

SEAFORD.  
"The car is a revelation . . . Thanks for the good work you have put into my car."

FOREST HILL.  
"The Jowett has completed 5,000 miles, a milestone as it were in its lifetime . . . Your personal interest and the excellent Service rendered by your expert staff have been very much appreciated."

CAMBRIDGE.  
"I shall always recommend every Jowett owner I meet to come to you."

PROFIT BY THE EXPERIENCE  
OF OTHERS . . . . .

NEW & USED CARS —

CAREFUL TUITION, PERSONAL  
INTEREST, SINCERE SERVICE,  
SPECIAL DEFERRED TERMS.

REPAIRS & OVERHAULS —

EXPERT ATTENTION BY  
SKILFUL MEN WITH YEARS  
OF JOWETT EXPERIENCE.

**Famous**  
for the  
**Jowett**

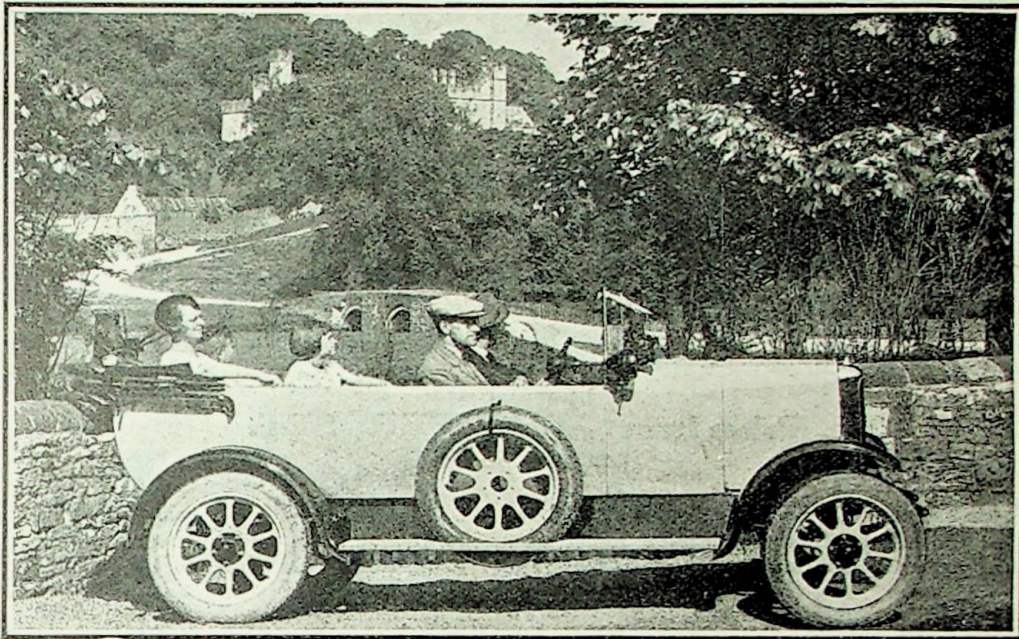
LTD.  
**JACKSONS of CROYDON,**  
LATELY KINSEYS OF CROYDON,  
PARK ST. & GEORGE ST., 35, SURBITON ROAD,  
**CROYDON. KINGSTON.**

"Phone: 2023.

"Phone: 2815.

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 ONLY BIG SMALL CAR.



Would you mind measuring with a pencil from front tyre contact to rear? Then put your pencil from the rear edge of bonnet to the rear of the bodywork. Thank you!

Do you know of any other car in which the body space equals the wheelbase?

If you must buy a small car for reasons of economy, buy a big one—a Jowett.

It is proved much more economical than other cars are claimed to be.

£7 tax, not £12. Insurance £9, not £12-10. You save £8-10 before you run a mile.

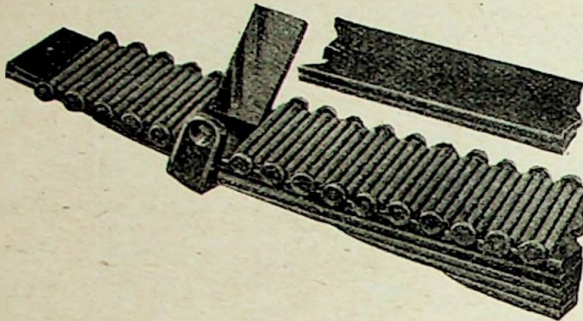
May we send you our catalogue, free?

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

**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.*

## THE PERFECT SHOCK INSULATOR



Will eliminate  
**ALL ROAD SHOCKS! SKIDDING!  
WHEEL SPIN!**

The springs of any type of car can be fitted.

A row of Roller Bearings fitted between the second and third longest leaves of all four car springs. Any garage can supply and fit them.

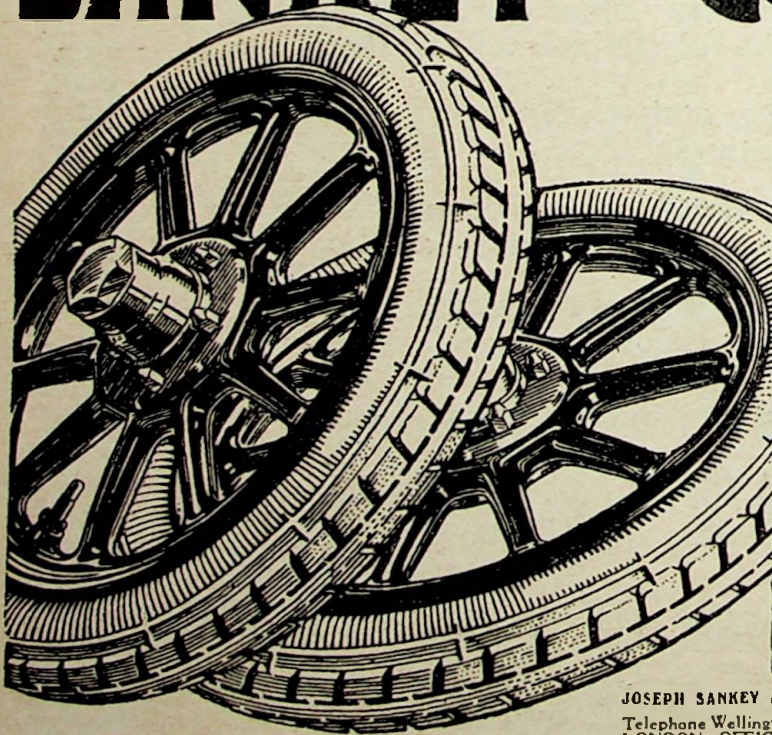
Prices from **£4 PER SET.**  
(All four Springs.)

Extract from a recent article by Professor A.M. Low, A.C.G.I., D.Sc. :—"Quite apart from the increased capacity for holding the road which must result as an improvement in shock absorbing qualities for ordinary driving as apart from actual speed work the **INCREASE IN COMFORT IS EXCELLENT.**"

WRITE TO—

**NEVER-SKID SHOCK ABSORBER LTD., 137, Victoria St., S.W.1.** Phone: Victoria 7556.  
Sole Manufacturers of Never-skid Fittings—General Engineers & Merchants, Ltd., 137, Victoria Street, S.W.1.

## 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**

FOR

**STRAIGHT SIDE RIMS  
WELL BASE RIMS  
BEADED EDGE RIMS**



JOSEPH SANKEY & SONS LTD Hadley Castle Works WELLINGTON SHROPSHIRE  
Telephone Wellington Shropshire 66 Telegrams "Sankey Wellington Shropshire"  
LONDON OFFICE Mr R Jenkins Ulster Chambers 168 Regent Street W

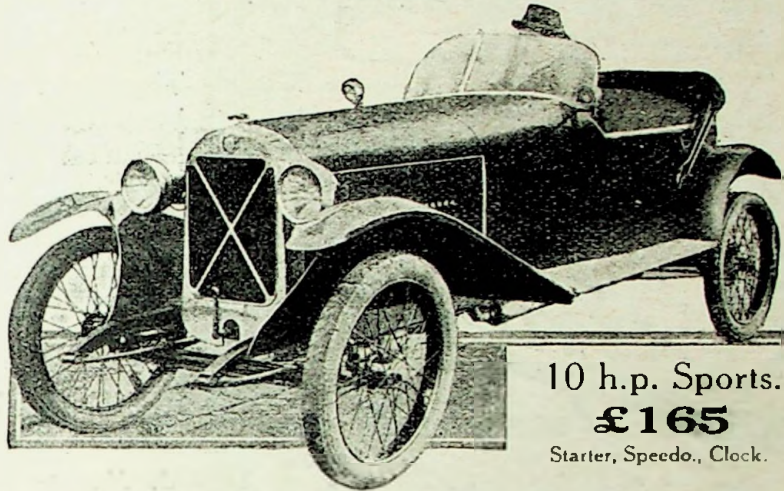
WHEN REPLYING to advertisements, mention "The Light Car and Cyclecar." It helps the advertiser and you, and assists the small car movement generally.

# CONCRETE FACTS

ABOUT THE



S.M.S., Ltd.,  
17a, Motcomb St.,  
Belgrave Square,  
London, S.W. 1.  
Sloane 4838.



Sole  
Concessionaires  
for U.K. and  
British  
Dominions.

10 h.p. Sports.  
**£165**  
Starter, Speedo., Clock.

## RELIABILITY.

London-Exeter Trial—4 Salmsons entered, 4 GOLD MEDALS.  
High Speed Reliability Trial, 1925—3 Standard Salmsons Gained 3 GOLD MEDALS.

## SPEED.

Brooklands 200 Miles Races (Specials), 1922-23-24-25—Salmsons FIRST IN CLASS.

*SALMSON CARS have won every international event entered for and have competed in ELEVEN DIFFERENT COUNTRIES!*

The Salmson Sports illustrated above will do 60 m.p.h. and give you 40 m.p.g. The equipment is very complete. At the price of £165 it is unquestionably the best value in the market.

The De Luxe Model costs £175 and is provided with splendid all-weather equipment and a large dickey seat.

WRITE FOR ILLUSTRATED CATALOGUE.

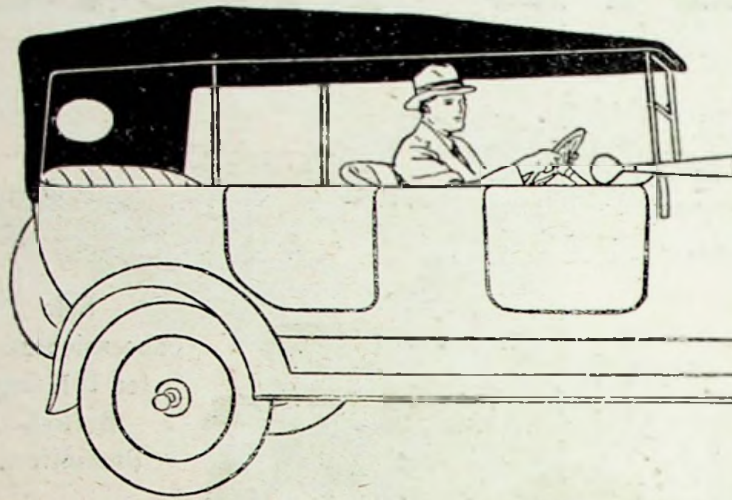
*The Highest Possible Price for your Old Car or Motorcycle in Part Exchange, Deferred Terms.*

SOLE LONDON  
DISTRIBUTORS.  
ALL MODELS ON VIEW.  
'Phone: Mayfair 2965/6.

31,  
BROOK ST.,  
BOND ST.,  
LONDON,  
W.1.

**Gordon Watney**  
*& Co Limited*  
**PART EXCHANGE HOUSE**

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.



**"Rexine"**  
RUBBERCLOTH

## HOODS that ARE Rainproof

NO matter how heavy the rain it cannot penetrate "Rexine" Rubbercloth.

The strong, tough fabric coated with jet black leather grained rubber keeps its smart appearance for years. Tyre Covers and Hood Envelopes last longer if they are made of "Rexine" Rubbercloth.

REXINE LIMITED,  
HYDE, NEAR MANCHESTER.

*London Office:*

42, Newgate Street, E.C.1.

9 M3

Get a  
new

**Austin  
Seven**

under the

**Pass and Joyce  
Scheme**

373-375, EUSTON RD.,  
LONDON, N.W.1.

(Near Gl. Portland Street Station.)

Telephone - - MUSEUM 8820 (6 lines).

For £25 down

Here is good news for the motorist who intends to get an Austin Seven this year. Under the Pass and Joyce scheme you can purchase one of these amazing little cars for £25 down, the balance to be paid in monthly instalments. Write for full details or, better still, pay a visit to our Showrooms, the largest of their kind in London, and talk over the matter with us.

AUSTIN SEVEN  
FEATURES.

4-cylinder engine, electric starter, electric horn, speedometer, 4-wheel brakes, balloon tyres, a door for the driver, shock absorbers, two adjustable seats, automatic oiling, grease-gun system.

**£149**

LONDON'S LARGEST  
MOTOR SHOWROOMS.

**Pass and Joyce, Ltd.**





**Every Time You See  
The White Line  
Think of  
The Right Lining—**

**DON**

**BRAKE AND CLUTCH LININGS**

Hard as nails — tough as steel  
‘DON’ grips like a vice  
Pulls you up — in safety  
Be prepared — fit ‘DON’

**SMALL & PARKES, LTD., Hendham Vale Works, MANCHESTER.**

*London Depot—71, Southwark Street, S.E. 1. Birmingham—60, Steelhouse Lane. Belfast—7, Corporation Street.  
Bristol—121, Cumberland Road. Liverpool—75-76, Regent Road. Newcastle-on-Tyne—20, Percy Street.  
Leeds—4, Brunawick Street. Glasgow—8, Dixon Street. Swansea—33, St. Helen's Road.*

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.

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



TWO  
BRITISH  
GRIPPERS

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

High Pressure and Balloon Tyres supplied promptly in all sizes.

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

**“WELLINGTON”  
LIQUID METAL POLISH**

**A  
POLISH  
THAT,  
with a  
minimum  
of labour,  
GIVES A  
REAL  
BURNISH  
THAT  
LASTS.**



**CLEANS  
and  
POLISHES  
ALL  
METALS  
(including  
Silver)  
and  
GLASS  
(Windows,  
Mirrors),  
Motor-Screens  
(Glass or  
Celluloid).**

**TRY IT  
and  
PROVE IT.**

In TINS, 3d., 4;d., 7;d. & 1/3; also in 1/2 & 1 Gallon Cans.

**JOHN OAKEY & SONS, LTD.,  
WELLINGTON MILLS, LONDON, S.E.1.**

*—The Lightest & Strongest Cast Iron Piston—*



**The World's  
Best Piston**



**BELUXE**  
LIGHT WEIGHT CAST IRON PISTON

*Booklet with full particulars, sent on request.*

**LAYSTALL**  
SPECIAL MOTOR REPAIRS

EWER ST. SOUTHWARK, LONDON, S.E.1.  
Telephone HOP 6140 (7 lines)  
and at 55, PONTENROY STREET, LIVERPOOL.  
Telephone CENTRAL 5306

*—and heres another  
good point!*

**M C L**

**CAR ELECTRICAL EQUIPMENT  
requires less service  
and attention**

owing to the long life of the Carbon Brushes and the special automatic controller which is an exclusive feature.

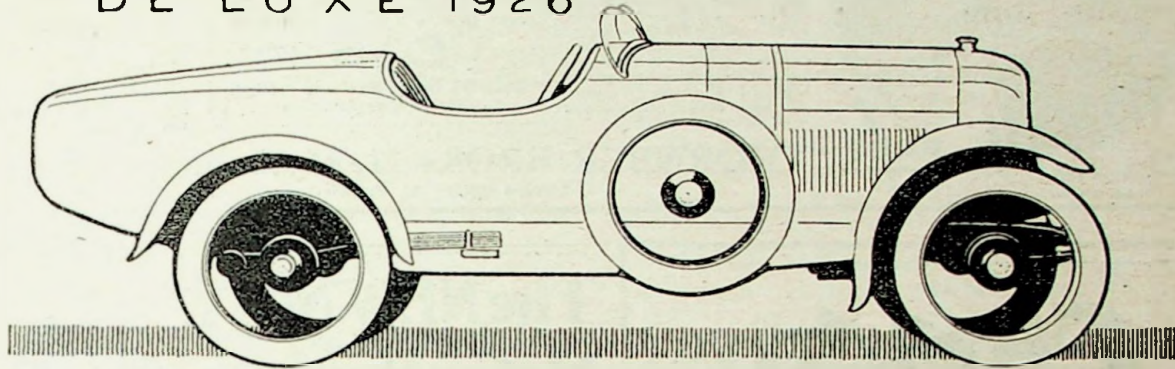
**HART BATTERIES** fitted as standard.

*Write for the Book of M.C.L.*

**MIDGLEY CAR LIGHTING CO., LTD.**  
Registered Offices - - 17-19, Cockspur Street, London, S.W.1.  
Works - - - - - Anchor and Hope Lane, Charlton, S.E.7.  
London Service Depot: S A. Cutters, Ltd., 18, Berners Street, W.1.

# AMILCAR

GRAND SPORT  
DE LUXE 1926



## An announcement

MESSRS. BOON & PORTER LTD.  
have pleasure in announcing  
that they have secured the  
Sole Concession for these  
famous little cars.

Our four years' association with  
the Amilcar gives us every con-  
fidence in its future.

New premises and equipment  
are being entirely devoted to  
giving the fullest AMILCAR  
SERVICE.

**NOTE THE REDUCED PRICES:—**

3-Seater Standard Grand Sport .. ..	£300
(Reduced £25.)	
3-Seater de Luxe Grand Sport .. ..	£325
2-Seater Grand Sport .. ..	£285
(Reduced £10.)	

AN INTERESTING NEW MODEL will shortly  
be available as a Four-Seater WEYMANN  
SALOON. Particulars and prices will be  
announced later.

SPECIFICATION  
OF THE STANDARD  
GRAND SPORT MODELS.

Engine: 4-cylinder, 60 mm. bore x 95 mm. stroke. Tax £9. Forced feed lubrication. Variable ignition. Thermo-syphon cooling. Plate clutch. Gear box: Unit construction, three speeds and reverse. Special enclosed drive. Rear axle, banjo type, spiral bevel gears. Equipment: Lighting and starting. Speedometer. Revolution Counter. Clock. Dial type petrol gauge. Hartford Shock Absorbers. Wire Wheels 700 x 90, including fifth wheel and tyre. FOUR-WHEEL BRAKES.

# BOON & PORTER LTD

159-161-163 CASTELNAU, LONDON. S.W. 13

Telegrams: "Soonest, Hammer, London."  
Telephone: 1177 Riverside.  
PRIVATE BRANCH EXCHANGE.

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



Send p.c. to-night for this FREE BOOK.

## Every Owner-Driver who garages his Car should send p.c. for particulars of THORNBERS OWNER-DRIVER'S GARAGE.

Thornbers are specialists in Portable Buildings, and the garage shown has been specially built for the owner-driver. Wherever possible, labour-saving machinery has been used in preference to hand work for Thornbers have been anxious to offer a sound job at a real cut price. All timber used is thoroughly seasoned and is planed. The garage is sent in sections ready for easy erection—all fittings are supplied.

Sides and ends are of 1 in. thick Thornbers Lock-joint weather-boards that defy all weathers. 3 in. x 1 1/2 in. frame. Roof of 3 in. T. & C. Boards on 3 in. x 1 1/2 in. purlins. Ruberoid Felt, barge boards and finish. Strong doors held by bands; gudgeons, bar bolts, lock and key provided. Large window at each side with 21 oz. clear glass, top half to open.

Size 16 ft. x 9 ft. x 7 ft. x 9 1/2 ft.

PRICE **£15** Carriage Forward

Definite Carr. Paid price on request. Wood Floor £4 extra.

**FREE**

**THORNBERS BROS., 11, Myholmroyd, Yorks.**

London Office: 47, Victoria Street, S.W.1.

# Chekko

Brake and Clutch Linings

The superiority of Chekko in immediate reliability—essential in all brakes—and its long service under the severest condition, is based on its purity. It is not only made from pure Asbestos (all Asbestos is pure) but is warranted to contain no cotton or other adulterant fibre. That is why Chekko cannot be destroyed or impaired by the frictional heat always generated in braking. That is why Chekko is safest, lasts longest, and is cheapest.

Motorists! Specify Chekko when relining, and realise what a difference a shilling or two extra outlay makes.

No false or exaggerated claim is made for Chekko.

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

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

Stocks at London Stores:

27, PERCY STREET, TOTTENHAM COURT ROAD, W.1.

## The 'NEW NOTE' IN Motor Horns



The New **SPARTON SOS**

Your dealer will gladly demonstrate.

SPARTON SOS

£5 : 12 : 6

SPARTON SOS

JUNIOR

£3 : 17 : 6

has a very loud high frequency note—nothing to get out of order, no oiling, no cleaning—a "no trouble" warning signal.

Illustrated Leaflets from

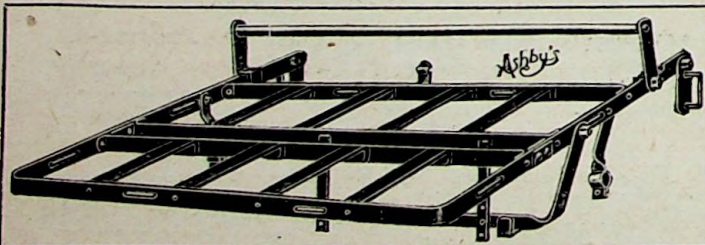
**ALFRED GRAHAM & CO.**

(E. A. GRAHAM),

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

Showrooms:

25-26, Savile Row, London, W.1;  
79-82, High Street, Clapham, S.W.4; 10, Whitworth Street West, Manchester; and 101, St. Vincent Street, Glasgow.



## "EASYFIT" RACKS HAVE ONE FITTED NOW!

You will need it sooner or later. MODELS READY FOR 1926 FORDS, Etc. Easy to fit, without drilling Chassis in most cases.

**SPECIFICATION:** A very strong folding grid giving flat surface for luggage; double U-shaped hinges, spring to prevent rattle when closed, folding panel guard arranged to allow easy access to spare wheel, tool box, tank, etc.; number-plate attachment and lamp bracket (where necessary). All enamelled black in best style and Stoved. Size to suit the Car.

Of all Motor Agents, or write Makers:

**FRANK ASHBY & Co., STIRCHLEY, BIRMINGHAM**

Each Grid made to suit the Car specified and ready to fix. No adapting and painting. A high-class article at a low price. Over 300 Stock Models to suit all popular Cars

FROM

**35/-**

All Complete. No Extras.

**THE MIDGET.** A smaller and lighter Grid for Austin Seven .. .. 20/-

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

## British Tar makes a non-skid mosaic surface firmly amalgamated with the road beneath

The strength of a road surfaced with Tar is due to the penetrating and binding properties of the Tar. Unlike other surface dressings which merely lie on the surface of the road, the Tar penetrates into the crevices of the macadam itself. Thus, if a top dressing material of the right kind is used, a solid mosaic carpet is formed which cannot peel because it is keyed right into the road beneath, and with it forms one solidly bound mass. This adds materially to the life of the

road, and is so firm that rain and extremes of weather conditions are withstood for long periods and the road presents a hard, permanently non-skid surface.

In addition to these advantages, which are possessed by no other road dressing, none is so cheap in first cost or so economical in use as British Tar.

For full information on this important subject, write to the address below:—

# BRITISH TAR

for

## ECONOMICAL NON-SKID ROADS

THE BRITISH ROAD TAR ASSOCIATION, VICTORIA STATION HOUSE, LONDON, S.W.1.

# HERE IS YOUR OPPORTUNITY

Take advantage of our unique offer.

## NEW CARS FROM 10% DOWN.

WE SPECIALISE and are Agents for the following Cars:—

<b>CLYNO</b>	<b>AUSTIN Seven</b>	<b>ROVER</b>	<b>CITROEN</b>	<b>SINGER</b>
from	from	from	from	from
£17-0-0	£15-0-0	£18-10-0	£13-0-0	£21-10-0
down.	down.	down.	down.	down.

### SERVICE AFTER PURCHASE—EVERY CAR.

YOUR CAR OR MOTORCYCLE TAKEN IN PART PAYMENT.  
We deliver your new car and collect your present one. Distance no object.

The following Second-hand Cars are open to A.A. or R.A.C. examination, and also can be purchased from 10 per cent. of purchase price down:—

<b>BELSIZE</b> , 1923, 4-seater, self-starter, all-weather equipment, tyres good .. £55	<b>HORSTMAN</b> , 200 mile racer, fitted with special 2-seater sports body—dynamo, etc. .. £85	<b>ROVER</b> , 9 h.p., 1925, 4-seater, lighting and starting .. £125
<b>CITROEN</b> , 1925, 7.5 h.p., 2-seater, self-starter, balloon tyres, almost new .. £90	<b>MORGAN</b> , Racing, known as "Land Crab," very fast .. £55	<b>WOLSELEY</b> , sports 2-seater, believed 1922, good sound car .. £85
<b>BUGATTI</b> , 1923, special coach-built 2-seater, just thoroughly overhauled, upholstered in antique leather, fully equipped, a comfortable sporting car .. £135	<b>MORGAN</b> , 1926, de luxe, water-cooled, shop soiled only .. £110	<b>WOLSELEY</b> , 1923, 10 h.p. de luxe, 2-seater and dickey, dynamo and starter, numerous extras .. £90
<b>BUGATTI</b> , 1923, special sports, 3-seater body, self-starter, a genuine competition car, really fast and in beautiful tune .. £145	<b>ROVER</b> , 1924-5, 2-seater and double sunken dickey, excellent appearance and condition .. £65	<b>4 1/2 h.p. SUNBEAM</b> Motorcycle Combination, only done 4,000 miles, as new. Numerous extras, including additional all aluminium sports sidecar. Bargain .. £65
<b>C.N.</b> , 1924, 2-seater and dickey, 4-cylinder engine, shaft drive, self-starter and fully equipped £65	<b>ROVER</b> , 1924, 4-seater, dash lamp, all-weather equipment, new .. £60	
	<b>SALMSON</b> , 1924, sports 2-seater, balloon tyres, fast and reliable .. £90	

## CUMMINGS & SIMPSON, 5, Putney Bridge Rd., Wandsworth, S.W.18

Phone: PUTNEY 2728.

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



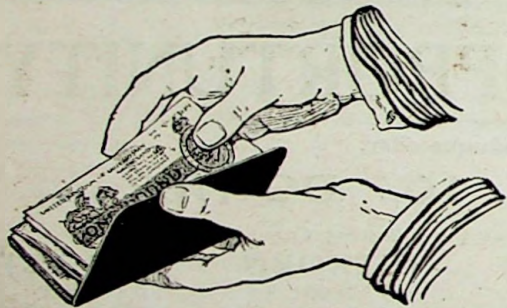
**2/6**  
NET.

*Of all principal booksellers and bookstalls.*

TEMPLE PRESS LTD.  
7-15, Rosebery Avenue, London, E.C.1  
Wholesale Agents: E. J. LARBY, LTD.,  
30, Paternoster Row, E.C.4.

4th Edition.  
Re-written and Greatly Enlarged.

A THOROUGHLY practical guide to the repair of motor vehicles. There are sections on the lathe and its uses, descriptions and illustrations of tools, and how to use them, various mechanical processes and workshop practice, how to construct a serviceable motor house cheaply, the fitting up of a repair shop and the provision of its tool outfit, and many new practical hints relating to car equipment. The book is written throughout in non-technical language and practically every necessary tool and operation is shown in illustration.



**Get £10 more for your old Car.**

It will pay you handsomely to give your old Car a coat of ROBBIALAC before selling it. A smart, newly painted body gives a buyer confidence and makes him more inclined to pay the price you ask.

And you can be certain of good results if you use ROBBIALAC, because this genuine enamel is specially made for amateur use so that the brush marks melt away as you paint, leaving a beautiful glass-like surface as smooth and perfect as that of a new model. Send at once for the free ROBBIALAC Leaflet on Car painting, and see how easily you can increase the value of your own car.

Get a tin to-day. Your local dealer stocks it in *Whitby Black* and all popular Cycle, Motorcycle and Car colours  
ROBBIALAC, DEPT A.2., WARTON RD., STRATFORD, LONDON, E.15



*The Perfect Enamel—test it how you will.*

*Registered Design.*

This  
**"TERRY"**  
Hoseclip  
has 4 ribs

Note them, at the bottom of the uprights. They prevent sag, and ensure a direct parallel pull which ensures a perfectly firm and leakless joint. High grade quality; nickel plated finish. Buy from your agent.

1" 1 1/8" 1 1/4" 1 1/2" 1 3/4" 1 7/8" 1 3/4" 1 7/8" 2" 2 1/8"  
5/3 5/6 5/9 6/- 6/3 6/6 6/9 7/- 7/6 8/- per doz.  
Other sizes: 3/8" up to 3" rising by 1/8". Prices on request.

*You should write for the "Terry" list.*  
Herbert Terry and Sons, Ltd., Mfrs.,  
Redditch, Eng. Est. 1866.  
038/26

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.



## A HEART OF STEEL

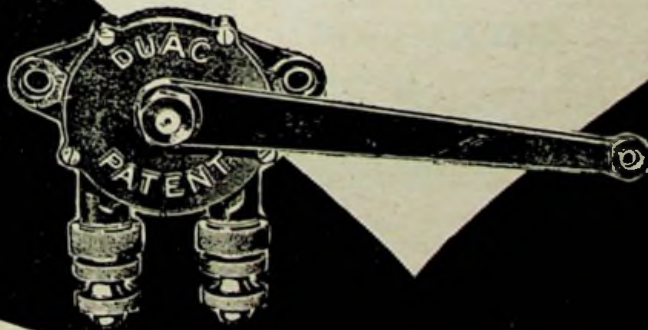
(high tensile) in a Manganese Bronze Body—tough stuff? Yes! the toughest procurable is incorporated in the

# "DUAC"

## SHOCK ABSORBERS

Imagine the strain on the sturdy DUACS when a heavy limousine travelling at speed crosses a series of deep pot-holes; think of the side-sway if the car is cornering at the same moment—no child's play, this—that's why the manufacturers of the DUAC put the best, and only the best, into it. They insisted upon a product worthy of the reputation they gained with the Carter Gearcase back in 1892—and here it is, perfect in every respect, efficiency itself. The reliable DUAC will put "Pounds" into your pocket during its lifetime of service, for it saves wear on every part of the car, from the tyres upwards. Write for a booklet, learn about the DUAC, and then realize what true motoring joy is by fitting them. There's a fourteen days' free trial and a twelve months' guarantee with DUACS.

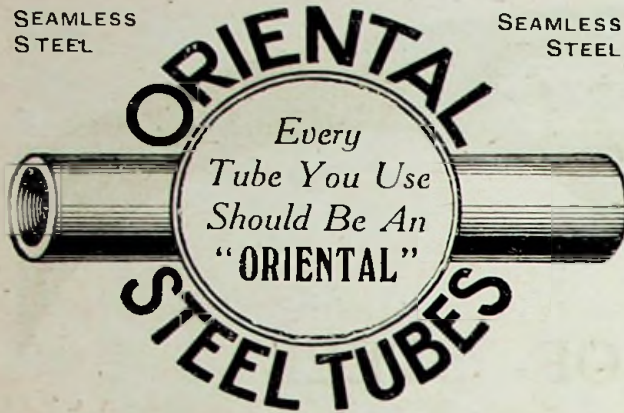
**F. HARRISON CARTER, LTD.,  
DUNSTABLE.**



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

SEAMLESS  
STEEL

SEAMLESS  
STEEL



*It ensures that you've got the best technical product available and guarantees that your purchasing is commercially sound. Isn't that exactly what you are seeking?*

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

TELEGRAMS:  
"Tubes, West Bromwich."

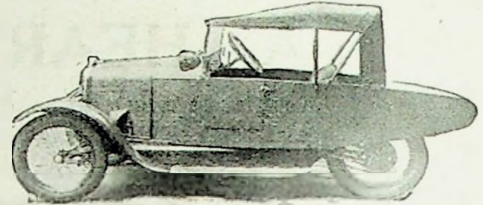


TELEPHONE:  
West Bromwich  
44 and 45.

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

*Makes its Debut in Trials.*

**London — Exeter — London Proves Reliability & Performance**



£4 Tax and 60 M.P.G.

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

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

*Write now for Descriptive List C2.*

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

Telegrams:  
"Precision, Coventry."

Telephone:  
Coventry 952.

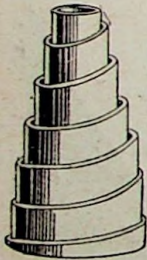
**London Distributors:**

The South Ealing Garage, 152, South Ealing Road, W.5.

**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.

Bham Office:—14, Warwick Chambers, Corporation Street. Telephone: Central 2550.

Telephone: 118 Smethwick. Telegrams: "Tension, Smethwick."

London Office:—14, Austin Friars, E.C.2. Telephone: London Wall 5331. Telephone: Central 4886

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



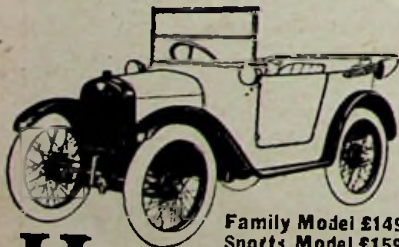
PROMPT DELIVERIES.

EXCHANGES OR DEFERRED TERMS.

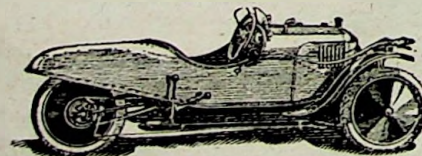
**AUSTIN "7"**

**MORGAN**

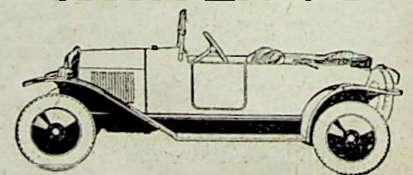
**CITROËN 7.5**



Family Model £149  
Sports Model £159



Tax £4 per annum.  
Prices from £95. Dynamo Lighting inclusive.



3-seater Cloverleaf, £145

**HOMAC'S**  
MOTOR AGENTS

**FREE TUITION AND AFTER SALES SERVICE.**  
**243/247, Lower Clapton Road, London, N.E.**

Works: 46, London Road.

'Phone: Clissold 2408.

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



# The Motor

The  
National Motor  
Journal.

This Week's Issue (Jan. 26)

EVERY  
TUESDAY,  
4D

SUBSCRIPTION,  
12 ms.  
U.K. and  
Canada - 26/-  
Abroad - 32/6

Shorter periods  
pro rata.

Specimen Copy  
Post Free.

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

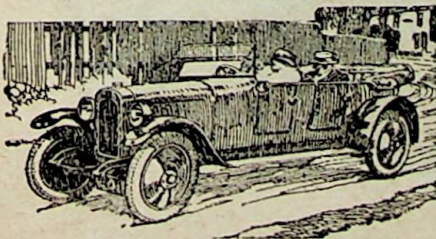
Next Tuesday,  
Feb. 2

IN QUEST OF SILENCE.

THE VARIOUS TYPES  
OF ENCLOSED BODIES  
DEFINED.

THE TREND IN  
AMERICAN DESIGN.

CALCULATING ROAD  
PERFORMANCE.



Special  
**FREE  
GIFT  
BOOK  
SUPPLEMENT**

"Motoring Terms  
Simply Explained"  
(as illustrated).

**SAFER MOTORING UNDER VARYING WEATHER CONDITIONS.**  
How to Become an Expert Driver on any Kind of Road Surface.

**WHERE DOES THE TAIL OF THE CAR GO?**  
The Path Followed by the Rear Wheels in Cornering, Skidding and Reversing.

**WHITE LINE LIMPETS.**  
Drivers Who Cling to the Middle of the Road.

**RECOMMENDED HOTELS.**  
Fresh Objectives for Motoring Excursions. Useful Information for Spring and Summer Tours.

**ENGINE RATING AND CUBIC CAPACITY EXPLAINED.**  
A Simple Description of the Meaning of the Terms.

**TESTING THE TUNGSTONE BATTERY.**  
New Design of Accumulator Tried under Very Stringent Conditions.

**USING THE GEARS TO AVOID ACCIDENTS.**  
Neglect of the Indirect Ratios Often Results in Awkward Situations.

**AVERTING THE LEVEL-CROSSING DANGER.**

**COACHWORK NOMENCLATURE.**  
A Definition of the More Commonly Used Terms.

**TESTING THE PARABOLITE ANTI-DAZZLE LENS.**  
Four Months' Trial of an Interesting Device.

**A CAR WITHOUT SPRINGS.**  
Pneumatic Suspension Employed on New French Production.

**GETTING THE BEST OUT OF A 14 H.P. ARMSTRONG-SIDDELEY.**  
Hints on Upkeep and Maintenance.

**OWNER-DRIVER TOPICS.**  
Useful Suggestions for Minor Improvements, Hints on Running, Adjustments and Repairs.

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

# Iolaus (of "The Auto") on the "joys" of Greasing-Up

It may be quite true that the real motorist, the perfect owner-driver, as mentioned in the books, loves greasing-up, and keeps a car mainly to be able to indulge in positive *binges*, real *orgies*, of greasing-up. But I never regarded myself as a pattern to my fellow-man, let alone my fellow-motorist, and that is why if I ever do buy another car, I am not going to look for anything but one commendation—that it shall have the fewest grease-nipples, or grease-cups, or other lubrication-points, possible. Every one is going to be one too many, for me. I don't mind *how* much petrol, or oil, or how many tyres I buy; but I begrudge every penn'orth of grease, and as for *using* the filthy stuff——Not for Joe!

*Extract from "The Auto" of Nov. 5th, 1925.*

A-C PRICES range from

## £250

4 cyl. models, 12/24 and 12/40 h.p.

GUARANTEED FROM 12 MONTHS  
TO 36 MONTHS.

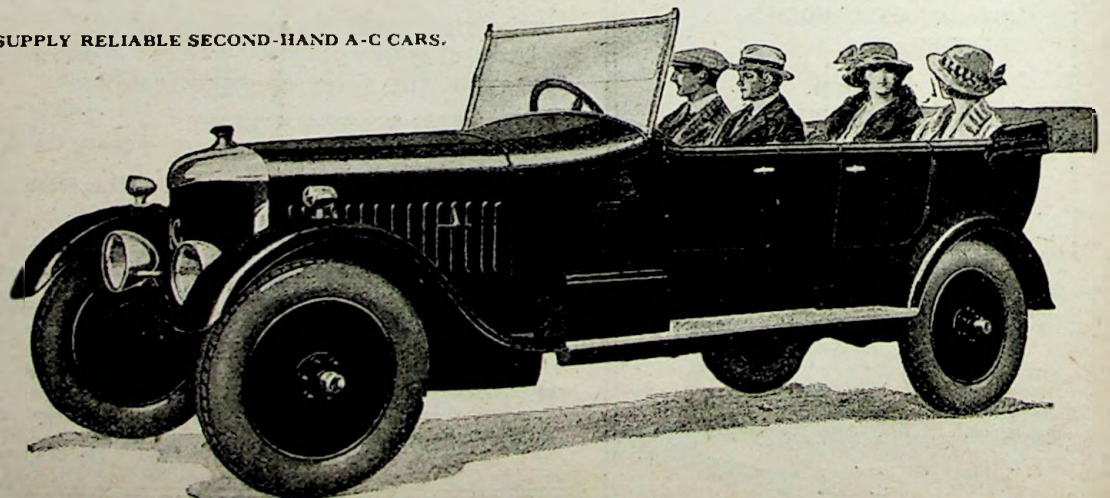
*Easy terms of payment.*



**THAMES DITTON, SURREY, ENGLAND.**

Full range of A-C Cars at A-C LONDON CONCESSIONAIRES,  
55/56, PALL MALL, LONDON, S.W.1.

WE CAN SUPPLY RELIABLE SECOND-HAND A-C CARS.



# A-C

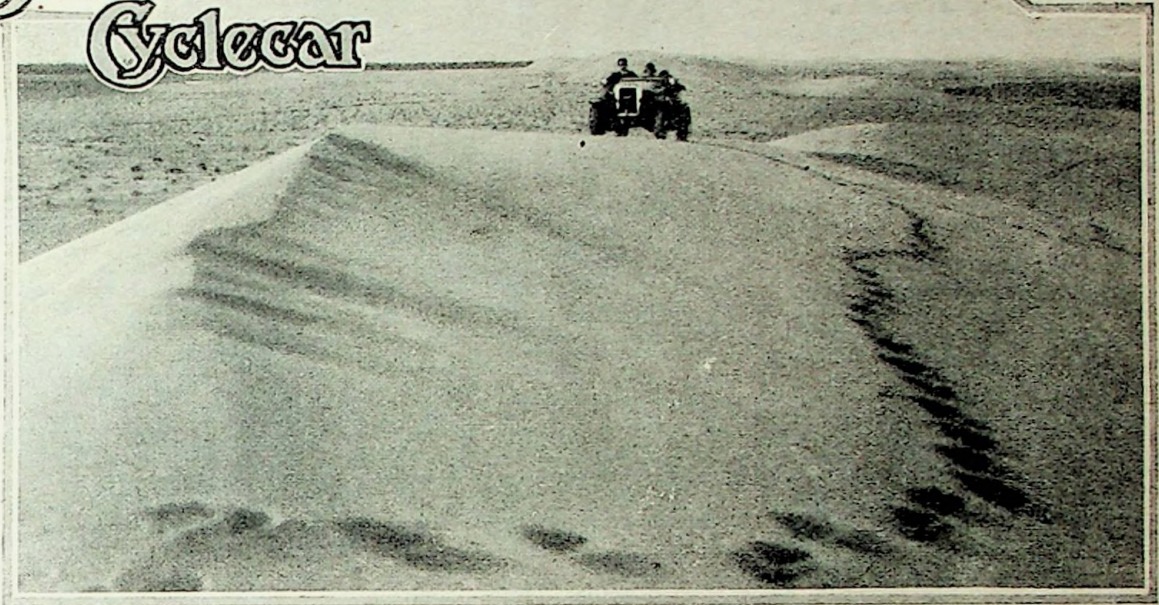
**CARS**  
have only  
**3 GREASERS**  
on the whole chassis

To keep an A-C up to "concert pitch" is a matter of perfect simplicity for even the veriest novice. Three greasers only, and only two points at which oil has to be poured in. Beyond these five, thanks to the A-C's oil-less bearings, there are no other parts which cannot be adequately looked after by the ordinary use of an oil can. This is a big consideration, particularly with lady drivers, and plays no small part in making the "Amazing A-C" the extraordinarily popular car it is to-day.

*S. F. S. H.*

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

# The Light Car and Cyclecar



**THE DESERT TREK.** — Following the discussion which has been taking place in our columns, this photograph has reached us from a correspondent in Cairo. It shows a 7 h.p. Jowett going strong in a sand dune. Note the footprints of the photographer—an indication of how soft the sand is.

## NOTES, NEWS & GOSSIP of the WEEK

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### LIGHTING-UP TIMES (Rear Lamps) for Saturday, January 30th.

London . . . . .	5.12	Edinburgh . . . . .	5.08
Newcastle . . . . .	5.05	Liverpool . . . . .	5.17
Birmingham . . . . .	5.15	Bristol . . . . .	5.23

### The Aftermath.

Rain, hard frost, snow and then more rain have had an ill-effect upon the surfaces of many secondary roads. Pot-holes have appeared in abundance and the general looseness in places resembles the seashore.

### Regent's Park Again.

Motorists would be well advised to give a wide berth to the western side of the outer circle of Regent's Park, as trapping activities have been observed there lately. Sometimes the trap works north to south, at others vice versa. Park Road is, of course, an alternative route.

### This Week.

The article entitled "Bucksbee Miles," which deals with causes of fuel wastage, shows owner-drivers how they may improve the consumption of their cars. It has been written by a man with a very complete understanding of the subject, and should prove particularly useful. "Silencing a Twin" is a contribution which will make a special appeal to readers who own cyclecars, whilst the second instalment of the article dealing with painting a car at home is also of a particularly practical nature.

### The Non-starter.

He did not know whether a person could be charged with driving a motor car without a licence if he was unable to start it.—Leeds magistrate.

### P.C. Rip Van Winkle.

The automatic windscreen wiper used by a Bradford motorist was mistaken recently by a constable on point duty for a patent indicator to show which way the driver wanted to go.

### Next Week.

Our impressions of the performance on the road of the latest type Grand Sports Amilecar will be read next week by a very large number of readers who are keen on this attractive type of car. The model we have on test has a three-seater body and has shown itself capable of easily topping the mile-a-minute mark. A member of the staff will contribute an informative article dealing with his experiences of an Austin Seven during 13,000 miles' running. He has fitted a number of attractive extras, and will describe the advantages he has gained from their use. "Avoiding the Repair Man" will show how running costs may be kept down by taking precautions which tend to eliminate repair bills.

**Not Too Old at 70.**

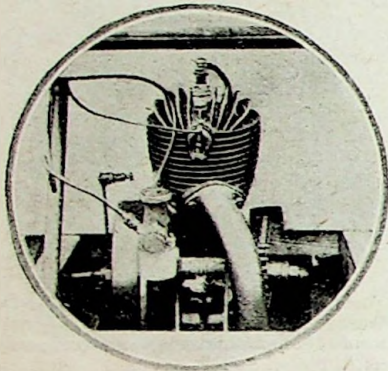
The wife of the Rev. R. F. Saulez, rector of the "Forgotten Village," Wiltshire, Essex, has learned to drive a car at the age of 70.

**Do You Blame Him?**

A garage proprietor in France shot himself whilst making a railway journey. We have often felt inclined to do so ourselves when travelling in the French trains.

**White Dotted Lines.**

On Sunday an interested crowd watched the roadway at the junction of the Strand and Wellington Street

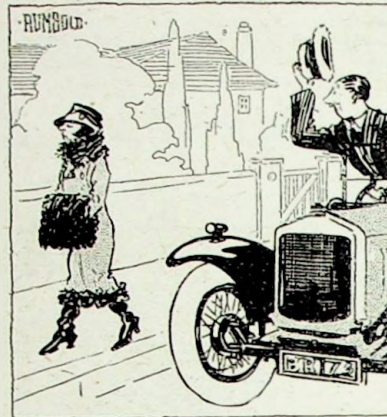


The engine of the new Pixie cyclecar which we describe on page 318.

being drilled to receive the circular studs which are now being used for white lines. The men worked rapidly, and in a few hours' time this busy crossing was plainly identified with indelible white dotted lines.

**A.-C.U. and "Dope."**

A political war which threatened to have far-reaching consequences has been creating a furor in motorcycling circles during the past few weeks. The A.-C.U. insisted that any type of fuel should be available for use by competitors in the Tourist Trophy Races, but the manufacturers' organization was equally positive that only commercially obtainable fuels should be used. The latter body has gained its end.



**LIGHT CAR PROVERBS.—No. 5.**

This drawing depicts a well-known saying with which every reader should be familiar. Write it on a postcard addressed to the Editor and marked Proverb No. 5 in the top left-hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

**Circular Traffic Control.**

Although the new system of circular traffic control in the area round the Queen Victoria Memorial in the Mall, London, did not come into force until Monday, the necessary white direction lines were finished on Sunday and traffic automatically followed the new conditions without any police supervision; in fact, it was noticeable that the police did not endeavour to confuse drivers by making them adhere to the old system when the new direction signs plainly suggested that circular control was in operation. The actual instructions issued by New Scotland Yard are as follow:—"All vehicular traffic approaching the Memorial from any direction will, from the point of entry into the circular area, proceed round the Memorial in a clockwise direction until arrival at the point of exit, the Memorial always being on the right-hand side of the driver. . . . Under this arrangement traffic will pass in the same direction on both sides of the refuges in the Memorial area."

**Right of the Road.**

The Bench would like to say there was no such thing as right of the road, and the only method of driving was for drivers to use common sense.—Chairman of St. Helens Bench.

**Testimony to Utility.**

During a recent lecture the president of the Commercial Motor Users Association stated that the quantity of goods conveyed in private cars would probably surprise many people. Much traffic of this type was previously carried by rail.

**Michelin's Big Project.**

That, subject to certain formalities and to confirmation by the technical staff, the famous Michelin tyre company propose to erect at Stoke-on-Trent a huge tyre factory, is "the interesting announcement" of the Mayor of Stoke. The factory, it is expected, besides being the largest in North Staffs, will employ 10,000 people.

**Short Cut at Ripon.**

The narrow double turn at the west corner of the Ripon Market Square can be avoided by drivers travelling



Where to veer left in Ripon to avoid a narrow double turn.

from the north to Harrogate and Leeds if they follow the new direction sign which faces them as they approach the centre of the city. Their route will then lie round the Market Square, and they will be able to see the signal of the policeman on point duty at the adjacent dangerous corner in plenty of time to pull up if required.

**THE SAD STORY OF P.C. COPP : : : A New Year Tragedy in Four Acts.**



P.C. COPP SO BLITHE AND BAY STOOD UPON THE KING'S HIGHWAY 'Twas the NEW YEAR'S FIFTEENTH DAY OUR FORTNIGHT'S GAIETY HAD PASSED AWAY.



SNOW FELL SOFTLY ALL THE MORNING WHILE P.C. COPP STOOD ALL FORLORN WAITING AS IN MANNER BEGAN FOR SIGHT OF CAR OR SOUND OF HOORN.



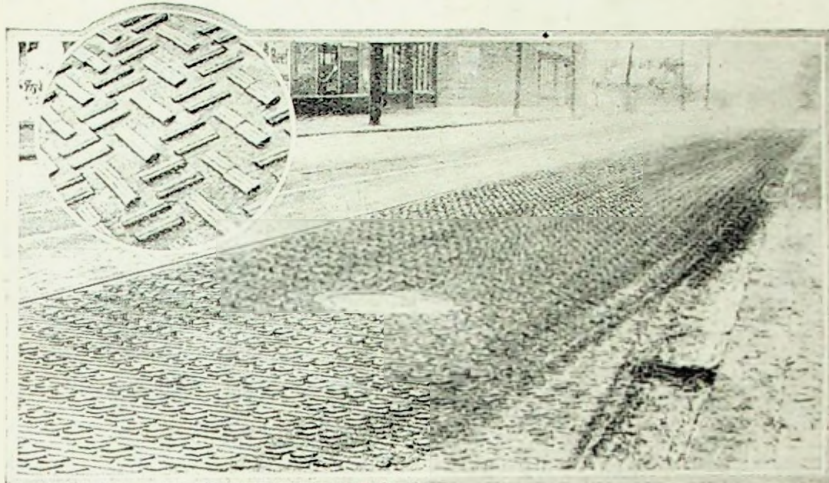
SWIFTLY FADES THE LIGHT OF DAY NOT A CAR HAS PASSED THAT WAY THE P.C.'S TIRE IS TURNING GREY BUT AT HIS POST HE'LL BRAVELY STAY.



GHOSTLY FORMS THEN SOON APPEAR SHADIES WHICH MAKE NO SOUND TO HEAR BUT AROUND HIM DANCE AND LEER LICENCES—EXPIRED LAST YEAR!

**Experimental Roadway.**

An interesting experiment is being carried out on the Uxbridge Road at Acton, where wood blocks having projecting rubber insets, which, it is claimed, prevent skidding, are being laid over a short stretch of roadway. On Monday last road officials inspected the newly finished stretch, which will be again inspected in a few months' time:



**NEW NON-SKID ROAD.** — The stretch of roadway at Acton which, as shown, has been laid with a new type of wood-cum-rubber block.

if the blocks stand the test they will be adopted extensively not only in London and the provinces, but in Paris.

**“What Cars are These?”**

Although the closing date of the competition in which readers have to identify the interiors of a number of light cars is not until February 5th, a large number of well-considered solutions have already reached us. For the conditions see last week's issue.

**Amsterdam Motor Show.**

In conjunction with Messrs. Antoon Nefkenn (the distributors in Holland), Rootes, Ltd., exhibited saloon, royal and standard models of Clyno cars at the Amsterdam Show. There was also a display of Clyno models in Messrs. Antoon Nefkenn's premises.

**Waterloo Bridges.**

Drivers of vehicles proceeding from the Middlesex to the Surrey side of the Thames, via Waterloo Bridge, should remember that the temporary bridge must be traversed; the old bridge is for traffic travelling from the south to the north, and a speed limit of three miles per hour, which is rigorously enforced, exists across a short section.

**Concrete Roads.**

Addressing the Institution of Structural Engineers on the subject of concrete roads in America, Major R. A. B. Smith, A.M.I.C.E., who recently carried out a survey in the U.S.A., remarked that the day will come when almost every street and main road in the British Isles will be of concrete. “The initial expense,” he said, “might prove substantial, but . . . the question of repairs will disappear, or will reappear only after long intervals.”

**Motorists and Manners.**

That a suspension of licences might be more effective than fines in enforcing road manners is the opinion of the magistrates of the Steyning Bench.

**A Petrol Prosecution.**

A Birmingham garage proprietor has been fined £10 and £10 costs for selling motor spirit to which was applied a

**Nipped in the Bud.**

If the recent snow had continued, at least one propeller-driven sleigh might have been seen on the roads near London. It was being built by a cyclecar enthusiast and had an 8 h.p. air-cooled engine driving by chain to a two-bladed propeller. Failing more snow the skids may be replaced by wheels.

**Spare Parts Service.**

Realizing that when a motorist touring abroad requires a spare part it is usually a matter of extreme urgency, the Royal Automobile Club has made special arrangements whereby such parts, intended for cars belonging to members, will be forwarded with the greatest possible speed.

**New Rover Director.**

The board of the Rover Co., Ltd., of Coventry, manufacturers of Rover cars, has been strengthened by the appointment of Mr. Alexander Craig, C.B.E., J.P., to a vacant seat on the directorate. Mr. Craig has had a long and valuable experience of the motor manufacturing industry, and his very extensive technical and business knowledge should be of great value.

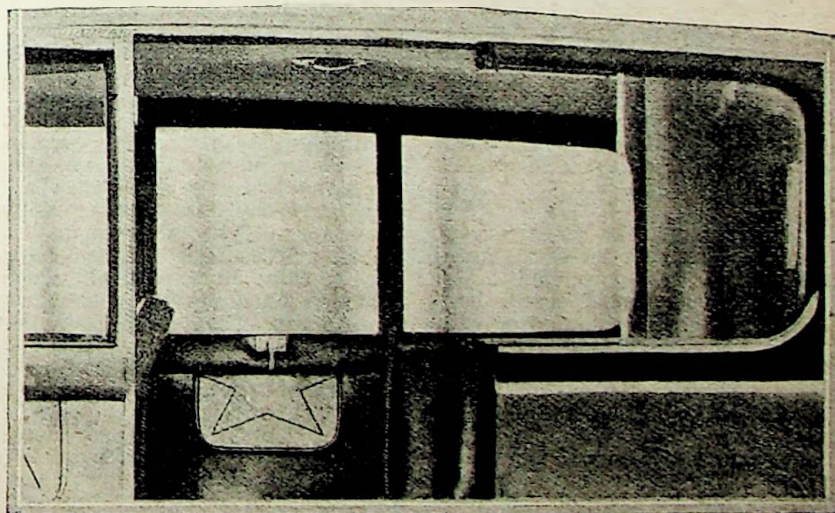
**The Lucas, Rotax, C.A.V. Combine.**

An extraordinary general meeting of Joseph Lucas, Ltd., will be held at the Queen's Hotel (Warwick Room), Birmingham, on Thursday, February 4th, at 12 o'clock. The resolution before the meeting will be: “That the capital of the company be increased to £1,100,000 by the creation of 300,000 new shares of £1 each.” The present capital is £800,000. The increase arises out of the acquisition by the company of a control in C. A. Vandervell and Co., Ltd., and Rotax (Motor Accessories), Ltd. Holders of approximately 90 per cent. of C.A.V. shares have accepted, and the transaction with the Rotax Co. has been

false trade-mark. An assistant at the garage, who was also fined 20s., had supplied two gallons of motor spirit as “Pratts Spirit No. 1,” which proved, an analysis, to be of another distillation and of an inferior grade.

**Heavy-oil-engines.**

Many readers will remember the D.F.P. light cars and their performances in competitions. An interesting



**MORE COMFORT FOR REAR PASSENGERS.** — Sliding rear panels permit of more elbow-room when entering or alighting. The coachwork is by Armstrong and Co., of Shepherd's Bush, London.

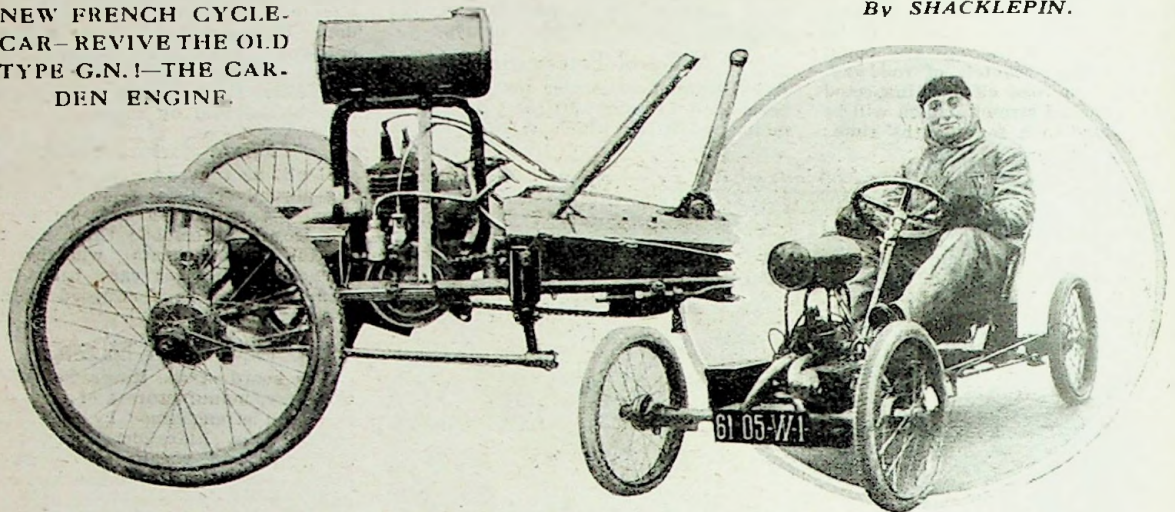
new type of semi-Diesel engine, called the Bagnulo, is now being produced in the D.F.P. works. Two, four and six-cylinder models are made, primarily for motor boats.

effected by an agreement to issue 130,000 ordinary shares of Joseph Lucas, Ltd., in exchange for the whole of the 253,250 ordinary shares of Rotax (Motor Accessories), Ltd.

## CYCLECAR COMMENTS.

NEW FRENCH CYCLE-CAR—REVIVE THE OLD TYPE G.N.!—THE CARDEN ENGINE.

By SHACKLEPIN.



Details of the new Rovin cyclecar in experimental form. M. Rovin, the designer, is at the wheel.

A COLLEAGUE in Paris has sent me a description of the very interesting cyclecar which is depicted in the heading to this page. I have no information yet as to whether the machine will be marketed in this country—in any case, it will not be in production for another month or so—but I feel sure my readers will be glad to have the advance details which have come to hand.

As a really excellent example of the true cyclecar with no taint of small car practice, he says, the latest production of the French Rovin Motorcycle Co. would be hard to beat.

Built in the Rovin works at Boulogne-sur-Seine, near Paris, the machine was designed by M. de Rovin himself for his own amusement. So successful and handy has the little outfit proved, however, that the firm now intend launching a modified edition in the near future as a commercial proposition.

The Rovin cyclecar, as at present arranged, is a single-seater with central steering. The power unit is the 175 c.c. sports model Rovin two-stroke motorcycle engine, fitted with two carburetters and two exhaust pipes. The induction ports are on opposite sides of the engine, which is mounted in a substantial and rigid tubular frame.

Transmission is by chain to a three-speed gearbox mounted centrally in the chassis, and thence by chain again to the rear axle, exactly as in the case of a motorcycle. Suspension is by long quarter-elliptic springs at the rear and shorter ones in front. Girder-form external radius rods take the torque from the rear axle.

Clutch, brake and accelerator pedals are arranged exactly as in a car. The fuel tank is mounted on a

steel frame over the engine. The entire cyclecar, fitted with a streamlined body, weighs about 200 lb.

This tiny cyclecar is no toy; it has already been tested over many hundreds of miles, and has circled Monthéry track in the hands of its designer at a steady 46 m.p.h. for many laps. This was timed by the official electrical timing apparatus. Incidentally, M. de Rovin is no "lightweight," as he scales over 14 stone.

A new machine is at the moment under construction, intended for racing purposes only. This will be fitted with an o.h.v. J.A.P. racing engine, and with it M. de Rovin intends to attack the existing 500 c.c. cyclecar records. In the meantime, the design of a commercial model will be proceeded with.

I made a trial of the little 175 c.c. Rovin machine at the Paris works, and was favourably impressed. The springing is really excellent. The tiny engine appears to have ample power for ordinary purposes, and the whole machine strikes one as a praiseworthy effort towards the construction of a cheap runabout on sound lines. The seating is at present rather too high, but that is to be remedied in the final model.

It should be quite possible to market this cyclecar at a price between £30 and £40, but, of course, no price has yet been fixed. The name should be a guarantee of good workmanship when the machine eventually appears on the market. Rovin motorcycles have a splendid reputation in France.

Several of my motorcycling friends want to know when the revival of the simple two-cylinder air-cooled cyclecar will begin. "What is there in the light car world," they ask, "for the man who refuses to admit

the existence of anything better than air cooling, more easily looked after than two cylinders, and more familiar to him, as an ex-motorcyclist, than chains?"

They submit it is high time that a big concern with plenty of backing tackled the subject seriously and that modern quantity production methods would make it possible to market an up-to-date version of the 1921 G.N. for about £90. I have my doubts!

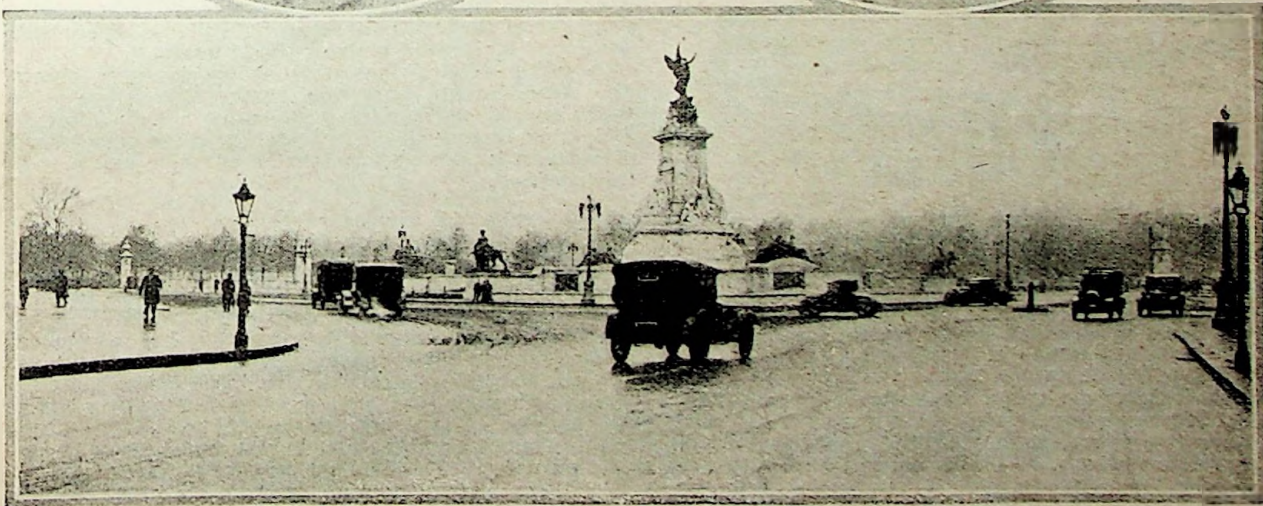
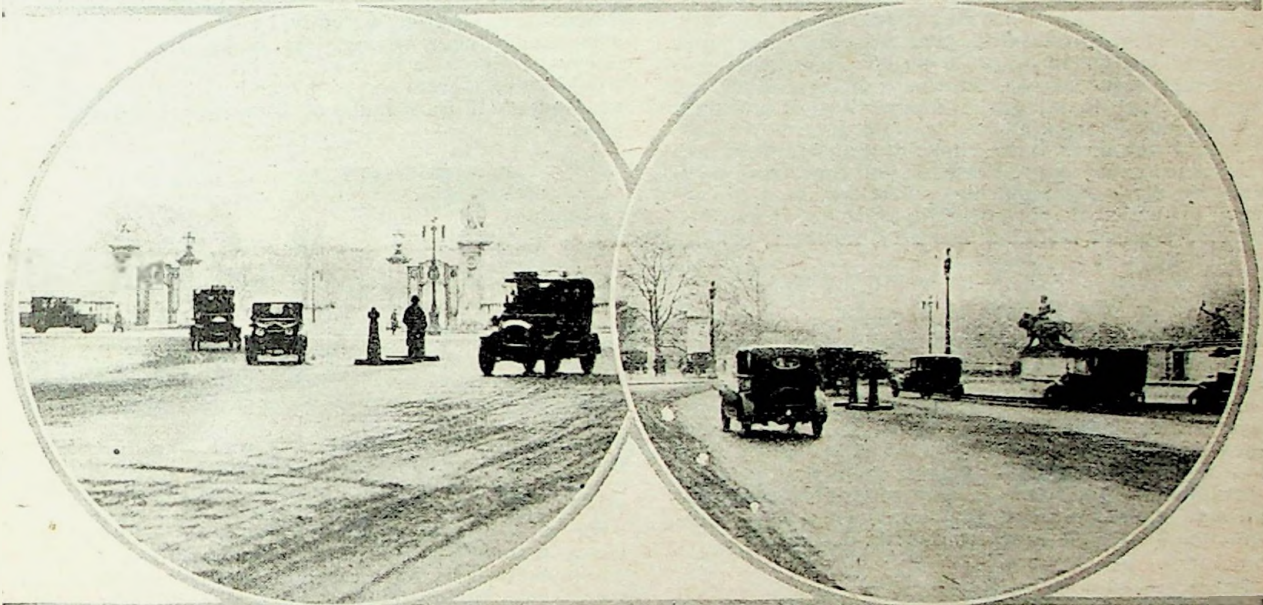
There is a market for the type of vehicle under discussion, but the job is to produce it at a price which will compare more than favourably with other far more pretentious cars like the Jowett and Austin Seven. At £90 it would sell; at £150 it would not.

Several inquiries having been addressed to me lately regarding the design of the New Carden engine, I propose to describe it briefly.

Of the two-stroke type it has two horizontal, side-by-side, air-cooled cylinders with detachable heads. The bore and stroke are 75 mm. and 80 mm. respectively, giving a capacity of 707 c.c., whilst the R.A.C. rating is 6.98 h.p.

The engine is of the usual three-port type, using crankcase compression; exhaust takes place through ports cut in the cylinder walls, which are uncovered by the pistons in the orthodox manner. Each cylinder has its own crankcase, and the flywheel is mounted between them, but there is, of course, a common crankshaft.

The cranks are arranged at 180 degrees, so that there are two power strokes for each revolution of the flywheel. A single carburetter supplies the mixture, and ignition is by high-tension magneto. The engine and gearbox are, of course, in one unit with the rear axle.



**CIRCULAR  
TRAFFIC CONTROL  
AT THE VICTORIA  
MEMORIAL.**

On Monday last circular traffic control came into operation in the Victoria Memorial area, London. The police had little difficulty in persuading drivers to follow the new rule of the road, and the system worked smoothly. The illustrations show: (top) the Memorial, with Buckingham Palace in the background; (circles) a practice to which pedestrians must become accustomed—that is, traffic passing on the "wrong" side of central refuges; and (bottom) the area viewed from Buckingham Gate. Details of the regulations are given in a news page.



## SILENCING A TWIN.

SUGGESTIONS AS TO HOW STANDARD SILENCING SYSTEMS MAY BE IMPROVED—THE BROOKLANDS OFFICIAL SILENCER.

By "SHACKLEPIN"



IT has been notable recently that police activity with regard to the silencing regulations has become more pronounced. I have heard from several owners of Aero-Morgans fitted with straight-through exhaust pipes bewailing the fact that they have received summonses for driving inefficiently silenced machines.

The straight-through exhaust-pipe arrangement of the Aero-Morgan consists of flexible metallic pipes leading from each cylinder to expansion chambers clipped along the sides of the frame. These expansion chambers are of large diameter, and the outlet ends are reduced by means of cones which lessen the area of the outlet to a dimension about equal to that of the exhaust pipe.

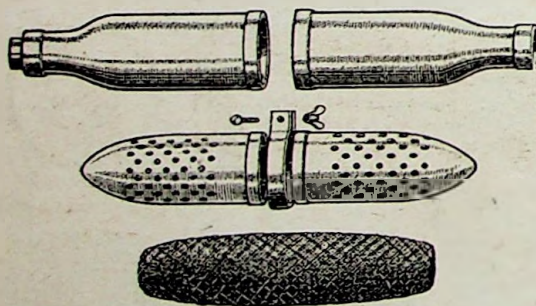
At ordinary touring speeds this arrangement is quite satisfactory, but when revving fast in low gear or when pulling hard on a hill, the noise of the exhaust is very loud; and, in order to be on the safe side, it is necessary to increase the efficiency of these silencers, always bearing in mind the desirability of avoiding back pressure so far as possible.

I would not have it be thought that Morgans are by any means the only offenders, but they were mentioned by my correspondents, and they form a convenient example with which to illustrate my ideas. The suggested silencer modifications may, however, equally well be applied to any other cyclecar.

### The Causes of Sound.

Before describing any arrangements for reducing exhaust noise, let us consider the causes of the noise.

Sound is the result, according to *Ganot's Physics*, of "rapid oscillations imparted to the molecules of elastic bodies, when the state of equilibrium of those bodies has been disturbed either by shock or by friction. Such bodies tend to regain their first position of equilibrium, but reach it only after performing on each side of that position very rapid vibratory movements, the amplitude of which quickly decreases."



The Ghost silencer contains "steel wool" inside a perforated double-ended cone. Easy dismantling is a feature of this device.

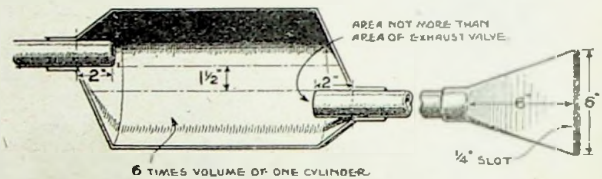
In the case of an engine exhaust, we have to deal with sound caused by shock. When the exhaust valve of the engine opens the gases within the cylinder are at a pressure of, say, 60 lb. per sq. in.; also, they are at a very high temperature. On escaping from the port, assuming no exhaust pipe or silencer to be fitted, they, as it were, hit the atmosphere with considerable force, setting up vibrations which act on our ears and produce the phenomenon known as sound.

The higher the temperature and pressure, the greater will be the noise, and, in order to reduce this noise so

far as possible, it is necessary to allow the gases to expand gently and progressively, and at the same time to cool them. If this could be done by means of a silencer of reasonable dimensions, which, in itself, was soundproof, the gases, on reaching atmospheric pressure and temperature, would emerge from the outlet of the silencer without any noise whatever.

It is not possible, however, to approach this ideal in practice, because there is no soundproof material in existence, and, furthermore, the apparatus would need to be very cumbersome. In addition, it would cause back pressure, which would be harmful to the efficiency of the engine.

It might be thought that a very long pipe having a fairly large bore would allow the gases to expand in the manner required; actually, however, no such expansion would occur, because the gases would be driven down the pipe at a more or less constant pressure, and would emerge from the outlet end with a noise almost as loud as if they had not first passed through the pipe.



Leading dimensions of the official Brooklands silencer for engines up to two litres capacity. The fish-tail must not be forward of the rear axle.

Increasing the diameter of a pipe considerably for some portion of its length will enable the gases to expand and, incidentally, to be cooled by contact with the large surface area of the pipe, and this will go some way towards decreasing the noise, whilst, if the gases in their passage through the expansion chamber can be deflected from a straight path or baffled in some way, a still further degree of silence will be achieved; but, unless the baffles are carefully placed, there will be a risk of causing undue back pressure.

A group of drawings on the opposite page shows the Aero-Morgan expansion chamber, together with some suggestions for its modification with a view to obtaining increased silence. All of these suggestions have been tried and found to be effective and simple to construct.

### A Series of Baffles.

In the case of one example, which consists of D-shaped pieces of thin metal let into the expansion chamber through saw-cuts made across half its diameter, I may mention that only two of these—one top and one bottom—should be required, but additional baffles may be added as may seem necessary without unduly increasing back pressure. The baffles must be secured in some way, and welding or brazing suggest themselves. The drawback to this plan is that the plates cannot afterwards easily be detached for cleaning purposes. There is no reason, however, why a broad clip embracing the outer edges of the baffles should not be fitted round the outside of the expansion chamber, thus saving the need for welding.

A sheet-metal cone about 12 ins. long, having its largest diameter made so that it just fits the bore of the expansion chamber, and with an overlapped seam joined only at each end, is another form of baffle which



has been found effective. The cone may be made of thin sheet-steel or any other suitable metal, and the join should overlap by about  $\frac{3}{8}$  in. The small end of the cone should be closed and two rivets only, one at each end, used to retain it in shape. The seam should then be opened out slightly between the two rivets so that it forms a slot about  $\frac{1}{8}$  in. wide, and, of course, almost the full length of the cone, which is then pushed into the expansion chamber, small end first.

The large end just fits the pipe, being secured in place by four  $\frac{1}{8}$ -in. bolts and nuts, which pass through the cone and through the pipe. By overlapping the seam as suggested, a whirling motion is given to the escaping gases, which tends to make the fitting rather more efficient than if only a plain slot were used.

**A Perforated Cone.**

A cone of similar shape and size, but having a closed seam and the whole surface perforated with small holes—not more than, say, 3-32-in. diameter—is also effective, but rather more tedious to make. It also has the disadvantage of requiring fairly frequent cleaning if the engine is inclined to be oily.

The use of a simple fishtail is an easy and effective method of increasing silencer efficiency. It is easily made to suit special conditions, whilst examples may be bought in standard sizes from most accessory dealers.

There is also a number of special silencers on the market, and these are specially designed for fitting to existing engines. Two different types are illustrated, and one of them, the Ghost, has a detachable casing, inside which are two perforated metal cups of roughly conical shape, with their large ends fitting together

and containing "steel wool," the whole silencer being very easily dismantled for cleaning purposes.

The claims of the manufacturers regarding the efficiency of the Ghost silencer are substantiated by the fact that they guarantee to indemnify the user of one of these fittings against any legal costs which may arise out of a conviction for noise caused by the engine to which it is fitted.

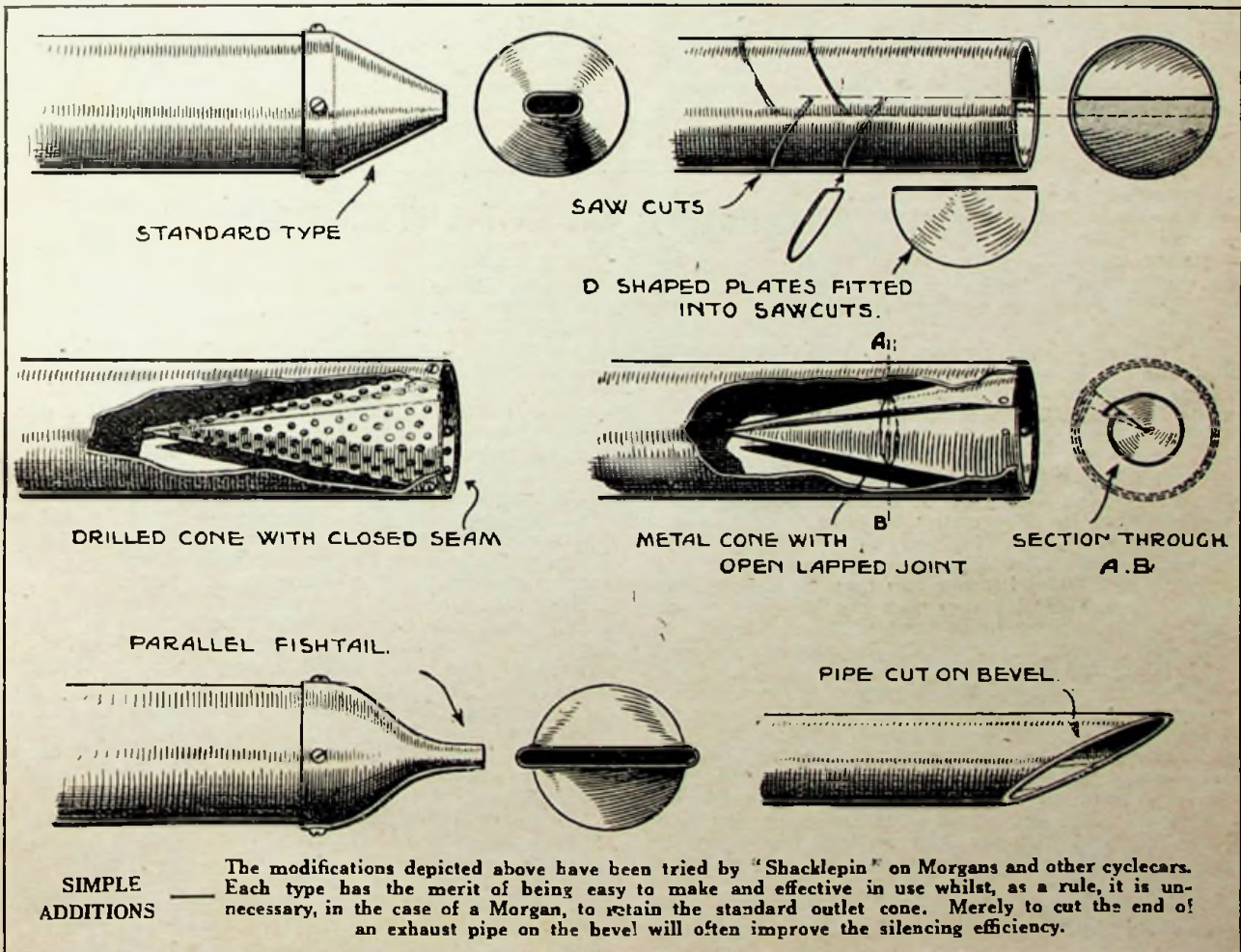
Another silencer of very interesting design is the Novox, which, as a sectional illustration shows, consists of a number of cones disposed axially within the casing, the entering gases being constrained to follow a path over the outside of the first and second cones, then through their insides and so on to the other cones, making their final exit through an annular space between the silencer casing and the final cone.

Although following a very tortuous path, it is claimed that no undue back pressure is set up, whilst the noise of the exhaust is reduced to a minimum. The whole silencer is readily detachable for cleaning purposes and is made in sizes to suit the majority of engines.

**The Brooklands Design.**

Finally we come to the special Brooklands silencer, which is a compulsory fitting on all cars, cyclecars and motorcycles used on the track. Its design was evolved after a long series of experiments and its efficiency is reasonably high. The sectional illustration on these pages gives a general idea of the silencer, which must conform to the following specification:—

The receiver must be placed as close as possible to the engine, from which the gases are led by a single pipe, which must project into the receiver to a distance of 2 ins. and no more. The capacity of the receiver



shall not be less than six times the volume swept by the piston of one cylinder of the engine and if the receiver is cylindrical it shall not be of greater length than four times its maximum diameter, and, if of irregular shape, of equivalent proportions.

An exit pipe shall lead from the receiver as far as the back axle, and the pipe must protrude into the receiver for a depth of 2 ins., and no part of the exit pipe shall be of greater cross-sectional area than the minimum area of the exhaust port of any one cylinder.

The pipes leading into and out of the receiver shall not be opposite to each other in the receiver, but shall be out of line to the extent of 1½ ins. measured at points on the circumference and not between pipe centres, so that if the pipes were continued there would be a space between the pipes at the place where they overlapped sufficient to allow the passage of a 1½-in. gauge.

### A Fishtail Compulsory.

No device may be employed in the receiver which would tend to produce a straight-through flow of the exhaust gases between inlet and outlet pipes.

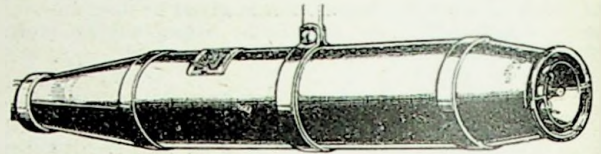
The exhaust gases must not pass direct from the



exit pipe to the atmosphere, but must be finally emitted from what is commonly known as a fishtail on the end of the exit pipe. The orifice of the fishtail shall be approximately rectangular in shape, the slot being not more than a quarter of an inch wide and not less than six inches long for engines up to and including two litres capacity. The length of the fishtail when fitted shall be measured from the end of the exit pipe to a point situated at the centre of the orifice, and the length of the fishtail must equal the large dimension of the orifice.

The surfaces of the fishtail shall be flattened so far as possible and shall taper from the end of the exit pipe to the orifice. The sides of the fishtail adjacent to the orifice may be perforated with holes not greater than 3/32nds in. in diameter, and the number of holes is not limited.

There is a type of silencer which I have never seen used on any form of motor vehicle, but which is used frequently on large stationary gas engines. It takes the form of a tapered pipe with a flared mouth similar to a trumpet; there is a definite formula for working out



(Left) The Novox silencer in section. By following the direction of the arrows the path of the exhaust gases may be traced. (Above) The external appearance of the silencer, showing the annular outlet.

the angle of the taper, and before this formula can be applied it is necessary to know the average pressure of the exhaust gases.

Roughly, however, the taper of the pipe should increase from the diameter of the exhaust pipe to twice that diameter in a length of not less than 12 times the small diameter. As an example: If the exhaust pipe is 1½ ins. diameter the large end of the cone will be 3 ins. diameter and the length of the cone will be 18 ins.

The subject of silencers is one of interest and importance and one on which the last word has not yet been said. Actually there is no reason why every petrol engine should not be made as silent as a steam engine, both mechanically and with regard to its exhaust, but I must remind prospective inventors that what we require is silence without undue back pressure, weight or bulk.

## A TRIP TO NOWHERE-IN-PARTICULAR.

I HAVE always been a vagabond. If it were not for the fact that I dislike walking there is no doubt that I would have been a tramp, for there is something about the road which calls to me and will not be denied. I am not quite sure what that something is, but I think it is Romance.

Some people may say that motors and Romance are as the Poles apart, but these are the people who are blind to all but material things—who, having eyes, see not.

To me the road is full of Romance, but it is very easy to miss it. The man who drives from A to B usually misses it. The man who finds it is the man who drives from A to Nowhere-in-Particular. If you are out in search of Romance the season does not matter at all. The summer sun may be high in the heavens or the dead leaves may crackle under your tyres and the hedges be silvered with hoar frost. It is all one. There is not a twist or turn of the road which is not full of it.

Perhaps the most prolific country of all is unknown country. Country in which every turn of the wheels presents a fresh mystery and a fresh thrill. There are, for example, the signposts at narrow turnings, bearing the names of villages which are never seen on the map—sweetly sounding names, many of them, conjuring up visions. I for one cannot resist these pointing signposts, but must turn my bonnet obediently down the rutty lanes to which they point, and often I am rewarded.

There are scraps of Arcady, left behind by the rolling tide of progress, down many of these lanes, and they are free to all who care to seek them. One turns a corner—there is always a corner—and Romance lies

before one's eyes. Life, as it was lived two hundred years ago, or more. The same little church, like a mother hen, brooding over the thatched cottages, as it brooded in the days of long ago. The same smithy, the same old inn, where the affairs of the nation are settled nightly by rustic politicians; the sleepy parsonage, the village pump, the little general shop—all as they have been for generations. Imagine London, distant, perhaps, a few hours' run, and deny, if you can, the feeling of awe and sentiment which steals over you at the contrast.

Goldsmith wrote a poem on just such another village. Well, the poem is there before your eyes, for Goldsmith merely expressed it in words. But it is not only in the villages that Romance is to be found. It permeates the whole of Nowhere-in-Particular.

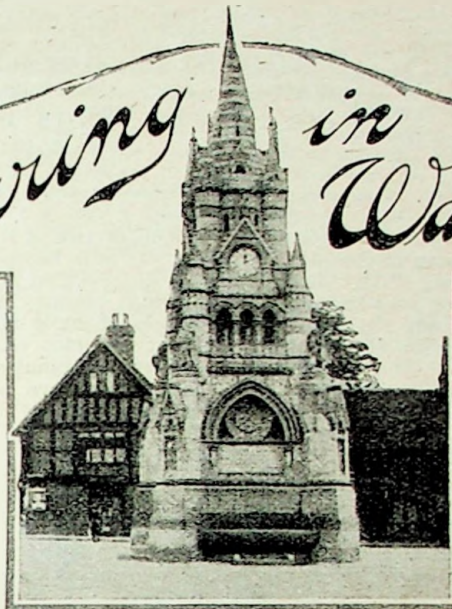
The woods and fields are full of fairies and hobgoblins, and full of drama, too. There are lovemakings and murders in those woods and fields. There is an unceasing war being waged among their inhabitants; hope, fear, joy, hatred and despair hold their sway in turn among the bracken and gnarled roots as they hold sway among the dwellings of men. Listen carefully and you will hear crimes committed and dark deeds wrought, or the courting of little furry people and anthems of joy from the tree tops.

Once your eyes and ears have been opened to it you cannot escape Romance, so next time you are feeling blue, or when next you suffer from that terrible complaint known as "nothing to do," get out your car, put your favourite pipe in your pocket, and try a trip to Nowhere-in-Particular. It is a wide country and much of it is unexplored, but in it you will find that peace which passeth understanding.

C.A.P.

# Winter Touring in Warwickshire

EVER POPULAR WITH TOURISTS FOR ITS LITERARY AND HISTORIC ASSOCIATIONS, WAR-



WICKSHIRE ALSO REVEALS THE RURAL ENGLISH COUNTRY-SIDE AT ITS BEST.

THE fame of the Warwickshire roads and lanes attracts many motorists to this inland county every summer; but, even though hedge and tree have surrendered their foliage until the spring, Warwickshire still possesses a wealth of interesting and picturesque spots that are worthy of exploration.

To name the towns of Warwick, Kenilworth and Stratford is to suggest a programme that cannot fail to attract, and it must not be forgotten that beyond the boundaries of these towns there are numbers of other quaint and alluring spots.

We may not recognize Coventry among the winter resorts of our land, but, besides being an excellent starting point for a visit to more attractive scenes, it has a charm of its own, and some of the ancient streets, adorned with mediæval architecture, will well repay an observant stroller.

The southern road from Coventry to Kenilworth is excellent and its local popularity is very great. At its end the massive and stately pile of the castle rewards the visitor. It has been immortalized by Sir Walter Scott, who, it is said, resided at the "Castle Arms" across the road while writing his historic novel "Kenilworth Castle."

Five miles south lies Warwick, with its yet more famous castle, one of our noblest feudal relics. Often destroyed and as often rebuilt, it stands complete and habitable today, looking down upon the wooded banks where the quiet Avon flows.

If history has left rich legacies about these parts the genius of the Muses has inscribed its records even more indelibly, and Southern Warwickshire is to us the land of poetry. Walter Savage Landor was born in Warwick—Landor of the wandering nature and irritable temperament, who enriched our literature with his poetic gifts and closed his days in madness, a Florentine recluse.

It is Shakespeare, however, who has left the most permanent memorial in this county, and to the inhabitants of Stratford-on-Avon no other name counts.

In this town the centre of interest is naturally the picturesque house in Henley Street where the great dramatist was born. Every year many thousands of visitors flock to this old house, with its quaint little garden at the rear. Shakespeare died at New Place, where Chapel Street and Chapel Lane meet, and in

town and surrounding country may be obtained from the top of the theatre tower, which is 120 ft. in height.

In the middle of the roadway at Rother Market stands the imposing fountain, a photograph of which appears in the heading of this article, which was erected by G. K. Childs, of Philadelphia, 40 years ago as a recognition of America's appreciation of the genius of the poet. Incidentally, Americans favour the Red Horse Hotel, where Washington Irving stayed in the early part of the nineteenth century, and where Prince Rupert resided during the Civil Wars.

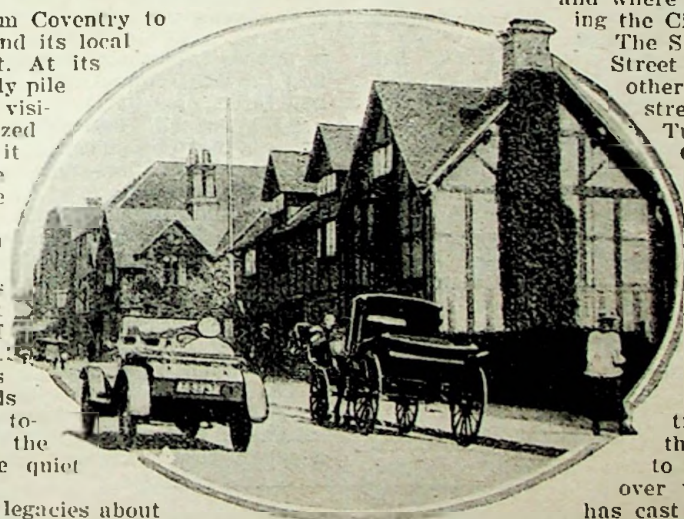
The Shakespeare Hotel in Chapel Street is of great antiquity, and other fine old buildings in this street are Harvard House and a Tudor building at the corner.

Clopton Bridge, built by Sir Hugh Clopton in Henry VII's reign, spans the Avon on the eastern side of the town, and the Tramway and Mill Bridges also provide means of crossing.

Having exhausted, or sampled, the interests of the compact little town, one may look abroad and trace the lanes and byways through green meadow-land to see the scattered villages over which the great dramatist has cast the glamour of its genius.

Shottery is but a mile to westward; thence came Shakespeare's bride. The humble thatched cottage where Anne Hathaway lived is typical of many quaintly beautiful cottages strewn about the fields and roads of Warwickshire. Luddington, Temple Grafton, Billesley and Wilmcote lie to the west, while eastward are Snitterfield, Hampton Lacey, Charlecote, all of them too choice to be missed.

Lovers of old architecture of the more pretentious type will visit Baddesley Clinton, west of Kenilworth, or Compton Wynyates, 12 miles south-east from Stratford. Warwickshire is a county of infinite charm; the picturesque streams with their ancient mills, the sleepy old farmsteads and the winding lanes, beautiful in summer and beautiful even in the bare months of winter, cannot fail to make an appeal.



Shakespeare's birthplace, Stratford-on-Avon.

## ROAD SCOUTS OR POLICE?

IMPORTANT DEVELOPMENTS IN TRAFFIC CONTROL WHICH ARE LONG OVERDUE — SHOULD ROAD GUIDES AND SCOUTS BE RECRUITED INTO THE POLICE FORCE?

**W**HY should police constables, specially selected and carefully trained as guardians of the law, be detailed for traffic regulation duties? Why should bodies like the Automobile Association and the Royal Automobile Club provide semi-official substitutes at the expense of their own members and for the general benefit of the community? These and other questions are being asked almost universally by those who are taking the trouble to study social and economic conditions as applied to traffic control in this country.

We ourselves have drawn attention again and again to the anomalous position of A.A. and R.A.C. guides who operate at the expense of members for the general good; moreover, we have pointed out that police constables whose places they take are free to organize controls or traps and to institute other inquiries with a view to checking the legality of motorists' actions—an obviously unfair advantage.

From Lindsey, Lincolnshire, comes an expression of opinion in the form of a resolution by the Standing Joint Authority to the effect that the employment by police authorities of persons without previous police experience for the purpose of controlling street traffic is to be deprecated, and that only members of the police force or police pensioners temporarily engaged should be utilized for the work. It is understood that the resolution does not apply to A.A. scouts or R.A.C. guides.

This resolution will not meet with the general approval of the public, for whereas every road user would deprecate the employment of inexperienced men for traffic control, the alternative is equally unsatisfactory, unless police pensioners only are appointed.

An ingenious solution of the difficulty is suggested by Lord Marchamley, who contributed an article on this subject to the *London Evening News*. The kernel of his argument is contained in the following extract:—

**"It is between the police and the A.A. scouts that the possible formation of a new traffic force lies."**

Presumably he omitted the R.A.C. guides by a mere slip of the pen.



Lord Marchamley of Hawkstone.

One or two of the arguments which the writer of that article puts forward may be quoted:—

"In the first place, in towns, and at the more important country cross-roads, traffic control is in the hands of most courteous and capable police officers. They are men trained to a high state of efficiency in matters criminal and in the general enforcement of the law. They are paid accordingly—and yet are given *traffic duty!* That is not economy.

"Now, private enterprise has built up a highly efficient, well-organized, but civic, corps—the Automobile Association scouts—who, with officers attached to the R.A.C., help motor traffic. Such a body has no jurisdiction, of course, and so cannot enforce obedience to the rules of the road or check a Bolshevistically minded lorry driver or crazy speed-merchant. But the usefulness of its 'scouts' is undeniable.

"Reluctantly does one realize—bearing in mind the high state of inefficiency produced by the nationalization, both in this and other countries, of hitherto highly efficient private enterprises—that the absorption which must take place must be of the A.A. into the police force (traffic) and not vice versa, in order that necessary jurisdictional power may be obtained.

"Such men as are desirous and can be spared from the two existing forces (the police force and the A.A.) would form the foundation stone of the new force.

"Whence will the funds for this new force come? I suggest that one guinea added to the tax on all petrol and steam vehicles—thus roping in all those who at present pay no subscription to the A.A. and yet enjoy most of the benefits—would, with the money saved on the police force, meet the case—and, moreover, enable the A.A. to reduce its subscription to a guinea, for its liabilities would be greatly reduced." So much for Lord Marchamley's article.

The A.A. decline to discuss the suggestion at present, but, apart from a host of other considerations, it is obvious that there is a wide difference between an "A.A. constable" appointed solely to direct traffic and an A.A. scout, whose duties extend over a far wider sphere of action. Exactly how the thousands of A.A. members view the proposal is a matter for speculation!

## CHEAP MOTORCARS AND NATIONAL WEALTH.

**C**ONSIDERABLE interest has been aroused, particularly in motoring circles, by the report prepared by Mr. Bertram Austin, M.B.E., B.A. (Cantab.), and Mr. W. Francis Lloyd, M.A. (Cantab.), A.M.I.E.E., entitled "American Prosperity," following an extended visit to the States by the authors. Eleven of the most important cities were thoroughly explored, and no fewer than 17 big manufacturing plants examined.

In the course of a brief article, it is almost impossible to give more than a very short résumé of those parts of the report which apply particularly to the motor industry. Certain conclusions, however, were drawn by the authors after their visit had come to an end, and we think we cannot do better than quote verbatim sentences or paragraphs which are of more

than usual interest to many readers of this journal.

"In the large cities of America one is apt to take the view that the great congestion of traffic means that the saturation point in the consumption of motorcars is near at hand. We went to particular pains to investigate this situation by obtaining the views of various authorities. While it is obvious that the road space available for motorcars in cities may be limited, any increase in the use of automobiles in country districts is not thereby prevented, and we found that wider and better roads are continuously under construction to accommodate the increase in motor traffic, progress in road making being forced upon the authorities.

"With regard to motor taxation it is significant that the American motorist pays only one-fifth of the average annual tax paid by the British motorist. The need for

wider and better roads in Great Britain has already been realized by the community in general, and progress in this direction should be accelerated on account of the great advantages of cheaper transport and inter-communication of peoples. Taxation on motor vehicles should be reduced to a level which will enable the whole of the receipts to be utilized for road-making.

"The anticipation of saturation in America's home consumption is rather apt to be overstressed. There are certain commodities which now enjoy a large sale among the richer classes, but which will be produced in larger quantities when they are made available to the lower classes by a reduction in price. This point should be remembered when considering the development of our home market. The Ford Motor Co. now produces 2,000,000 motorcars per annum, and in spite of this we found the company has as much as it can do to cope with the demand in the United States alone. We discussed this situation with two prominent Ford dealers from St. Louis, who said, quite definitely, that the potential market for Ford cars among the farming population of the Middle West was only as yet scratched, their own sales amounting to but 10,000 cars a year.

"The term 'labour-saving devices' is a particularly unhappy one which has been widely misunderstood in Great Britain. Labour-saving machinery has come to be regarded in England as a device for doing away with labour—meaning men. It should rather be thought of as time and trouble-saving machinery. It is machinery for helping the working man to increase his output and his earnings and therefore, under proper management, to raise his standard of living.

"There are certain natural resources in Great Britain the potential value of which does not appear to be fully appreciated. We refer chiefly to the available water-power. In Great Britain the idea prevails that the only water-powers of value are located in North Wales and Scotland, possibilities of low-fall developments on every river in the country being ignored. It is striking to find that, although

the Ford plants at Detroit are comparatively close to the coalfields, the company has found it economical to develop a head of only 7 ft. 6 ins. on the Huron River to produce 700 kw., not to mention several other smaller developments undertaken by this concern.

"The development of the manufacture of good and cheap motorcars offers, in our view, a source of great potential national wealth. More motorcars demand and pay for wider and better roads, bringing cheaper transport in their wake. We consider an output of 2,000,000 British motorcars per annum is not an unreasonable estimate of the extent of the combined potential home and export markets. The present onerous taxation is a strong deterrent to progress for many obvious reasons."

Present-day American prosperity has been attributed to several causes, but in the following masterly summing up the authors of "American Prosperity" throw a new and very significant light on the question:—

"Many British authorities have attributed American prosperity to the wealth of her natural resources, her considerable home market and the influx of gold. America has really stumbled upon the secret of success owing to the fact that the scarcity of labour forced her, out of sheer necessity, to concentrate on the adoption of time and trouble-saving devices. In Great Britain we have never experienced this scarcity of labour. We are fortunate in having a quality of labour second to none. Our workmen are well-educated, intelligent, respectable and respectful, honest and conscientious. Moreover, we have in our people, apart from physical fitness of the first order, latent talent in the shape of initiative and ingenuity and a determination to face every trouble we can dig up. Taken altogether the foregoing represent an asset of far greater value than the whole of the natural resources of America.

"In our opinion the influx of gold has merely been responsible for stemming, for a temporary period, the steady downward tendency of the level in prices in America."

## WILL ENGINE SPEEDS INCREASE?

**T**HAT the heresy of to-day is often the accepted article of faith to-morrow has been shown time after time during the history of the light car, but never, perhaps, with greater force than by the universal adoption of high-speed engines. A few years ago 2,000 r.p.m. was considered to be a good speed, 3,000 r.p.m. very high, and 4,000 r.p.m. almost unattainable without a grave risk of breakdown. To-day, however, many a good sports engine is just beginning to feel comfortable at about 4,000 r.p.m. and has no material objection to a burst of 5,000 r.p.m.

In consequence, a favourite topic in technical circles has been whether there is a limit to which engine speeds can be raised and whether still higher speeds with some day be the rule. Perhaps the principal limiting factor is the question of gear reduction in the back axle.

With a reduction of 5 to 1 a top-gear speed of 60 m.p.h. is attained at only 3,500 r.p.m. with 710 mm. by 90 mm. tyres (the circumference of which is, roughly, equivalent to a balloon size of 27 ins. by 4.4 ins.). If advantage is to be taken, therefore, of engine speeds of 4,000 and upwards, and allowing that 60 m.p.h. is a reasonable maximum speed, axle gearing giving a lower ratio than 5 to 1 is needed, but it is by no means cheap or easy to provide.

One difficulty which cannot be overcome is that it is impossible to reduce the size of the bevel pinion below present standards without seriously curtailing the strength of the drive. Efforts to tackle the problem by the only alternative of increasing the diameter of the crown wheel are also necessarily hampered, because the larger the crown wheel the less the ground clearance and the fitting of larger road wheels to increase it counteracts the advantage of introducing the bigger crown wheel.

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

worm wheel is necessarily limited by the amount of ground clearance desired.

Manufacturers of motor lorries have been up against the axle gearing problem for many years, a top-gear ratio of between 7 and 8 to 1 being common. This can be obtained only by a two-stage reduction, the most familiar application of which is probably the mounting of the "live-axle" on the frame and the use of chains giving a second stage of gear reduction for the final drive to the road wheels.

Another popular plan is to fix the "live axle" above or in front of a dead axle which supports the wheels and to employ spur gearing between the ends of the "live axle" and the road wheels. This design figures on a large number of London omnibuses.

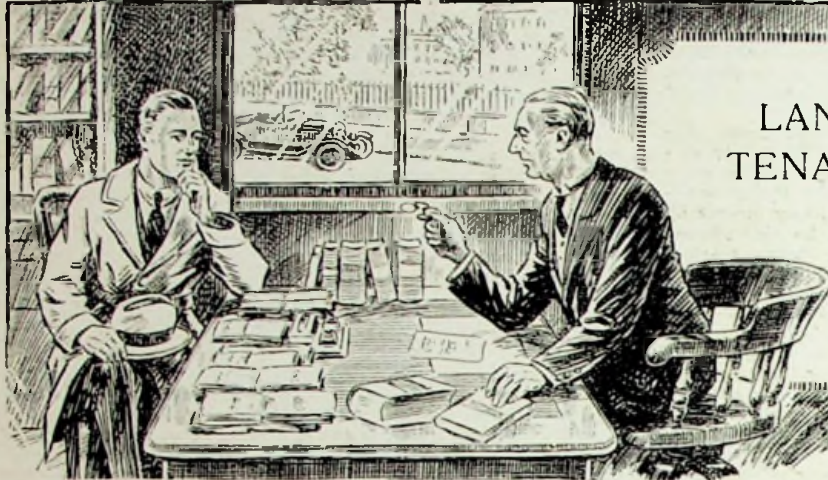
It will be seen, then, that although a low top-gear ratio spells added cost, it is not unattainable. Designers of high-speed engines need not, therefore, be restrained by the knowledge that a definite engine speed limit is imposed, but their ardour doubtless will be damped by a lack of demand for super-high-revving power units, owing to the added transmission complications which they entail. For sports cars, however, which will always command a high price, provided that it is justified by a correspondingly superior performance, there seems to be practically no limit to engine speed.

Already a speed of 6,000 r.p.m. is not uncommon on the indirect gears of racing cars, whilst 6,500 r.p.m. and 7,000 r.p.m. have been obtained; this despite the fact that supercharging of late has tended to turn the attention of designers of racing engines from sheer revs. to the more abstruse problem of getting a bigger punch on each power stroke.

At the present time it would be a brave man who dare forecast that the engines of the future will be either of the type (supercharged) which gives a relatively small number of hard punches per minute or of the rival pattern (unsupercharged) delivering a very large number of more gentle ones.

L.M.  
B23

Legal Aspects.



## LANDLORD'S AND TENANT'S FIXTURES.

HOW THE LAW STANDS  
WITH REGARD TO  
PRIVATE GARAGES—  
RULES AND EXCEP-  
TIONS.

IT is not everyone who can afford to house his car in a public garage or to defray the expense of erecting a substantial brick building on or adjoining his premises, and in a large number of cases an owner must perforce content himself with a wooden structure, either wholly portable, partly portable or not portable at all—in other words, a fixture. The individual who has erected or contemplates erecting such a structure would do well to consider what, in law, is to be its fate when—not being the owner of the freehold—he vacates the premises.

The two rules of law on the subject of fixtures are (1) that whatever is affixed to the freehold becomes part of the freehold, and (2) that whatever becomes part of the freehold cannot be severed by one who is merely a tenant, whatever may be the length of his term.

To these rules there are, of course, exceptions (there usually are exceptions to rules of law as to other rules!), but, generally speaking, they represent the law on the subject, and on the surface would appear to be quite straightforward and free from ambiguity. A little reflection, however, and we must come to the conclusion that the word "affixed" may cause some difficulty in defining, and so it does in fact.

### What is Portability?

Generally speaking, there is not much difficulty in deciding that what is entirely portable is not a fixture. But it must be in its existing state actually portable and not merely capable of being made so. In other words, its portability must not depend on first being detached from the freehold. If, being portable, it requires to be first detached the method and incidents of detachment are not the first consideration in deciding whether or not it can be termed a fixture; but the question also is: Was it fixed in position permanently and in order to make the building more valuable in view of the special purpose for which it was used? If it was so fixed it would be a fixture, but if it was merely a temporary affair it would be removable provided that its removal did not cause too much of an "upheaval."

There is, of course, no special law dealing in particular with garages, but as to things requiring detachment, but otherwise portable, it has been held that a greenhouse fastened by mortar to a wall, a gas engine fastened by bolts and screws to iron plates embedded in concrete, a boiler fixed in brickwork or bolted to a wooden framework embedded in mortar, looms fastened by nails to wooden plugs and machinery fastened by bolts and nuts are all fixtures if placed in position permanently, and as such belong to the freeholder.

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Here it may be noted that where machinery as a whole comes under the category of a fixture, such portions of it as are capable of being detached from the whole are yet in law regarded as fixtures of a permanent nature.

Although an object has been so attached as to become a fixture, yet if it has been affixed for the purpose of the tenant's trade he is entitled, in the absence of agreement to the contrary, to remove it. This relaxation of the rule—that what is affixed to the freehold is the property of the owner of that freehold—has obviously come about in the interest and for the protection of trade, and is one of those exceptions to which reference was made at the outset of this article.

### Rights of Removal.

An object that is portable, although attached, and was not affixed as a permanency, may be taken away by the tenant provided that it can be removed without material damage to the freehold. Inasmuch, however, as—it is said—mere injury to the brickwork does not amount to "material damage" to the freehold (and need not be made good) it is not easy to say what would come within this definition. Furthermore, the right to remove even trade fixtures does not arise unless the object is only lightly fixed and can be removed entire. Hence buildings substantially erected, although for the purposes of trade, are not removable. Where fixtures are removable the right must be exercised during the subsistence of the tenancy, otherwise such right is lost for good and all.

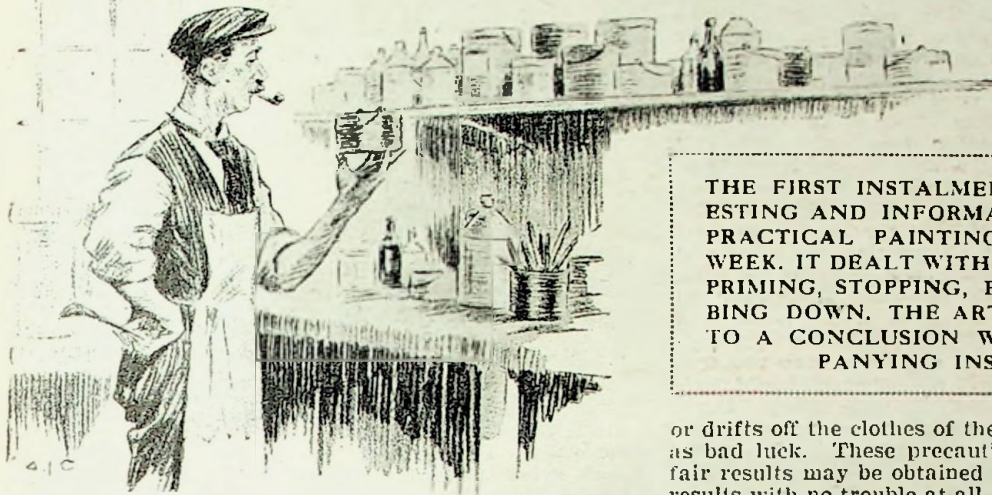
From what has been said it would seem that a wooden garage, portable in every respect and in no way attached to the freehold, is not a fixture and is therefore removable, but if it is in any way attached the circumstances of such attachment will have to be considered in deciding whether it can be removed by the tenant. If it is not portable at all then, obviously, it cannot be removed.

The question as to whether a thing is a fixture or not is for the reasons given very often a matter of uncertainty, so that the individual who would put up a garage had better avoid risk and uncertainty by getting his landlord to agree to it being treated as removable during or at the expiration of the term of the tenancy.

Quite apart from any question as to whether a thing is a landlord's or tenant's fixture, it must be borne in mind that many leases and agreements prohibit the erection of additional buildings by the tenant, and this aspect must also be taken into consideration before the building operations are begun. To be compelled to dismantle the building immediately upon its completion would be very annoying.

# THE PRACTICAL PAINTING of a CAR.

## PART II.—THE TOP COATS—REPAINTING A CAR—VARNISHING PRECAUTIONS—CHOICE OF COLOURS.



THE FIRST INSTALMENT OF THIS INTERESTING AND INFORMATIVE ARTICLE ON PRACTICAL PAINTING APPEARED LAST WEEK. IT DEALT WITH THE UNDERCOATS, PRIMING, STOPPING, FILLING, AND RUBBING DOWN. THE ARTICLE IS BROUGHT TO A CONCLUSION WITH THE ACCOMPANYING INSTALMENT.

PREVIOUSLY painted cars require no filling coats; the surface is already there; but the varnish should be cut down smooth by rubbing down with pumice. When the varnish is full of deep cracks it is, perhaps, best to rub right down to the colour coats; any chipped places must be filled with stopping, thin or thick, as the case requires, and rubbed down. The aim here, as with the filling coats, is to get a surface that is flat and smooth before attempting to put on any colour. Many amateurs have tried putting a coat of paint or enamel straight on to their cars without any rubbing down, and are disgusted to find the old cracks showing up far worse than they did before. The whole secret lies in getting a surface first.

The foundation of the colour is just ordinary paint, which is white lead and linseed oil, but it may be mixed with varnish. Some colours laid on by coachpainters are mixed only with turpentine. It does not pay to mix one's own colour, so little of the pigments being required. Any friendly colourman will tint white lead to the shade required, just enough turpentine being added for mixing purposes. This extremely thick paint can be thinned for use with turpentine, oil or varnish, as required. Many delightful dove-greys can be obtained by mixing drop black with white lead; drop black ground in turpentine can be purchased in pound tins at every colourman's. Only a very small quantity is wanted for the greys, but it is a handy black to have by one.

### Laying on the Colour Coats.

Taken as a whole, colour coats give no trouble. They should be laid on as thinly and evenly as possible, and as they do not dry rapidly they can be stroked up and down and across to cover accidental brush marks. Two or three colour coats will be required and the last coat may be mixed with varnish. The paint should be strained through two thicknesses of muslin before using. It is important to have each coat perfectly dry before the next is put on, and every glossy coat should have the gloss taken off with powdered pumice and be washed thoroughly and leathered down to remove the dust of the pumice. This applies to varnish coats also, except, of course, that the final coat of varnish is left glossy.

Varnish, of which two to five coats may be given, does not work well under a temperature of 50 degrees F., and elaborate precautions should be taken against dust. Brushes must be washed carefully, the floor sprinkled with water to keep the dust from rising, and a large, damp sheet suspended by its corners above the car to stop dust from falling. Dust which blows in sideways

or drifts off the clothes of the worker must be regarded as bad luck. These precautions are for good results; fair results may be obtained with less trouble and poor results with no trouble at all. The professional himself takes considerable pains to exclude dust; his floor is treated with a special dust-arresting preparation, his air is filtered, and access to the varnishing rooms is denied to all save those actually "on the job."

Varnish should be rubbed about in all directions by the brush, in order to spread the charge in the brush evenly over a good area; then the brush marks should be "stroked off" with light, firm strokes in one direction only. On vertical work, such as the sides of a car, the strokes of the last coat should run horizontally.

Varnish is always slightly yellow, and has the drawback that with very light colours it is difficult to avoid tinting one part of the work more yellow than some other part, owing to a slightly thicker layer of varnish. This defect is often observable in ordinary commercial work from good coachbuilders, and so the amateur need not blame himself overmuch if it appears.



"The paint should be strained through two thicknesses of muslin before using."

Enamel behaves in very much the same way as varnish, and for its glossy coats similar precautions are required. A previously painted car that is to be enamelled should have the varnish rubbed down to a smooth surface as previously described and a coat of the special filling supplied by the makers of the enamel laid on smoothly and rubbed down before the glossy coat is put on. This special filling is a sort of undercoat, made to suit the ingredients of the enamel and is preferable to ordinary flatting.

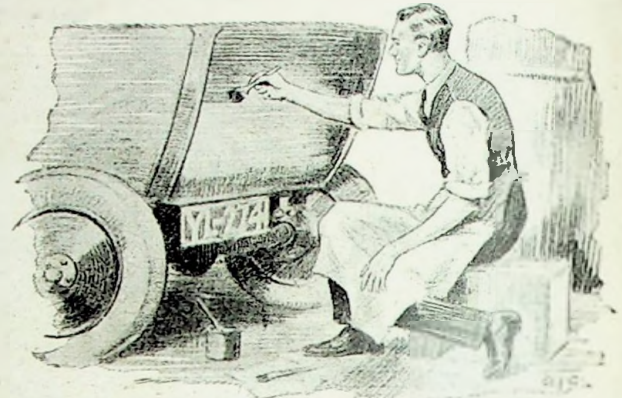
It is quite a good tip to buy a tin of the special thinning sold for the purpose if the enamel is too thick; it is better than turpentine. All these enamels are secret recipes and it is advisable to use the adjuncts specially made to suit them.

Enamels are very successful for light colours such as pale greys, creams, biscuit colour, and so on, where the use of varnish is doubtful on account of its just-mentioned yellowing effect. Where the surface is good, one coat of filling and one coat of glossy will finish the job, although two coats are better. This makes only three coats in all, taking the place of two colour coats and two coats of varnish, so the work seems less. With regard to the actual use of enamel, most people daub it on far too thickly; it is better to thin it down a little. This applies only to the glossy; the matt undercoat should be a full-flowing coat. Robbialac, Rollsamel and Ripolin are, perhaps, the best-known enamels for cars.

A final word on the choice of colours. The darker the colour the better must be the gloss of the varnish; a plain white, or oyster white, is full of pitfalls. Darkish grey, tinted with green, brown, or yellow, is so unobtrusive that any small defects will pass unnoticed, and with black wings it cannot be otherwise than smart. Dark blue is to be avoided by the inexperienced, but with this exception, all the usual colours are much alike with regard to the ease or difficulty of getting a good result. Very rich reds want perfect finish to look their best; so do primrose and canary yellow.

It should be remembered that a car painted through-

out with a particular colour will look lighter than that same colour looks on a sample card. This is most noticed in delicate greys and browns, and in pale colours



On vertical work, such as the sides of a car, the strokes of the last coat should run horizontally.

generally. The absolute novice will do best with a dark grey. Carefully finished, with black wings and bright fittings, he will find, rather to his own surprise, that he has been able to "make a job of it" after all.

M.G.

## IMAGINATION AT THE HELM.

**I**N motor driving, as in the majority of other occupations, the really high-class exponent is partly made and partly born. Here and there in the everyday world of sports and pursuits one will come across the genius who has not been evolved through an infinite capacity for taking pains, but who, by some prenatal influences, is born to greatness. Such fortunate individuals, to whom everything comes easily without toilsome labour, are, however, exceptional, and the usual top-of-the-tree performer in any walk of life, or in any sphere of sport, only reaches such an eminent position by the combination of natural aptitude and much striving after efficiency.

If a jury of motoring experts were asked to decide which were the factors necessary above all others for the making of a really good driver, there would certainly be a considerable percentage of votes in favour of imagination, while some might decide for sound nerve. Actually, is it not desirable that the two qualities should be judiciously blended to produce the expert? Each unsupported by the other would be dangerous.

Imagination in particular is a two-edged sword, and the nervous person with too much imagination, who foresaw disaster in every mile of road, would in a very short time be in a state of jibbering imbecility. On the other hand, the bull-like individual who sped furiously round corners and over crossings without ever visualizing what dangers were possibly lurking might have a gay life, but it would inevitably be a short one.

### Seeing Both Sides.

Imagination—or shall we say, rather, trained imagination?—is of such vital importance in motor driving because the person who possesses it is in the happy position of being able to see both sides of the slate—his own and the other fellow's—whereas to the unimaginative the latter is blank.

In any special set of circumstances, driving past a corner, or cross-roads, for example, the imaginative individual, without any conscious effort of will, has considered in advance the presence of possible danger. In the subconscious mind the problem of what should be done in the event of another car appearing suddenly, or a child running across the road, has been settled, and so, when such an event does take place, this sense,

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already well primed, acts without the delay of that fraction of a second which, in the vast number of cases, means the difference between safety and an accident.

Imagination helps, too, in the acquisition of that quality which we call road sense, another characteristic of the high-class driver and a very valuable adjunct towards safe and pleasurable motoring. Road sense is rather difficult to define, but is somewhat in the nature of *mulum in parvo*, a collection of small matters which go to make a big whole.

### Helped by a Shadow.

For one thing, when driving on strange roads the person with road sense will put up a much faster average and take fewer wrong turnings than one who lacks it. The facts that main roads are often of a different colour from secondary routes and that telegraph wires usually follow the former are other points which may convey useful information on occasions. Shadows sometimes give warning at blind corners, and, especially in the early morning and late in the day, it is often possible to detect the approach of another vehicle by its shadow some seconds before it is visible.

Imagination is also necessary for the sympathetic and efficient handling of any motor vehicle. To the unimaginative individual the car is but a mass of iron, steel and wood—all inanimate substances—and it is treated in much the same manner as one would a wheelbarrow.

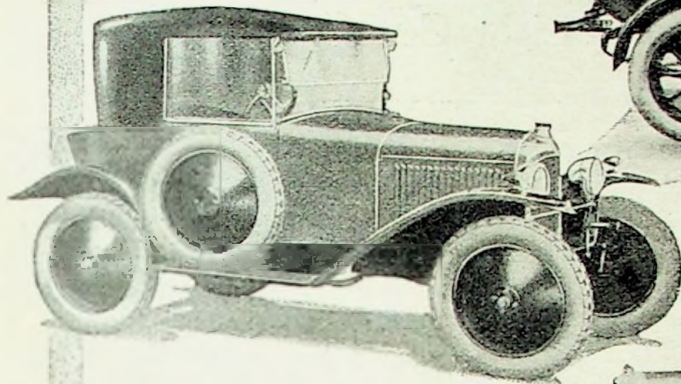
Squeaks and rattles from the coachwork and chassis, or labouring and knocking from the engine, convey little or nothing to him; they run riot unchecked, and so the life of the car is curtailed and the cost of upkeep appreciably increased.

To the motorist with an imagination the car is not a mere mass of wood and metal, but a living thing with a heart that beats, with life-blood which circulates, with whims and tricks and fancies. To him a squeak spells mechanical rheumatism, a knock an overloaded metallic heart—both matters to be remedied at once. A good car is no dull, plodding ass to be goaded along with an askplant, but a nervous, high-couraged thoroughbred, eager to extend to its utmost limit at the bidding of sympathetic hands, but fractious, uncertain and resentful of rough treatment and neglect.

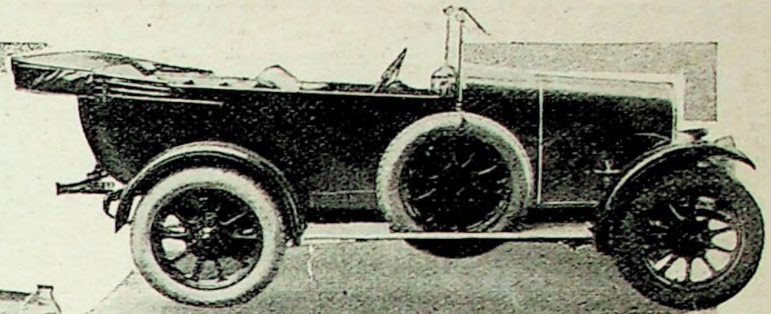
M.D.D.



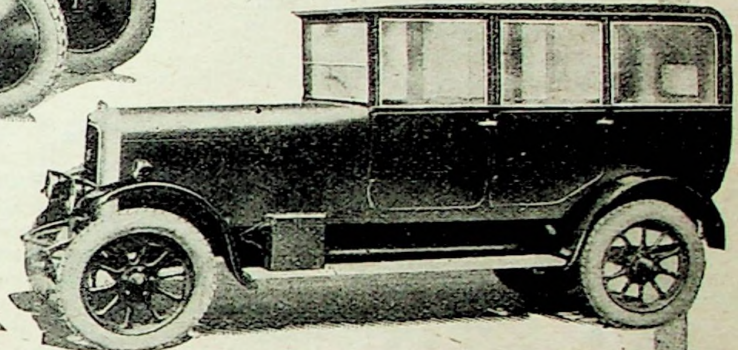
# Under 1000. c.c.



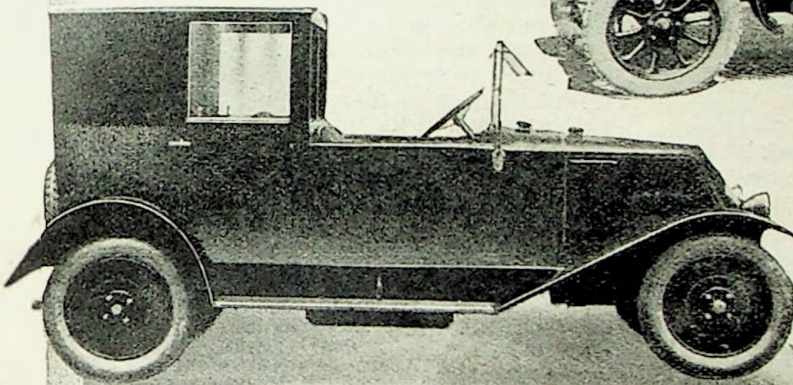
Well known in England and on the Continent, the 7.5 h.p. Citroen coupe, which is manufactured in France.



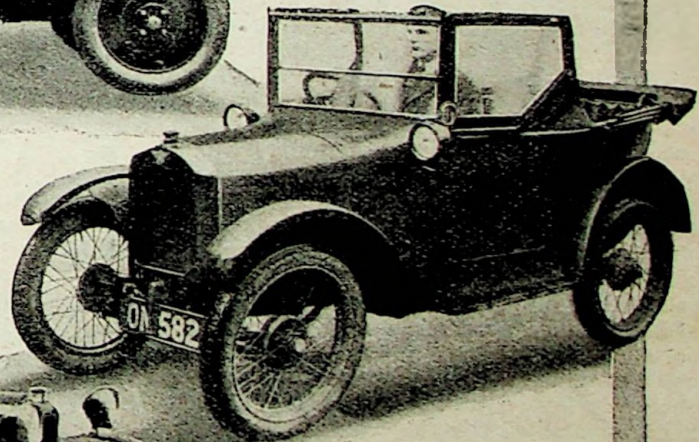
The 8 h.p. Gwynne, a sturdy English car which made its name in the R.A.C. "Six Days" in 1924.



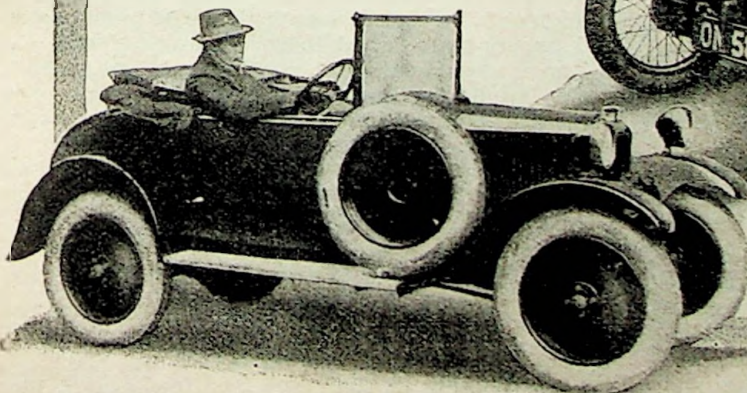
The 7 h.p. Jowett saloon, which is the cheapest English light car with this type of bodywork.



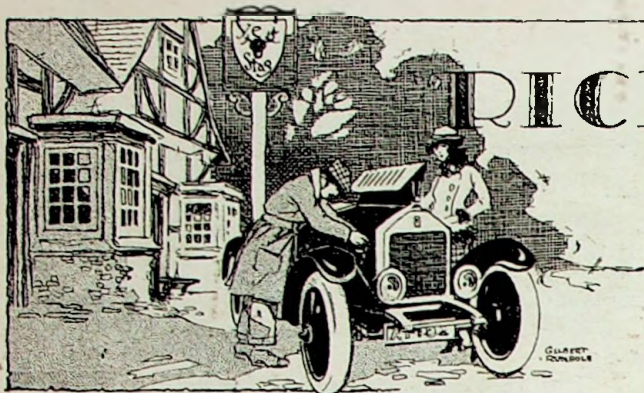
Typically Continental in design, the 8.3 h.p. Renault is very popular in this country. The model shown is the Coupe de Ville.



(Above) The world-famous Austin Seven, which has a four-cylinder engine of approximately the same size as (left) the Peugeot, which is produced by an old-established French concern.



Considerable attention has recently been directed to the under 1000 c.c. car as the result of the prominence given to the possibilities of the type in this journal. Above are six representative makes.



# RICH MIXTURE

Light Car Comment —  
— and Advice.

By *Fous*

### Why America is Prosperous.

**F**OLLOWING a trip to America with the object of investigating labour conditions and so on, Mr. B. H. Austin and Mr. W. Francis Lloyd prepared a report dealing with a large number of the reasons for American prosperity, and the morning after they had presented it to the world they woke up to find themselves famous. Not for a long time have the opinions of two young men—they are both 29 years of age—caused such a stir.



Mr. B. H. Austin.

### Ditched.

**B.** H. AUSTIN is already well known to readers of *The Light Car and Cyclecar* as one of the cleverest disabled drivers of the day. He lost both legs in the war, and was probably the only man

to return actively to the fray in France with a couple of artificial limbs, actually reaching the front line and joining his old battery in the Royal Field Artillery. My acquaintanceship with him dates back to a certain Southampton-Exeter—I think it was in 1920—when he experienced the bad luck of finding his way barred in a very narrow lane near Lyme Regis by a horse, which shied and suddenly pulled across the road. Austin took the sportsman's alternative and drove his Hillman into the ditch, suffering nothing worse to the car than a broken windscreen, but discovering after the car had been righted that his gold watch—a wedding present, by the way—was missing.

### Lost, a Gold Watch.

**D**ILIGENT search, in which his mechanic and other competitors joined, failed to recover the watch, and, disheartened but still cheerful, Austin set off to finish the trial. It was not until the next morning that the bonnet of the Hillman was lifted, to replenish with oil, and in the undershield there lay the watch, with a cracked glass but still going, and showing the correct time!

Austin is an active member of the Council of the J.C.C., and takes a prominent part in the events organized by the Disabled Drivers' Motor Club.

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He has driven racing Bugattis and other sports cars, and has a number of medals and cups which he has won in competitions.

### The First Unbreakable Glass.

**S**OME months ago I ventured the prediction that the enclosed car of the future would have the sides and top composed entirely of a material possessing all the virtues of glass and none of its disadvantages. Doubtless at the time it seemed a fanciful forecast, but now it seems that such a material has actually been produced. Whether it will justify all the claims which have been made for it remains to be seen, but nowhere will it be more useful than on motor vehicles.

Meanwhile, it is interesting to recall that unbreakable glass was possibly invented centuries ago. It is related that a certain slave once produced before a Roman emperor vessels of glass which were as tough as metal. The emperor inquired whether anyone else possessed the secret of their manufacture, and, on being answered in the negative, he straightway had the slave executed lest his discovery should make worthless the imperial vessels of gold!

### An Unusual Accident.

**A**T a recent inquest on a car tester of 20 years' experience, who died as a result of his car getting out of control at a corner and overturning, it was suggested that, owing to the cold, his foot had become numb and he was unable to lift it from the accelerator pedal. There was no other explanation, as the car was found to be undamaged, and expert tests failed to reveal any defect.

I have never heard of a similar case, but another tester from the same works said it had once happened to him, and he then found his foot useless for operating the accelerator or brakes. I mention this as a possibility to be guarded against when long journeys are undertaken in cold weather.

### Influence of Large Car Design.

**M**UCH has been learned from large car practice by small car designers and vice versa, but I wonder how long it will be before all 1,500 c.c. engines include in their specifications points like the following: Tulip-type exhaust and mushroom-type inlet valves; passages in each big-end and crankpin which, when they register, send a momentary stream of oil at high pressure against the cylinder walls; a generator of the third-brush



The Opportunist (on home leave from the Colonies): "Pleased to meet you, miss, I'm sure."

type with thermostatic-temperature compensation; an air cleaner; an oil rectifier; a six-bladed 16-in. fan, and a "radiometer" on the dash. The last-named has no connection, I feel sure, with wireless reception, and all are found on the latest six-cylinder models of a famous American concern.

**No More Red Triangles.**

**M**OST of us are rather proud of our red triangles, and any dealer who sent out a four-wheel-braked car without one would soon find an indignant customer back at his door. Among my own circle of acquaintances I seem to be almost alone in regarding the device as an offence to the eye. Yet had we been compelled by law to display this sign, a clamour of protests would have gone up from all quarters.

Its original utility I do not gainsay, but this is on the wane. Motorists have now learned that cars can decelerate more abruptly than they formerly could. In my opinion the red triangle should be omitted from new cars after 1926. From next year onwards all cars must be assumed to possess efficient retarding power, whether by virtue of four-wheel brakes or otherwise. We have to carry quite enough symbols as it is.

**Skidding and F.W.B.**

**T**AKING over a new car recently for a friend, I made for a quiet and slimy stretch of road (which I found without travelling far) to test its behaviour on a greasy surface. This I always take an early opportunity of doing with any new car that comes into my hands.

I tried to produce a skid—and achieved quite a lively one with disconcerting ease. The cause, however, proved to be faulty adjustment of the four-wheel

brakes. Correcting it to my own satisfaction occupied more than a few minutes, but when I had done so a skid was almost impossible to produce.

Most experienced motorists have found themselves at some time or other in a position where an intentional skid seemed the only means of avoiding an accident. This way out of a tight corner will not be so readily available in future. But I certainly do not intend on that account to forego the decided advantages of four-wheel brakes. It is well to warn the novice, however, that the four-wheel brakes of a new car often get badly out of adjustment before many miles have been covered. They should be carefully watched during the first few weeks. Owners who are disappointed with the performance of their four-wheel brakes may often find maladjustment to be the cause.

**Inefficiency of Mudguards.**

**T**HE wet weather of this winter has shown in no uncertain manner that some manufacturers have still much to learn on the subject of mud-guarding. In the snow and slush which we have experienced nothing can prevent cars being splashed by other vehicles, but there are some which cover themselves with mud within a few miles. On the other hand, certain makes keep remarkably clean. Much depends on wind currents and eddies. As a rule, it will be found that a car which is comparatively free from side and back draughts does not throw up much mud on to its own bodywork.

When a car is travelling over wet roads the front wheels cast off spray, and this is caught in



The police, by the use of special gloves and armlets, are showing a keen regard for the convenience and welfare of drivers. Why not carry the innovation a little farther?

the wind currents and carried backwards. Where an eddy tends to sweep inwards the mud goes with it. The same effect operates at the rear. If the draught under the car curls upwards the back of the car soon becomes plastered.

I saw this happen on a friend's car during a recent run. Both our buses started out clean, yet at the end of the run the back of his car was coated in mud while mine bore only a few splashes. It is a fallacy to suppose that mudguards which are closest to the wheels are necessarily the most efficient.

#### Why Not Leather Tyres ?

**W**ALKING along the busy pavements of Manchester on a particularly greasy day a week or-two ago. I was struck by the almost total lack of grip obtained by the crepe-rubber soles of my boots. They seemed not to "bite" the pavement in the least, whilst on a macadam road their grip was even worse. Meantime, folk wearing shoes with leather soles were going about their business quite untroubled by the greasy roads and pavements.

This experience seems to argue that leather would be a much more satisfactory non-skid material than rubber for the treads of car tyres, and, in view of the high and steadily increasing cost of the latter commodity, it might also prove to be cheaper. I picture some form of leather tread secured around an ordinary rubber tyre in much the same manner that a non-skid chain is held in place, and, of course, readily removable and interchangeable. If the idea possesses a snag,

perhaps someone who has experimented will forward their views.—[We should be pleased to publish them among "Our Readers' Opinions."—Ed.]

#### Seven Years' Progress.

**T**HE other day I was looking through a manual published, I should say, almost immediately after the war, and was, to say the least, astonished to note the progress which has been made in car design during these past seven brief years.

The atrocities of universal joints, the loathsome upswept, inswept and outswept frame designs, and the perfectly appalling axle and steering layouts which typified so many of the small cars of that period make one almost shudder. The marvel was that they gave such splendid service. Many of the cars produced during the first few months after the war are still hard at work—it makes one feel that the best of our 1926 productions will be giving satisfaction long after this century has passed the half-way mark.

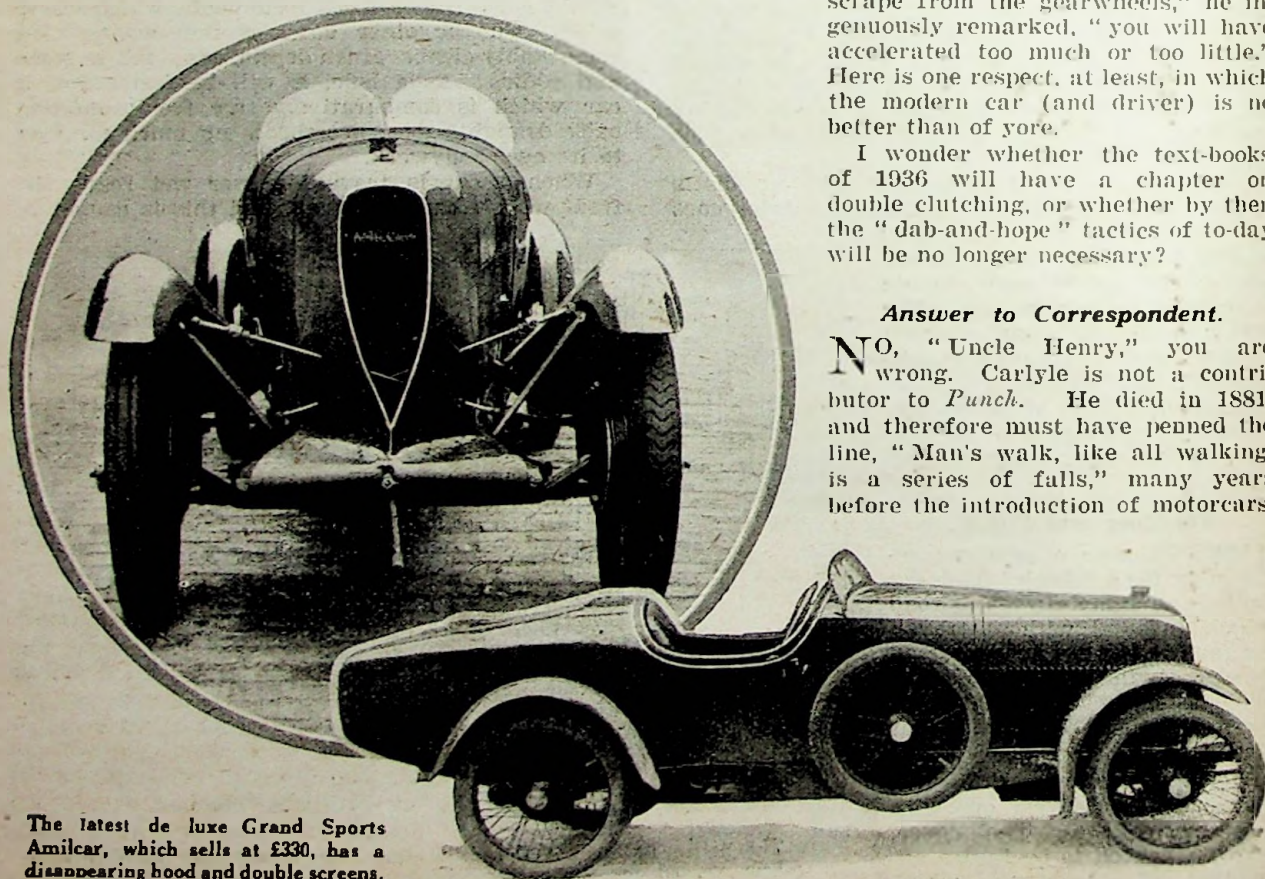
#### Dab-and-hope Gearboxes.

**I**N the same volume there was a chapter devoted to gear-changing and kindred subjects, and I noticed that the writer advocated practices which to-day have few adherents. For example, he advised speeding up the engine a trifle before letting in the clutch after a change-up, and gave the opinion that it was easier to secure silent downward changes by easing the clutch, keeping the accelerator depressed and slamming the lever across than by following the more conventional form of double clutching. "If you hear a metallic scrape from the gearwheels," he ingenuously remarked, "you will have accelerated too much or too little." Here is one respect, at least, in which the modern car (and driver) is no better than of yore.

I wonder whether the text-books of 1936 will have a chapter on double clutching, or whether by then the "dab-and-hope" tactics of to-day will be no longer necessary?

#### Answer to Correspondent.

**N**O, "Uncle Henry," you are wrong. Carlyle is not a contributor to *Punch*. He died in 1881, and therefore must have penned the line, "Man's walk, like all walking, is a series of falls," many years before the introduction of motorcars.



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**Silence**

PROBABLY nothing did more to create prejudice against motoring and motorists in the early days than the appalling noise which was made by so many cars and the disgusting smell which often accompanied it. Happily as the years have passed the odorous nature of exhaust gases has been eliminated, whilst increased knowledge of design has reduced mechanical noises so that they hardly exist. In addition, the increasing use of multi-cylinder engines, and the wide adoption of efficient silencers, have led to almost noiseless exhausts. Even two-cylinder engines to-day can be made to run so quietly that they could not give offence even to the most virulent anti-motorist, whilst it is possible to silence a single-cylinder unit so that it is almost inaudible.

In a long article in this issue readers are shown some of the various plans which may be adopted in order to quieten a noisy exhaust, and those who have cars which could be made more silent by the fitting of one of the devices described, certainly should take steps to provide it. Car owners, fortunately, are not bad offenders on the question of exhaust noise, the vast majority of them having outgrown the belief that noise signifies power and that silence is necessarily achieved only by the creation of harmful back pressure. When motorcyclists are educated to hold similar views their status as a section of the community will be improved, not only to their benefit but to the benefit of motorists as a whole.

**Cheap-jack Accessories.**

WE are beginning to hear complaints from owners of 1926 cars concerning the unreliable accessories with which their cars are fitted. During the past year or two there has been a tendency for manufacturers to supply with their cars an immense number of extraneous fittings which, strictly speaking, are not necessary, and which, of necessity, cost very little in the first place. The manufacturer's object in fitting them is to provide "selling points" for his salesmen, and we are afraid that in a number of cases accessories are chosen merely to add to an imposing list of equipment rather than to prove either useful or serviceable to the owner.

It is not uncommon to-day for cars to be delivered fitted with an electric horn, which lasts

only for a few weeks, with a windscreen wiper which is equally inferior, and with instruments on the fascia board which will need renewing half-a-dozen times during the life of the car. It would be better for the good name of the manufacturer and for the convenience of the owner if a number of the unnecessary odds and ends were omitted from the specification and the money thus saved devoted either to a reduction in the price of the car or to the

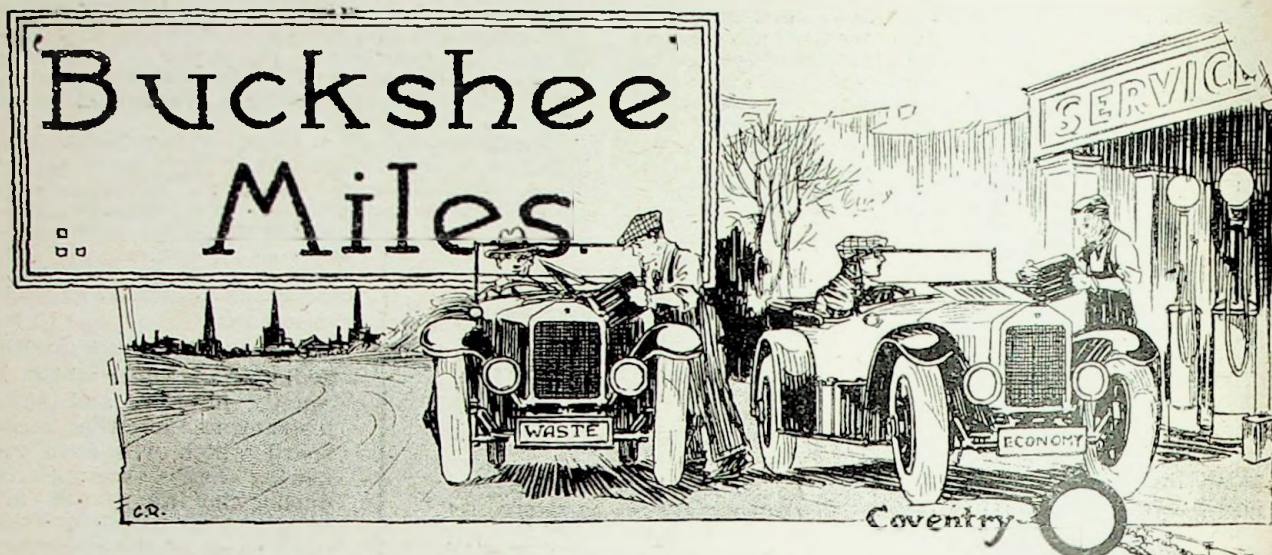
improvement of the quality of essential accessories. There are cars being delivered at the present time fitted with magnetos the specification of which has been scamped so as to save a few shillings to buy needless impedimenta, which serves in the long run only to annoy the owner. We believe that although this policy may tell to some extent with a certain class of potential buyer, it cannot fail ultimately to give the cars in question a bad name. Let us have light cars which reflect in their accessories the same high quality of material and workmanship which typifies the essential mechanical details of the chassis.

**"One-make" Clubs.**

AS a means of encouraging the social side of motoring and of teaching the individual driver all that he should know about his car, "One-make" clubs, in which membership is confined to owners of the make of car which gives the club its title, are really admirable. The common bond between them always ensures a good attendance of members whether the event be a social run, an amateur reliability trial, or a "social." In any case the expense of taking part is small, and the outlay is well repaid by the useful knowledge gained by the exchange of notes which takes place.

Fears may be entertained that "One-make" clubs will eventually oust those of the "Any-make" order and that, as a result the amusement and benefit derived from open reliability trials and so forth, will automatically come to an end. At the moment the suggestion, so far as it concerns the premier organizations, can be dismissed without discussion; again, the "local" club is hardly threatened, because within the comparatively small confines of its membership area light cars of the same make are not numerous, and local interests usually come first.

Topics of the Day



*Why not get to St. Albans on two gallons of petrol instead of only to Dunstable? All that is needed to find these few extra m.p.g. is a little knowledge as to their whereabouts. The writer of this article tells you where to look for them.*



**D**ESPITE the low price of petrol and the relatively small addition made to the gross upkeep costs of a car by the loss of a few miles per gallon, there is a large section of the motoring community whose sense of technical *amour propre* will always induce them to chase the wily m.p.g.

Quelling the gluttony of a greedy engine is a most interesting study for its own sake, quite apart from its financial side, but it must be undertaken with a catholic mind and not with the rooted idea that the carburetter is to blame. Be sure, too, that the tank or piping does not leak before blaming the engine.

Waste, for analytical purposes, can perhaps be divided conveniently into three classes:—

1. Waste due to carburetter or engine maladjustment.
2. Waste due to constructional faults of engine or carburetter; and
3. Waste due to driving conditions.

Before attacking the technical side of the question, let us deal with the question of driving conditions.

Few motorists appreciate how great is the effect of temperature upon economy, and, for that reason, how great is the economical difference, especially during the winter months, between a certain weekly mileage made up of one or two long runs and the same distance covered in a series of short runs.

### The Best Temperature.

The economy of an engine as a rule mounts rapidly until the water temperature is in the neighbourhood of 80 degrees centigrade, after which its most economical point may be anywhere up to 100 degrees (boiling point), according to the design of the cooling arrangements of the cylinders and the induction heating; but a cold engine is always wasteful owing mainly to insufficient disintegration of the fuel for perfect combustion and to heat losses in the combustion head, apart from which there is always quite an appreciable mechanical loss to be reckoned with in a cold transmission system, owing to oil stickiness.

Anyone who cares to make a series of progressive pint

tests from cold with a small auxiliary tank will be astonished at the difference between the mileage covered on the first pint and, say, on the fourth.

Then there is the nervous man who gets into second gear on the least provocation and keeps there unnecessarily long, and, again, the careful soul who thinks he is being good to his engine by running with a retarded spark.

Sometimes, owing to carbonization, defective engine design, or the use of inferior fuels, his choice of spark positions is "Hobson's," on account of detonation, but there are many who run partially retarded under the impression that they are saving the engine. It is, however, only a mistaken mechanical kindness; the fully advanced position is best and most economical for all ordinary running conditions. If the engine pinks on slight provocation it is cheaper to use an anti-detonating fuel such as benzole mixture or Power petrol and keep the spark well advanced.

### Is the Carburetter to Blame?

Now we come to consider simple maladjustment. If the carburetter is of the open type, such as Zenith, Solex or Claudel-Hobson involving no moving parts in the scheme of automatism, these cannot vary in their ordinary output other than through the agency of dirt or some factor which causes flooding, such as a punctured float, wear in the constant-level arrangements and loose joints.

The latter can easily be verified, and if either of the former two are present to any extent flooding will set in on standing for a short time. If, therefore, they have once been performing economically and none of the above troubles is present, they can nearly always be ruled out as a cause of waste, whether of sudden or of gradual onset.

With constant vacuum carburetters such as the S.U. and Smith "Five Jet," the same rules apply as regards the petrol level and joints, but, in addition, one must test the valve to note that it works quite freely along its whole range.

If everything is apparently in order, the next thing is to verify by trying a mixture reduction both as regards the main-running fuel output and the slow-running supply.

Many people will argue to their own satisfaction that the main output alone requires attention when mixture reduction is economically called for. The slow-running output, they will confidently tell you, is only operative when the throttle is nearly closed, and, therefore, can be ignored as a serious factor in general economy.

While they are right as regards the conditions of the auxiliary or idling output, the average driver quite fails to appreciate that, especially when driving in or near towns, his foot is off the accelerator almost as much as on it, in which case the slow-running jet is often in *super* operation, being drawn upon, not by a driving but by a *driven* engine, i.e., at revs. far above the normal idling rate and therefore at high suction.

**Suspect the Pilot Jet.**

In some carburetters this does not matter, but in many makes it does matter greatly; therefore, one of the key-notes in experimental jet reduction for economy is: Pay attention to your slow-running output as well as your main. Reduce the latter to the lowest point consistent with the required power and the former to the leanest mixture that will give slow and even idling, and, *verb. sap.*, always carry out these experimental reductions on a hot, and never on a cold, engine.

Let it be impressed here that we are now dealing with cases where the economic performance has once been good and has fallen off, and let it again be emphasized that if no mechanical fault has been found in the carburettor, but economy has, nevertheless, been restored by jet reduction, *do not* jump to the conclusion that your jets have become worn by the passage of petrol or that your choke tube has shrunk; jets and chokes do

not do things like that—at least, not to a measurable degree. What has really happened is, either that your fuel has varied, temperature changes have—colloquially speaking—caught you bending or your engine “characteristic” has altered.

With regard to the first two possibilities, remember that there are now a great many different kinds of fuel on the market—some very good, but, alas! some also very bad. Furthermore, engines vary greatly in their sensitivity to temperature changes; some view the onset of winter with supreme indifference and others play the fool in a surprising manner, according to their design and methods of heating the induction system and carburettor; that is why experimental alteration must always be carried out with a hot engine. If it is found, then, that, when cold, the engine is difficult to start, or takes too long to develop its power, an air strangler is the answer to the first and a radiator muff or thermostat to the second objection.

As regards the change of engine characteristic, however, this is rather a large matter.

The “characteristic” of an engine—in other words, its mixture requirements at various throttle positions,

speeds and loads—depends upon quite a number of factors, some of them known, some unknown, and none of them calculable within close limits; in short, no one has yet been able to design an engine and say in advance: “This motor will require such and such a jet and choke tube.”

The permanent factors we can ignore, as they do not affect the present discussion. They are combustion head and induction tract design, valve and plug emplacement, etc.—very potent indeed in the determination of characteristics, but they are, of course, permanencies, and can, therefore, be dismissed as being outside the scope of this article.

The variable factors, however, are several, and should be studied. Valve timing, ignition timing, compression, inlet stem wear, and carbonization. As regards the first mentioned, the exhaust valve is the most important.

Contrary to popular impression, the cams do not wear appreciably, but the tappets, tappet guides, and roller spindles, if present, do, and when a few unnecessary thousandths of clearance between the tappet head and the valve stems have been added, an original closing point of 5 degrees to 10 degrees *past* the top centre mark on the rim of the flywheel can easily be converted to a position several degrees before the top centre mark and economical consumption immediately goes by the board.

**Tappet Settings Important.**

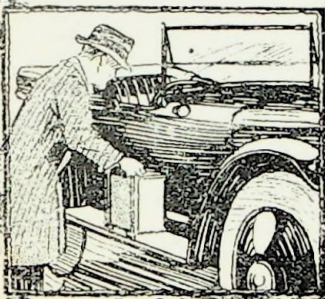
Commence, therefore, by setting up the tappets to a clearance of about four thousandths, and carefully check the exhaust valve closing position. It may be anywhere between 5 degrees and 15 degrees after top. If later than 15, economy at low and medium speeds will generally suffer, and if earlier than the top centre mark economy at all speeds will go.

The opening of the inlets also, provided they are somewhere within the above limits, does not matter much either, but if more than 15 degrees late economy will suffer, and if earlier than top centre idling will generally be bad.

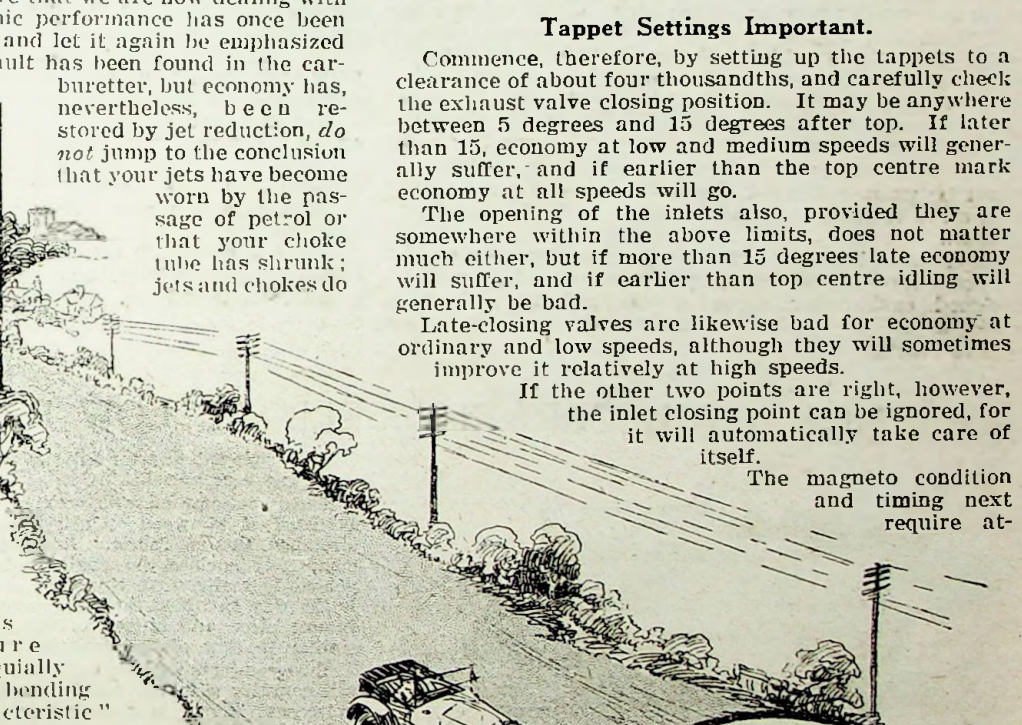
Late-closing valves are likewise bad for economy at ordinary and low speeds, although they will sometimes improve it relatively at high speeds.

If the other two points are right, however, the inlet closing point can be ignored, for it will automatically take care of itself.

The magneto condition and timing next require at-



Dunstable.



St. Albans.

tion. If there has been no intermittent misfiring and the starting and idling are good, its condition may be assumed to be all right, but check the timing and see that, when fully advanced, it fires at least 30 degrees before top, in case the coupling may have slipped.

Attention to valve and ignition timing is always especially desirable if the car has been in for any kind of engine repair involving dismantling of the timing gear and, possibly, incorrect remeshing in its erection has taken place. This is of frequent occurrence, and it is always well to check the timing if wastefulness is noted after the engine has been in the hands of repairers.

If the engine refuses to take ordinary advancement without pinking, carbonization, defective plugs, or unsuitable fuel is indicated. If economy is to be obtained, it *must* be possible to drive at ordinary speeds fully advanced without pinking, and if the engine has once been efficient the reason for its falling off ought to be found among the above causes.

Be it impressed that these are not put forward as cast-iron dicta, but as 80 per cent. or 90 per cent. probabilities; there are cases in plenty which do not fall within the limits of this very general and limited scheme of diagnosis and which require the personal attention of trained eyes and ears. It will, however, cover the great majority of troubles.

A word now regarding cases of heavy consumption which cannot be cured by ordinary methods and adjustment; cases, in fact, where the engine has always been wasteful and where, therefore, the cause can reasonably be assumed to be one of defective engine design or unsuitable carburetter.

To attack the former here is impossible, for volumes might be written thereon, but a few special tests will soon serve to show if the carburetter is fundamentally at fault.

As explained above, every engine has its own particular curve of mixture requirements and a well-designed carburetter should be capable not only of

providing a good mixture correction curve at a fixed throttle position and varying engine speeds according to load, but also of providing a good mixture for varying speeds at different throttle positions. It is here that many carburetters fail.

Some engines, for instance, will show a great tendency to flatness at one-eighth to about one-quarter or one-third throttle, and will tax the capacity of the carburetter to produce a sufficiently rich mixture to prevent misfiring at this part of the throttle opening without interfering with the performance at other openings. There are, on the other hand, however, many engines of which the demands are quite the reverse. Such an engine may behave admirably both when idling and when pulling at a good speed with a fairly well-opened throttle, but filch much more than its proper share of fuel from the unsuspecting carburetter at an approximately quarter-throttle position.

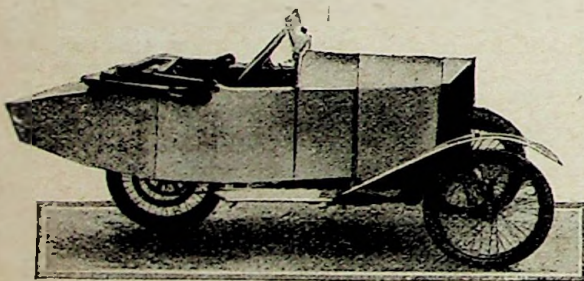
To test out for this is easy. Select a straight and level road, and make a series of short pint or half-pint tests, using the same piece of road and the same direction for each, and conduct them at speeds of, say, 10 m.p.h., 15 m.p.h., 20 m.p.h., 25 m.p.h., and 30 m.p.h. and even at higher speeds if one has the necessary patience and interest.

Be careful that the engine temperature is the same for each test, that the carburetter is run absolutely dry each time by the engine and the petrol tap turned off while refilling the test tank. Be specially careful that your measuring arrangements are correct. Small mistakes may lead to big errors.

You will then probably find that at certain speeds—or, in other words, certain throttle positions—there is undue consumption, while perhaps at other positions the consumption may be quite good. This points to an elusive form of waste that will not readily bow to jet alteration.

And the cure? It depends entirely upon the type of carburetter fitted, and, therefore, is too lengthy a matter to be dealt with here. L. MANTELL

## NEW CYCLECARS TO SELL AT LOW PRICES.



The Pixie Three, to sell at £50.

**T**O market a three-wheel cyclecar at about £50 and a four-wheeler at less than £70 is the aim of Messrs. Gilbert and Skinner, of the Pixie Motor Works, The Wynd, Letchworth, Herts. The designs are complete, the first production model of the three-wheel type has been built and an experimental four-wheel cyclecar has been run for a prolonged testing period with every success.

A description of the three-wheel cyclecar, which we examined this week, also covers the four-wheeler in most respects, although the latter naturally differs at the rear end and has a larger engine. The backbone of the three-wheeler is a substantial ash frame, stiffened with steel members, which carries a 350 c.c. Villiers two-stroke engine at the forward end. From this unit a chain conveys the drive to a motorcycle type three-speed gearbox, a second chain being employed to transmit power to the unsprung rear wheel.

The front axle is of tubular pattern, with orthodox car-type steering heads, and is secured to the frame by two

slightly splayed quarter-elliptic springs. Both brakes act upon the rear wheel.

The two-seater body is very strong and light, being constructed of ply-wood on ash frames, and is covered with stretched Rexine fabric. A bonnet and dummy radiator completely enclose the engine, and the appearance of the vehicle is really attractive. An eminently practical feature is the way in which the bonnet and "radiator" are formed in one piece and hinged to the wooden dash in a fashion similar to that of the Renault.

Two comfortable bucket seats are fitted and the pointed tail contains a locker which would easily accommodate two suitcases. There is a neat folding hood to afford weather protection, and the total weight of the complete job is in the neighbourhood of 5 cwt.

The methods of construction employed for the four-wheeler are similar in most details. The power unit is the well-tried Dunell two-stroke "big single," the drive being by chain to a gearbox and thence to a large sprocket on a live rear axle. The drive from each end of this axle is conveyed to the rear wheels through over-running clutches similar to a free-wheel in action, but cleverly designed (with a wedge action) in such a way that they positively pick up the drive in any position.

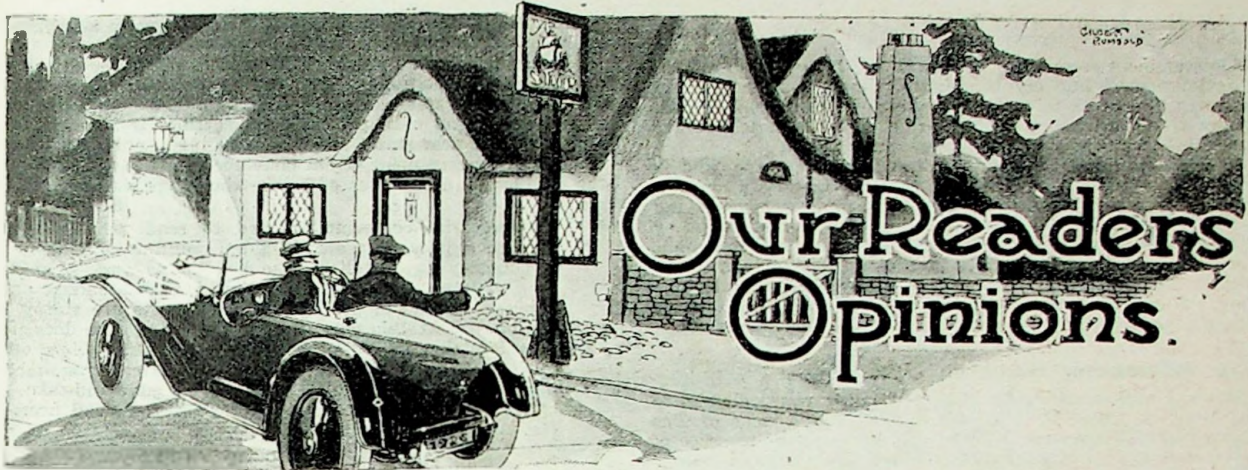
This scheme obviates the cost of a differential and has the advantage that when the car is in difficulties the drive is conveyed to that wheel which has the better grip.

Internal and external brakes are fitted, acting upon a pair of rear-wheel drums.

These interesting productions are to be known as the "Pixie Three" and the "Pixie Four"; we shall deal with the latter at greater length in the near future.

Both models represent a praiseworthy endeavour to supply really serviceable types of runabout at a modest price and each incorporates well-tried components in its specification.





*We welcome at all times letters sent to us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. To ensure publication in the next issue, letters must reach this office not later than Monday morning. We reserve the right to make any alterations or deletions which we deem necessary.*

## KEEP THE HEADLAMPS BURNING! View of the Majority on the Dazzle Problem.

### "Collective Views of Thousands."

Mr. Chas. F. Vaughan says: "If the R.A.C. had actually taken the views of all its members, and a great majority had voted in favour of dazzling, you would be justified in putting it that they 'voiced the collective view,' but that is not so." Mr. Vaughan is, presumably, a member of the R.A.C. or he would not be able to speak with such authority, but I am equally certain that you are correct when you say that the R.A.C. has voiced the collective views of hundreds of thousands of drivers. I should like to see the point put to the test. Let the R.A.C. take a plebiscite of its members and silence critics like Mr. Vaughan once and for all.

ASSOC. MEMBER.

### Safety Rather than Courtesy.

For years this topic of dazzle has formed the subject of wordy warfare, despite the R.A.C. pronouncement in favour of consistent lighting. The word "courtesy" always crops up whereas, in my opinion, the dominant note should be "safety." Were all vehicles and pedestrians equipped with efficient rear lamps dimming would not be so dangerous; as they are not, fast-moving traffic must, in the public interests, remain fully lighted, except in well-illuminated streets.

It may be considered a courtesy to other car drivers and motorcyclists to dim one's lights, but that very courtesy is causing grave risk to those who use the road without carrying rear lights or, in many cases, no lights at all. For some moments after the change from full to dim lights a driver's eyes are not properly focused, and he runs the risk of colliding with an unseen object.

As an all-weather motorist and motorcyclist, I do as much night driving as most people, and I am convinced that the dazzle nuisance is not so terrible as it is painted. In the Midlands I have found more dimming than in the south, but few people seem to have hit on the satisfactory compromise of dimming the off-side headlamp only, which I have noticed in and around London. This scheme at least gives one a chance of detecting the unlighted traveller in time to avoid him.

In your issue dated January 22nd, "D.H.H." asks why "so many drivers go through well-lighted towns with headlamps full on?" Everybody agrees that this is bad form, but in sparsely lighted suburban districts where cross-roads are frequent, the use of headlamps avoids much horn blowing, which annoys local residents.

Let us hope that forthcoming legislation will deal strictly with the danger caused by dimmers who, with the best intentions, continue to make a long night run reminiscent of Morse lamp signalling gone mad. The lighting effects on the road between Birmingham and London often resemble those experienced in the late war by despatch riders coming back from the line during a barrage.

D. D. STEPHENS.

### Keep the Lights Burning.

I was very sorry to see the two letters in your issue of January 22nd, advocating dimming or blacking out headlamps when approaching less well-lighted vehicles. Whilst cyclists are allowed to ride without tail lamps it is most unsafe to drive a car at night unless the headlamps are in use all the time, excepting, of course, in well-lighted streets. The majority of omnibuses are now fitted with quite powerful headlamps, and even lorries are to be seen with lamps quite as brilliant as those fitted to light cars.

This being the case, there can be no need whatever for a motorist constantly to be switching his lights on and off. If "the other man" does not like it, his remedy is to attend to the correct focusing of his own lamps or to fit bulbs of higher candle power and keep them burning.

H. JONSON.

### Converted from Dimming.

While admitting that dazzling headlamps constitute the greatest difficulty of night driving, I cannot agree with either "D.H.H." or Mr. C. F. Vaughan, who maintain that the only safe course is to dim or "black out." I have done a large amount of driving at night, and my experiences all point to the fact that it is dangerous to switch off when another vehicle approaches.

When I first learnt to drive it seemed to me that the safest course would be to dim, and for a time I did so. It was not long, however, before I realized the danger of this course; it was absolutely impossible to see any unlighted obstruction, and on several occasions I have had to come to a dead stop and wait until the other car has passed.

Profiting by these experiences I never switch off now, and although still inconvenienced by approaching headlamps, I can always see sufficiently well to drive safely. It certainly seems somewhat discourteous not to dim when an oncoming car switches off, but safety comes before manners.

In the letter of "D.H.H." the following sentence occurs: "I notice that invariably the keen 'anti-dimmers' are those who have powerful headlamps, and so are safe."

OUR READERS' OPINIONS (contd.).

This statement seems open to question. I myself am a keen "anti-dimmer," but my headlights cannot be described as powerful, being, in fact, only combined head and side lights. Many of my friends, too, have this type of lamp, but are nevertheless strongly against dimming.

The whole question of dazzle is a very acute one, and is made more difficult by the fact that all motorists are not agreed as to the safest course. The result is confusion and much childish and dangerous flashing of powerful lamps by drivers who believe in "blacking out," and are indignant because another motorist will not dim. The only solution that I can see to the problem is carefully considered legislation. Until this comes the trouble will continue in its present acute form. ANTI-DIMMER.

**The Mistake of Blacking Out.**

It was with much regret that in reading your editorial to the letter of Chas. F. Vaughan in last week's issue of *The Light Car and Cyclecar* I noted you advocate the practice of blacking out when passing an ill-lighted omnibus. Coming from the pen of the Editor, it is bound to carry weight, and I was extremely sorry to read these views. Now, to my mind, there can be no two questions on this matter of blacking out; either motorists *must* black out, or they must *not* black out, and as you go on to say that the practice of blacking out has been condemned by the motoring

organizations, I consider that you were wrong in advocating blacking out in any circumstances whatever.

If a vehicle is badly lighted, then it is up to the driver or owner; they must put up with the discomfort of not having their lighting systems in order and the police should exercise their powers and take proceedings; further, if all motorists would take a firm stand and refuse to black out and not be influenced by sentiment, I am convinced that in a short time the public would be educated to the view that blacking out is wrong. R. WILLIS.

\* \* The editorial comment referred to read as follows:—  
\* "When approaching an ill-lighted omnibus, obviously it is courtesy to switch off the headlamps and, if necessary, to come to a standstill, thus inconveniencing only yourself instead of perhaps 50 people who are riding in the bus. But this exception to the broad rule does not postulate that the rule itself is wrong." *The Light Car and Cyclecar* stands for a spirit of "sweet reasonableness" upon the roads—a spirit of give-and-take—a spirit of friendliness between all classes of road user.—Ed.

**A Personal Matter.**

The dazzle problem will never be solved until there is a definite ruling on the subject, but in the meantime I, personally, intend to use my headlamps as I think fit. If I find it necessary on the scores of safety or convenience to keep them burning at any time I shall do so, despite the possible annoyance I may cause to any of the dot-and-dash brigade. J. BLOOMBERG.

Competition Lubricants—The Low-priced Car.

**The Use of Castor Oil.**

Some of the statements which appear in the letter in your issue of January 22nd, written by Mr. A. Duckham, are so likely to mislead your readers that we depart from our usual practice of remaining silent and reply to his letter. Mr. Duckham states that

**Successful Mineral Blending.** "the oil used in such (motoring) events is practically never of the same type as the grades which the same supplier recommends and markets for the ordinary motorist's everyday use."

As we ourselves supply the lubricants used by the great majority of race-drivers, record-breakers and reliability-trial entrants, we are, more than most people, in a position to answer that statement. In every case where our products are used, these successful drivers use standard grades of Wakefield Castrol as marketed and recommended by us. Of course, the actual grade chosen varies according to the engine in which it is used and the use to which it is put, but we supply no special grades which we do not market or do not recommend for ordinary use in the same engines.

Mr. Duckham goes on to suggest that no purveyor of oil supplies a lubricant for racing purposes which contains enough mineral oil to have any noticeable effect upon the castor.

This is not so. In Castrol R, which is used by the overwhelming majority of racing drivers, and also by thousands of enthusiasts who appreciate its unique qualities, the proportion of mineral oil employed does have a very real effect. The reason is that the mineral oil employed is in intimate molecular mixture with the castor, and these intervening buffer molecules of mineral oil prevent the castor coagulating into the gelatinous mass mentioned. In fact, the mineral oil can be likened to the cage, and the castor to the balls, of a modern bearing. The balls take the load, and the cage prevents them touching each other.

We could say much more on this point, but the experience of 27 years is not to be compressed into a letter, however lengthy. But we will say that no other firm has yet, to our knowledge, succeeded in evolving a stable mixture of castor with mineral oils; consequently, it is impossible to gain the undoubted advantages conferred by castor oil and not incur the admitted drawbacks arising from the use of castor in its pure state, except by the use of our lubricants.

Mr. Duckham mentions that the R.A.F. run engines on mineral oil after flight and before being put away. Note the "after"! Of course, the sumps are drained, and the

cheap mineral oil used to flush out the engine in the same way that the less-informed motorist may use paraffin—a still cheaper product! The practice of the R.A.F. is correct, and we can thoroughly recommend it.

We agree with Mr. Duckham that "any firm can supply highest-grade castor oil . . . but this does not mean that such a firm could or does supply a suitable mineral oil for everyday use." Years of research have enabled us to supply compound oils carefully prepared for their intended use, and the fact that over 200 car, motorcycle and engine manufacturers use and recommend our products shows that we have met with some measure of success!

C. C. WAKEFIELD AND CO., LTD.,  
W. R. GRAHAM, Managing Director.

**The £100 Car Impossible—**

Once more paragraphs have been appearing in the Press about the arrival of the £100 car. It is difficult to understand why there should be such an arbitrary association between price and product, but that it

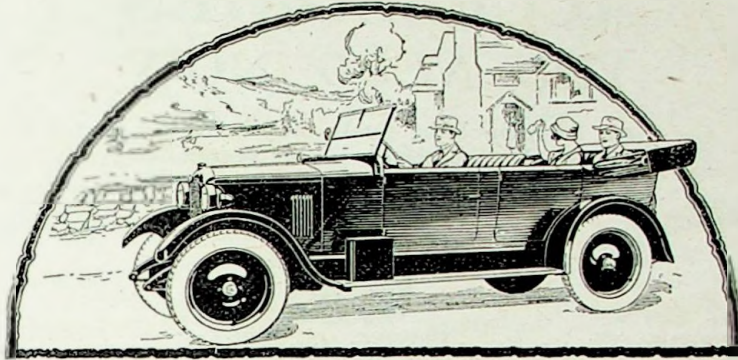
—or, if Possible, Useless, exists there can be no doubt. One does not find it in connection with bungalows or bacon, or pianos or perambulators, or even with wireless sets. But somehow the round figure has got itself connected with the motorcar and has become a sort of ideal for the industry to achieve.

The strange thing is that for another £50 or so there can be purchased admirable little cars capable of giving performance above reproach. It would be thought that a man who could pay £100 for a car could spring the other £50. If he cannot then he ought not to think of spending £100, for a car is not an ornament to be put on a shelf and looked at, but something which costs money to run.

Manufacturers' net profits on small cars are not great and at the present time the value given is extraordinarily good; but the £100 car would mean that a third of the price would have to be lopped off, and of that there is no possibility whatsoever. Doubtless a car can be produced to sell at £100, but people buying it would be wasting their money. Ford, with his mighty resources, has not been able to market his car in this country at £100, and as the saving in manufacturing costs on a smaller model would be negligible it can safely be assumed that until he gets down to that figure no one else will be able to achieve the feat. G.A.

\* \* Readers' opinions on the points raised by our correspondent will be appreciated.—Ed.

WHY not make sure of obtaining THE LIGHT CAR AND CYCLECAR regularly by placing a firm order with your newsagent?



## There are Reasons for 9/20 h.p. Rover Superiority

1926 will be a ROVER year!



*Sturdy as an old sea-rover*

The 9/20 h.p. Rover gives a wonderful performance on the road. The reasons lie in superior engine efficiency; in the overhead valves; in the pressure lubrication system; in the water-cooling by pump circulation. All these features mean extra cost in manufacture—but the owner reaps a handsome benefit. Why not let us demonstrate?

# ROVER

There are 9/20 h.p. Rover models from £185.

THE ROVER COMPANY LTD., COVENTRY  
AND 61, NEW BOND STREET, LONDON, W.1

ROVER IS BRITISH ALL THROUGH

*The Model illustrated is the "Super" 4-seater, with 4-wheel brakes, lavish equipment and roomy 4-door body with adjustable driving seat. Dunlop balloon tyres are standard equipment.*

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

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## ACCESSORIES YOU NEED NOW

Get them from Dunhills, the leading house for motor accessories of dependable quality at reasonable prices.

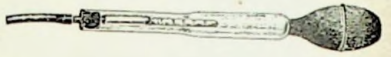


**PETROL FILLER**

No. 5419/80.—Well-made Petrol Filler with Flexible Extension. Quickly saves its cost. Nickel-plated, 3/6, post free.



**DRIVING CUSHION**  
which prevents strained position when driving. In plain leather cloth. Brown, Grey, Green, Blue and Black, 27/6. Antique Red, Grey, Brown, Blue, 30/-. Postage 1/-.  
REAL LEATHER from 45/-



**ACCUMULATOR TESTERS OR HYDROMETERS.**

Prolongs the life of the storage battery. Complete, packed in round cardboard tube with metal screw cover. No. 3370/80 ... 7/6 each  
Post free.



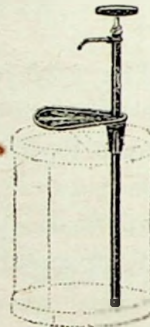
**ANTI-DAZZLE SHIELD.**

A simple and ingenious device to fight against the glare of headlights and the strong rays of the sun. Scientifically constructed. Fits any car.  
Model 732.—With Nickel-plated mount ... 3/- each.  
Post free.



**FLOWER VASE.**  
Handsome Design.

4929/80. 5 in. long, fluted top, with swivel bracket, heavily silver-plated. Bright finish ... 10/6 each  
Post free.



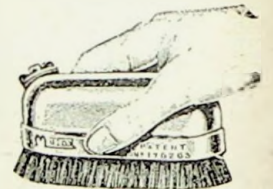
**NESTHILL POPULAR OIL PUMP.**

Strong and inexpensive pump for 5 or 10 gallon drums. Length of barrel for 5 gallon size 28 in. ... 7/6  
Ditto 10 gallon size 30 in. 10/6  
Post free.



**MUDGUARD BRUSH.**

Wooden handle. Strongly made in stiff fibre. No. 3302/80. Double knot. Length 15 in. ... 3/6  
Post free.



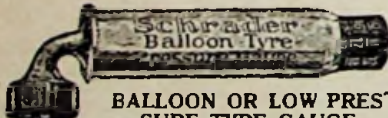
**MUTAX DRY CLEANING BRUSH.**

Cleans while you brush. For upholstery or clothes ... 12/6  
Post free.



**"STADIUM" DE LUXE STEPMAT.**

Well designed and composed of stout rubber bristles with aluminium frame. 13 1/2 x 9. Price 15/-.  
12 x 8. Price 12/6. Post free.



**BALLOON OR LOW PRES SURE TYRE GAUGE.**

Schrader Pressure Gauge for Balloon Tyres. There is just one way of keeping tyres O.K.—the regular use of Schrader Tyre Pressure Gauge. Calibrated in single units from 10 lbs. to 42 lbs. No. 4866. Price 6/10. Post free.



**THE "STADIUM" PETROL CAN CABINET.**

Apart from being the most convenient and rattle-proof method of carrying the spare can, also adds greatly to the appearance of the car. Made of heavy gauge steel. Model 603. Size 31" x 11" x 7 1/2" ... 15/-  
Postage 1/-.



**GENUINE "KING DICK" SPANNERS.**

Machined from solid steel drop forgings.  
Size 4 in. ... No. 2492/80 ... 3/4 each  
Size 6 in. ... No. 2493/80 ... 5/4 each  
Size 0 ... No. 2219a/80 ... 2/7 each  
Post free.

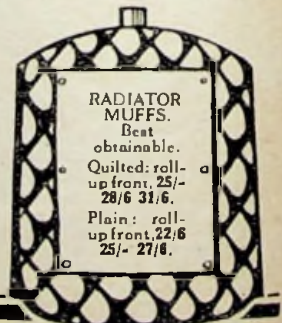


Dunhills serve you as well by post as if you actually called at their showrooms.

# Dunhills Limited

359-361, EUSTON ROAD, LONDON, N.W.1  
WEST END BRANCH ... 2, CONDUIT STREET, W.1  
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WRITE NOW FOR DUNHILLS ACCESSORIES CATALOGUE NO. A2.



**RADIATOR MUFFS.**

Best obtainable.  
Quilted: roll-up front, 25/-  
28/6 31/6.  
Plain: roll-up front, 22/6  
25/- 27/6.

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

OUR READERS' OPINIONS (contd.).

**A Carburetter Mystery.**

My light car engine is fitted with a very well-known make of carburetter, which is carefully tuned and gives entirely satisfactory results. Recently, after starting up in the dark, I drove through traffic into the country a total distance of 20 miles or so. During the entire journey I was surprised and delighted at the way in which the engine was running; there seemed to be additional smoothness and power, whilst acceleration was noticeably improved.

**Who Can Explain It?**

I garaged the car for the night without examining anything, but, on going to it next day, I found that my wonderful run had been done with the air-strangler half shut. I then experimented further and found that running was, indeed, improved with the air intake restricted.

Thinking that this pointed to the need for larger jets, I obtained a supply and tried all sorts of combinations, but

none of them gave me such good results, from the general running point of view, as the original setting and the choked air intake. I might mention that the area of the intake when half closed is greater than the area of the choke tube. Perhaps there are some carburetter experts amongst your readers who can explain the mystery. Personally, I admit that it is beyond my understanding.

WORRIED.

**An Old Car's Record.**

I was interested in the letter from "1926 Singer Owner" regarding the mileage of a 1914 Singer. I recently sold a 1912 twin (vertical) cylinder 8 h.p. Unic coupe that had covered about 170,000 miles. Although I obtained only £12 for the car, it was and Guaranteed in such excellent mechanical condition that I gave the purchaser a six months' guarantee. Of course, everything was very solid; I think it weighed about 13 cwt. I hear that a van body has since been fitted, and that the car has done a fey more thousand miles.

SENRAID.

**Car Prices in Australia.**

In your issue of November 6th a letter appeared over the signature of "Antipodean," which erroneously creates the impression that motorcar dealers overseas are retarding the sale of British cars by unduly inflating selling prices with a view to obtaining excessive profits. It so happens that this view is held by a number of British manufacturers, and we dealers in Australia have been endeavouring, for some considerable time, to show the fallacy of this view.

**Trading Expenses.**

It is natural, therefore, that the views of "Antipodean" should be disputed to counteract the effect that it may have, not only in confirming the manufacturers' ideas, but in the minds of the motoring public here, a great number of whom are readers of your journal.

It must be inferred that "Antipodean" is not connected with the motor trade, as a glance at his calculations will readily show, especially when taken in conjunction with the paragraph immediately following the table, that he is ignorant of ordinary commercial practice.

It is by no means unusual for people ignorant of the motorcar business to put forward arguments somewhat similar to those of "Antipodean." They see a car advertised in an English journal at, say, £350 and cannot understand why they are called upon to pay £470 in this country. The following figures will explain the point. (It will be noted that the Australian duty is considerably higher than that in New Zealand.)

	£	s.	d.	£	s.	d.
Cost price of car at factory...	350	0	0			
Less usual dealers' discount, 17½ per cent. ... ..	61	5	0			
				288	15	0
Inland transport ... ..		4	0	0		
Case and packing ... ..		5	10	0		
Ocean freight ... ..		22	10	0		
Shipping charges ... ..		0	15	0		
Insurance ... ..		2	10	0		
Duty—chassis £28, body, D.S. £50 ... ..		78	0	0		
Wharfage, cartage, etc., and Customs agent's charge ...		7	0	0		
Unpacking and assembling ...		2	0	0		
Washing, tuning, greasing and testing ... ..		2	0	0		
<b>Total landed cost</b>	<b>£413</b>	<b>0</b>	<b>0</b>			
Add 25 per cent. (to provide 20 per cent. on selling price) ... ..				£103	5	0
<b>Selling price</b>	<b>£516</b>	<b>5</b>	<b>0</b>			

Now, a glance at these figures will show that it would be possible for a buyer here to purchase in England and land the car cheaper than the local dealer could afford to sell it. It is therefore usual for the British manufacturer to make a special concession to enable the dealer to sell at the lower price, which, in the above case, would be £474. The average British manufacturer objects to making this concession, but

it is necessary to do so if his export trade is to be maintained against American competition, which is very well organized.

Were the local dealer able merely to advertise his goods and sell from his city showroom it would seem that a profit of 15 per cent. or even 10 per cent. would be adequate, but there are many other factors to be considered before it is possible to say what margin would be profitable.

Through knowledge of local conditions and actual experience it has been proved that motorcar business in Australia is unprofitable with a margin of profit of anything under 20 per cent. on the selling price unless a very large turnover is made, and I have figures to show that, on this basis, after paying overhead expenses, the remaining profit to the dealer is 2 per cent. of the selling price of the car.

Of course, were the British manufacturer content with a small turnover it would be possible, by confining the selling to the city areas, to trade upon a much smaller margin of profit, but the manufacturer naturally requires a fairly large turnover in order to show profit on his export trade, and it is therefore necessary to go farther afield to make sales.

The British manufacturer must realize that, owing to American enterprise having established the practice of selling at the buyer's home, even should this be in the farthest-back district, it is impossible to sell more than a small proportion of cars from the city showrooms and it is therefore necessary to employ a large staff of highly paid salesmen constantly moving about the country. When the enormous area of this country is considered the cost will be realized. The area of Victoria, the smallest mainland state, is 87,884 square miles, whilst New South Wales covers the huge area of 309,460 square miles.

It is quite a usual thing for a salesman to cover over 1,000 miles in a week in the back country, and even then he may not succeed in effecting a sale. Where the organization includes sub-agents in the "out-back" districts it is usually necessary to allow them a commission of 10 per cent. to make it worth their while to canvas their territory.

It must be borne in mind also that dealers in Australia or New Zealand, being so far removed from the factory, must carry fairly large stocks, for which they are required to pay cash in London, and they must take the risk of changing models and prices in England, which react immediately upon the local market. They are therefore often compelled to sell at reduced prices to quit stocks purchased on the basis of the higher price ruling at the time of shipment.

I mention only a few of the difficulties that the overseas dealer has to contend with, but I trust that it will assist in dispelling the idea that prices are being unduly inflated at the expense of either the manufacturer or the private purchaser.

A final word. The dealers handling British cars in Australia can be depended upon to do their utmost to promote and maintain the sale of British products, as there is a very real feeling here that trade within the Empire is a necessary safeguard for the future of our country.

AUSSIE.

OUR READERS' OPINIONS (contd.).

**Why Not Motorcycle Stands—**

Having been very interested in the recent suggestions relating to improved jacking systems, I should like to contribute an idea. Could not light cars be fitted with stands similar to those used on motorcycles, which could be let down and have the car pulled on to them either backwards or forwards when it was desired to raise the wheels from the ground? When the stands were not in use they would form useful fenders.

(GEORGE BRIDGE.)

**Jacking Systems Extraordinary.**

Regarding "Focus's" letter in your issue of January 15th and "Hocus's" letter of January 22nd, I should like to say that, although these jacking systems may prove satisfactory in theory, I am of opinion that they would be quite the reverse in practice. This, of course, would hardly justify an owner-driver's expense in fitting either of these systems. Again, by the illustrations they appear to look rather cumbersome and unsightly.

Whilst not denying the need for a better jacking apparatus, and in no way wishing to discourage the two kind gentlemen, I should, indeed, be sorry to see the day when manufacturers fit such ideas as standard.

AMBROSE FENN.

• We are rather surprised to note that the quaint and Heath Robinsonian ideas submitted by our various correspondents have been taken seriously.—Ed.

**Competition Performances.**

On looking back through the January 5th issue of *The Light Car and Cyclecar*, I was particularly impressed by the very poor showing of a famous make of car in the awards list of the London-Exeter. Out of 19 entries

only three "golds" was a poor effort, and there must be many owners of the cars in question who, like myself, were most disappointed. Apropos of trials of this nature, would it not be of far greater interest to readers if the actual gear ratios and speeds of the individual cars were always included in the results published?

Information as to the "standard" gears of many cars would be a far better guide to criticism of performance than just the bald statement "gold," and so forth.

K. A. MACDONALD.

• The speeds of the cars on the hills are not disclosed by the organizing club, nor could we obtain them without elaborate apparatus and the employing of "official" timekeepers. M.C.C. events are sporting runs conducted principally for amateurs, and it is not thought necessary to make competitors declare their gear ratios. Manufacturers entering teams could, of course, do so in their advertisements.—Ed.

**The Two-stroke Engine.**

In your issue of January 22nd there is an interesting article on "Improving the Engine," which asks "What Next?" In "Rich Mixture" by "Focus," there is a very guarded reference to Diesel engines.

**An Efficient Power Producer.** There is probably no intentional connection between these contributions, but they raise a train of thought which may profitably be followed at the present time. I am not suggesting that there is any immediate prospect of adopting the Diesel engine for motorcars, although I do not despair of it, but considering the recent advances in Diesel engine design one is struck by the ever-increasing attention which is being paid to the two-stroke cycle. With the exception of motorcar and aeronautical practice the whole of the internal-combustion engine industry seems to be leaning that way, and we may well consider whether it is likely to stop short at the petrol motor.

Sir Dugald Clerk, in a recent article on the design of internal-combustion engines, speaks of the large amount of attention now being given to the two-stroke cycle, and adds: "Its extended adoption to motor vehicles in general is regarded as not unlikely in the near future."

There are many points in its favour, among them (1) simplicity of design and low initial cost; (2) greater power for a given size and weight of engine; (3) the absence of all

valves in some cases and of the exhaust valve in all cases; (4) a more uniform turning moment, because each cylinder gives a power stroke every revolution.

Of course there are (or more correctly, there were) some disadvantages, but in the case of other internal-combustion engines (e.g., gas engines, light-oil engines, semi-Diesels, and Diesels) these have practically vanished. Is the time not ripe for the further development of the two-stroke petrol motor?

The two-stroke engine has, of course, been used for some time for motorcycles, and at Olympia last October there was one solitary example among the cars (the Trojan). It would be interesting to have the opinions of readers who have had road experience of any two-stroke engines. If and when the two-stroke does make its advent into the car world, it is at least desirable that its fair trial should not be delayed by prejudice. It appears to be an unequalled success in other departments of engineering, so why not in the motorcar? A.H.S.

**CONDENSED CORRESPONDENCE.**

As the result of an inquiry under "Information Wanted," Mr. E. A. Penrose received very helpful advice from Messrs. John Pollitt and Sons, Renshaw Street, Liverpool, as to the cure for over-oiled plugs in his 9 h.p. Rover.

With reference to his letter on Austin Seven running costs, which appeared in last week's issue, Mr. J. Roy Thomas writes to point out that he drains his sump every 1,000 miles, and not every 4,000 miles as stated in the letter.

Writing on the subject of buying a second-hand car, Mr. A. J. Law recommends Lambs, Ltd., Hoc Street, Walthamstow, London, as a concern which takes a real interest in its customers' requirements. He bought a second-hand car there over a year ago, and has been delighted with it ever since.

Having had slight trouble with his Auto-Ram grease gun, Mr. W. Dalton wrote to the makers, Benton and Stone, Ltd., asking their advice. By return of post, however, he received a new gun, with a request that he would return the defective one. Mr. Dalton feels that such courteous treatment should be recorded.

With reference to the recent plug-type controversy, Mr. H. C. Leat writes in terms of praise regarding the A.C. Sphinx Sparking Plug Co., Ltd. This concern has been very helpful to him and has sent him a folder containing a tabulated list of the correct type of A.C. plug for use with any make of car.

Mr. C. D. Conradi writes to point out that a photograph of himself driving a Salmson car in the recent London-Exeter trial has been used for advertisement purposes, thus tending to make it appear that he is a professional driver. In point of fact, however, Mr. Conradi is an amateur who drives in trials only for his own pleasure and amusement.

Mr. J. E. Kennedy advises owners of cars fitted with spring gaiters to remove them occasionally in order to examine the spring leaves for possible fractures. This advice is the result of his recent experience when he found that he had been driving his Jowett for some time, over bad roads, with a broken spring. Mr. Kennedy is very pleased with his car, which, he says, has served him faithfully under arduous conditions.

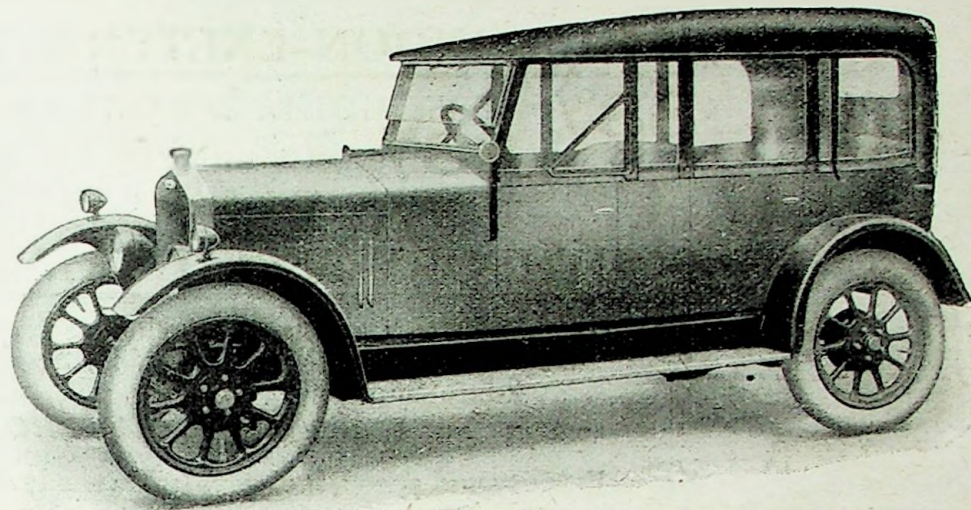
**INFORMATION WANTED.**

BELSIZE-BRADSHAW AND A.B.C.—Information regarding reliability and running costs is requested.—G. Yew, 55, Chelverton Road, Putney, London, S.W.15.

CLEANING A LEATHER COAT.—Advice is requested as to the best means for removing grease and oil stains from a tau leather driving coat.—X.Y.Z., South Creak, Fakenham, Norfolk.

MORGAN GEARBOX.—Information with regard to the fitting and cost of a gearbox for a 1921 Aero Morgan is requested. What is the cost of a steering reduction gear and is it satisfactory?—L. J. Buckmore, 23, Langley Park Road, Sutton, Surrey.

*"Built up to a standard  
not down to a price."*



**"You can defy the winter weather"**

Whatever the weather you are quite snug and cosy in a Wolseley. In a minute or so you can fix the all-weather equipment, and be absolutely protected on the stormiest day. You are practically riding in a light and airy saloon car, as the curtains open with all four doors.

When partial protection only is required, you can lower the hood and leave the curtains up—any or all of them. The supports are quite rigid, and you can arrange the curtains just to suit your personal desire. The Wolseley weather equipment is undoubtedly the most effective and convenient yet designed.

**Wolseley** 11/22 H.P.  
Two-Seater or  
Four-Seater.  
**Price £235**

Also supplied in De Luxe finish, Two-Seater at **£265**, Four-Seater at **£275**

*Catalogues and full details sent with pleasure.*

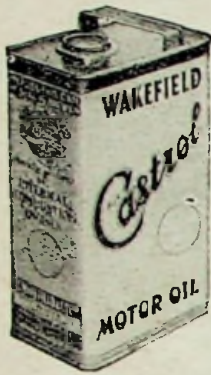
**WOLSELEY MOTORS, LTD.,  
Adderley Park, BIRMINGHAM.**

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

**£25 DOWN**—You can procure a Wolseley 11/22 h.p., licensed and fully insured for a year, for £25 down and 24 monthly payments of £11 : 4 : 0

*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.*

*Wakefield CASTROL Scores as usual!*



*There is a Wakefield CASTROL grade which will enable you to get the best from your engine. The Wakefield Recommendation Chart can be seen at any Garage, or write for our Booklet "Intelligent Lubrication for Motor Car Owners."*

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

**M.C.C. LONDON-EXETER RUN**

**88%** of the GOLD MEDALS and  
**83%** of the SILVER MEDALS  
—won on Wakefield CASTROL!

**SOUTHPORT SPEED TRIALS**

**9** of the eleven Car Classes, including fastest time of the day (Major H. O. D. Segrave . . . 2-litre Sunbeam)  
—won on Wakefield CASTROL!

For reliability and speed, it always holds the lead—



*Many Cars, One Magneto*  
The **BLIC**

**Boulogne Grand Prix. Voitures Legeres.**  
**MORE BLIC SUCCESSES.**  
A **BLIC** MAGNETO was fitted to the  
Frazer-Nash Car which obtained:—  
1. First Place.  
2. Fastest Lap of the day.  
3. Record Lap for the Boulogne Course.

Simple, robust,  
small and light—  
efficient, dustproof

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**THE BRITISH LIGHTING and IGNITION CO., LTD.**

(Proprietors: Vickers Limited)

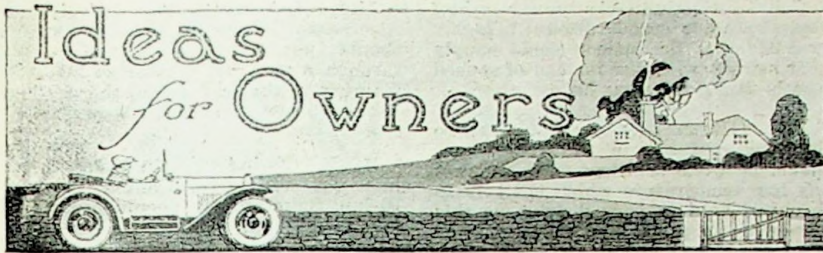
**CHESTON ROAD, ASTON, BIRMINGHAM.**

Telegrams: "Vickamac, Phone, Birmingham." Telephone: East 840 (6 lines), Birmingham.

London Depot: 2, GREYCOAT ST., WESTMINSTER, S.W.1.

Telegrams: "Vicksmac, Phone, London." Telephone: Victoria 8750 (2 lines), London.





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

### Simple Oilcan Carrier.

Motorists who use oilcans of the loco type often find it difficult to accommodate them in the tool-locker conveniently, owing to their awkward shape. An illustration on this page shows a simple and neat way of carrying them. A short piece of leather strap is screwed to some suitable part of the woodwork of the car (such as the front of the dashboard) to accommodate the spout, while a light spring is employed to hold the body of the can. One end of this spring is permanently anchored to the woodwork, while the other is bent in the form of a hook, so that it can be easily detached from a small cup-hook screwed into the wood for the purpose.

When the can is being placed in position, it is merely necessary to insert the spout in the loop formed by the leather strap, stretch the spring round the other end of the can and secure it to the hook. When the device is being fitted up the strap and spring should be arranged so that the valve plunger comes between them, thus preventing the can slipping out of position.



Oilcans of the loco type are difficult to accommodate in a tool-locker on account of their awkward shape, but the method of carrying shown above is very convenient.

### Simple but Elusive.

Many an owner has been worried by mysterious engine stoppage apparently due to lack of petrol when a subsequent inspection proved that there was no shortage of fuel in the tank, that the jet and filter in the carburetter were not choked, neither was the supply pipe blocked. When this happens the source of the trouble is usually the stopping up of the air vent of the filler cap—a point which is very often overlooked. The result, of course, is the gradual production of a vacuum over the fuel, thus preventing it from reaching the carburetter. Metal polish is a frequent offender, and after cleaning the filler cap, it is always a good plan to make sure that the air hole is free from dried polish.

### Repairing Garage Buckets.

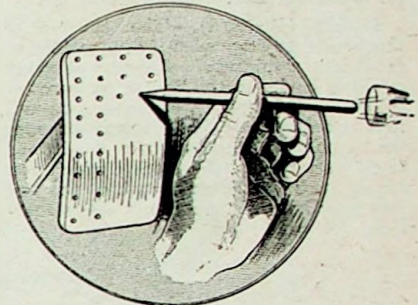
Few items of garage equipment have to stand so much hard treatment as the bucket. Due to being dropped, kicked or collided with, the bottom usually begins to leak, and a soldered repair on the galvanized surfaces is not easily made. To fit a complete new bottom to a bucket is rather expensive, and plugging up the leaks is far from satisfactory. In these circumstances a thin layer of Portland cement spread on the inside will set hard and effectively seal the hole, about 3/8 in. being a sufficient thickness in most cases. Small lumps of cement may also be used to patch weak points in the sides of a bucket.

### A Hose Improvement.

If the hose used for washing a car is not fitted with an adjustable nozzle, the following idea will be found useful. Take an ordinary tyre valve cap from a discarded inner tube and drill a number of small holes in its end. When a spray is required the open end of the valve cap may be pushed into the extremity of the hose and held in position by binding with copper wire or string. The water will then issue in the form of fine streams, which, if the main supply is adjusted so that the spray is not too powerful, will be found ideal for the coachwork. When wheels and the like are being washed the full available pressure of the water supply may be used, so that the improvised nozzle gives a number of powerful jets which will sweep the mud away.

### Improving Pedals.

An effective way of preventing the feet from slipping off pedals which have plain metal surfaces is to raise a series of "pips" by means of a flat-ended punch operated at an angle of about 45 degrees to the face of the pedal. The pedal should be removed and held in a vice while the work is being done. It will be found that the "pips" do not wear off for a considerable time, but when this does happen the operation may be easily repeated.



A simple way of ensuring a good grip for the feet on smooth pedals. By operating a punch as shown a number of "pips" may be produced.

### Raising the Car Quickly.

Following the recent suggestion by "Focus" to utilize a wheel brace for operating the jack rapidly, a reader informs us that he has converted his jack handle to fit the wheel brace and finds the idea works excellently. The arms of the T end of the jack handle have been cut off and the end filed to fit into the brace. Where the jack handle has a wooden cross-piece held by an eye, the last-named should be cut off and a nut of the same size as the wheel nuts brazed on. When it is desired to raise the car it is merely necessary to place the jack under the axle, slip one end of the converted handle into it and the other end into the brace; by turning the latter the car is then lifted rapidly.



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

W.M.L. (Cambridge).—As there are no oil caps on the magneto fitted to your light car it appears to be of the type which has the bearings packed with grease and therefore needs no attention at the hands of the owner.

A.P. (Kendal).—The constant burning out of lamp bulbs, to which you refer, indicates a faulty battery connection. The current tends to flow directly to the lamps when contact is bad and the filaments suffer. Other possible faults are the use of lamps of too low a voltage or of faulty construction.

T.N. (St. Albans).—As you cannot arrange a clutch stop to work on the male cone itself, why not make one to rub on the withdrawal flange when in its "out" position?

R.McD. (Eastbourne).—The addition of washers behind the springs in the ball and socket joints of the steering cross-rod may take up the play. The trouble appears to be due to weak springs or worn ball pins. In the latter case the heads will be oval and new parts should be fitted.

W.E. (Wimbledon).—Yes, the greater the gap between the platinum contacts of the make-and-break the farther the timing is advanced. This is due to the fact that increasing the gap throws the "heel" end of the rocker arm farther out and it therefore comes into contact with the cam earlier.

**IN ANSWER TO YOUR QUERY  
(contd.).**

**E.A. (Liverpool).**—Unfortunately there is no definite standard of silence which can be used to decide whether any particular vehicle is sufficiently silenced or otherwise. It is a matter for discretion only.

**J.J.E. (Sevenoaks).**—There is no need to have a new camshaft because one cam has worn very badly. The defective cam could be built up, heat treated and ground to form. This would no doubt be the cheaper course.

**H.G.M. (Redford).**—The tendency of the engine to stop when idling points to too weak a mixture. Adjust the slow-running device of the Zenith carburetter by giving it a half turn downwards and note whether this is sufficient to cure the trouble. Atmospheric conditions alter matters, and the setting which you found to be satisfactory when the car was new last summer is not necessarily right for winter use.

**C.F.G. (Derby).**—As many wheel centres are now standardized it is highly probable that the makers could supply your new car with disc instead of spoked wheels fitting the same hubs.

**F.M. (Hitchin).**—Glycerine added to the cooling water up to 20 per cent. should be quite sufficient to counteract any low temperature which is likely to be experienced in your district, as this proportion is proof against 10 degrees of frost.

**R.E. (Winsford).**—You can "frost" the aluminium panels of your home-made cyclecar in the following manner:—The panels should be immersed in a hot solution of caustic soda for a few seconds—about 2 lb. of soda per gallon of water is correct. After this treatment they should be dipped in a solution of nitric acid consisting of 1½ gallons of concentrated acid to 10 gallons of water. Finally, wash off all traces of the acid and dry the panels in hot sawdust.

**H.A. (Leicester).**—Although it may save some labour in dismantling, we should not recommend you to cut through a new felt washer to facilitate fitting it to the rear end of the gearbox. A cut washer would not act as an effective oil seal.

**B.J.F. (Swindon).**—In order to adjust the tappet clearances of your 10 h.p. Salmons you should proceed as follows when the engine is cold:—First remove the two springs and the bridge piece which bears on the coned nut above the push-rod. Second, slack off the nuts above and below the rocker bearing and adjust until there is a clearance of 28 thousandths of an inch between one end of the rocker and its valve, the other end resting on the other valve stem. Tighten up the nuts and again check the clearance. Third, the coned locking nut above the push rod is slackened off and the adjusting screw set to give 8 thousandths of an inch clearance for the exhaust valve and 20 thousandths for the inlet valve.

**CLUB ITEMS AND SPORTING EVENTS.**

**SURBITON MOTOR CLUB.**

The annual general meeting of the Surbiton Motor Club will be held at Kingston Hotel, Kingston, on Friday, February 5th, at 7.30 p.m. A dance will follow the meeting, commencing at about 9 p.m., and continuing until midnight.

**R.A.C. PERMITS.**

Closed permits have recently been issued by the R.A.C. for the following events:—February 13th: Sutton Coldfield and N. Birmingham A.C. Colmore Cup Trial. April 2nd-3rd. Scarborough and District M.C. Easter Trial. April 5th. Scarborough and District M.C. Inter-Club Trial.

**COMBINED LONDON CLUBS' DANCE.**

A combined London motor clubs' dance will be held to-night (Friday) at the Westminster Palace Rooms, London. Dancing will begin at 8 p.m. and continue until 3 a.m. Special parking facilities will be available in Artillery Square, under the control of the A.A. Scouts. The organizers wish to make it clear that all tickets have been disposed of, and no admittance money will be taken at the door. A very enjoyable evening is assured and the Middlesex Hospital Reconstruction Fund should benefit by a substantial amount.

**YORKSHIRE CENTRE J.C.C.**

The annual dinner and dance of the Yorkshire Centre of the Junior Car Club was held at Powolny's Rooms, Bond Street, Leeds, on Friday, January 22nd. There was an attendance of about 100 members and friends, the hon. general secretary of the Junior Car Club, Mr. A. Percy Bradley, and the hon. general treasurer of the Club, Mr. F. H. Balc, being present. After an excellent dinner the chairman of the Centre, Mr. Trubie Moore, proposed the only toast of the evening, "The King." Introducing Mr. Bradley, who had kindly consented to present the prizes, Mr. Moore said that the ban on speed events had considerably reduced the number of prize-winners. Mr. Bradley, in a short speech, expressed his satisfaction at the large attendance, and said that the Centre seemed to be making a successful appeal to Yorkshire motorists. Dancing continued until 2 a.m., the evening being voted a great success.

**BELSIZE-BRADSHAW L.C.C.**

The first general meeting of the Belsize-Bradshaw Light Car Club took place at the Bridge Horse Hotel Restaurant, London Bridge, on Tuesday, January 19th, the chair being occupied by Mr. P. C. Sheen. Following the chairman's opening address and welcome, the hon. secretary gave an interesting detailed report of the activities during the past year, after which the hon. treasurer, Mr. A. E. Hawkins, then spoke of the satisfactory financial position of the club.

After the business of electing officials had been carried out, a happy surprise was sprung upon the hon. secretary, Mr. G. E. R. Nicholson, in the form of the presentation of a handsome silver cigarette box, suitably engraved. In presenting this on behalf of the subscribing members, the chairman paid a well-merited tribute not only to the zeal of Mr. Nicholson, but to his all-round popularity. Mr. Nicholson then made a short speech of acknowledgment and thanks.

**NEW OZULEUM MOTOR CLUB.**

At a well-attended meeting of enthusiastic motorists, held at the Baring Hall Hotel, Grove Park, London, S.E., on Friday, January 22nd, it was decided to form a new motor club, with the title of the Ozuleum Motor Club. Many of the members have had considerable competition experience, and there is every prospect of the club developing rapidly. It is hoped to establish headquarters in Central London shortly. The hon. general secretary of the new club is Mr. S. G. Smith, 5, Breadfield Road, London, S.E.6.

**SOUTHERN JOWETT L.C.C.**

At the second annual general meeting of the Southern Jowett Light Car Club, held on Thursday, January 14th, the following resolution was carried unanimously:

"That the members place on record their appreciation of, and thanks for, the continued support given to the club by Temple Press Ltd. and the presence of the assistant editor and other representatives of *The Light Car and Cyclecar* at a number of our meetings."

**PORTSMOUTH DISTRICT JOWETT CLUB.**

A whist drive and dance will be held by the Portsmouth District Jowett Club at Kimbell's Café, Osborne Road, Southsea, on Friday, February 12th, whist commencing at 7 p.m. Several important announcements will be made during the evening and the committee for 1926 will be elected. Tickets, which cost 2s. 6d., including refreshments, may be obtained from the hon. secretary, Mr. L. Platford-Donne, 7, Aston Road, Southsea.

**FORTHCOMING EVENTS.**

- January 29.**  
Sydenham and District M.C. Motor Revel.  
Combined London Motor Clubs' Dance.
- January 31.**  
City of London Motoring Association, London-Stratford-London Trial.
- February 5.**  
Surbiton M.C. Annual General Meeting and Dance.
- February 6.**  
West Kent M.C. Annual Dinner.
- February 12.**  
Oxford M.C. Annual Dinner and Dance.  
West Kent M.C. Annual General Meeting.  
Portsmouth District Jowett Club. Whist-drive and Dance.
- February 13.**  
Sutton Coldfield and N. Birmingham A.C. Colmore Cup Trial.
- February 14.**  
Morgan M.C. Opening Run to St. Neots.
- February 20.**  
Essex M.C. One-day Winter Trial.
- February 28.**  
Rochdale and District M.C. Reliability Trial.

**TO CLUB SECRETARIES.**

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

**NORTH-WEST LONDON M.C.**

A social run to Ilfracombe will be held by the North-West London Motor Club, starting from Slough at 11 p.m. on Friday, March 5th. Breakfast will be taken at Bridgewater at about 6.30 a.m., the run leaving at about 7 a.m. for Porlock, Lynton and Beggars' Rest. The run is open to any motorists, whether members of the club or not, and an invitation card and full particulars may be obtained on application to the hon. trials secretary, Mr. H. A. Farmer, 316, St. Paul's Road, London, N.1, or to Mr. H. A. Davies, 64, London Wall, London, E.C.2.

**KNOCK M.C.C.**

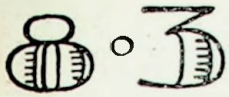
The annual general meeting of the Knock M.C.C. was held in the Greenwood Hall, Belfast, on Monday, January 18th, Mr. R. H. Wright presiding over a large attendance of members. The hon. secretary, Mr. W. Gunning, presented his annual report of the activities of the club during the 1925 season, after which the financial statement was submitted by the hon. treasurer, Mr. R. W. Bell. It showed a slight balance in hand, and both reports were adopted.

The election of officers was then carried out. Capt. the Right Hon. Herbert Dixon was elected president, while Mr. S. J. Johnston now occupies the position of hon. secretary in place of Mr. W. Gunning, whose resignation was accepted with regret. A discussion on the programme of events for the coming season followed, and many helpful suggestions were put forward.

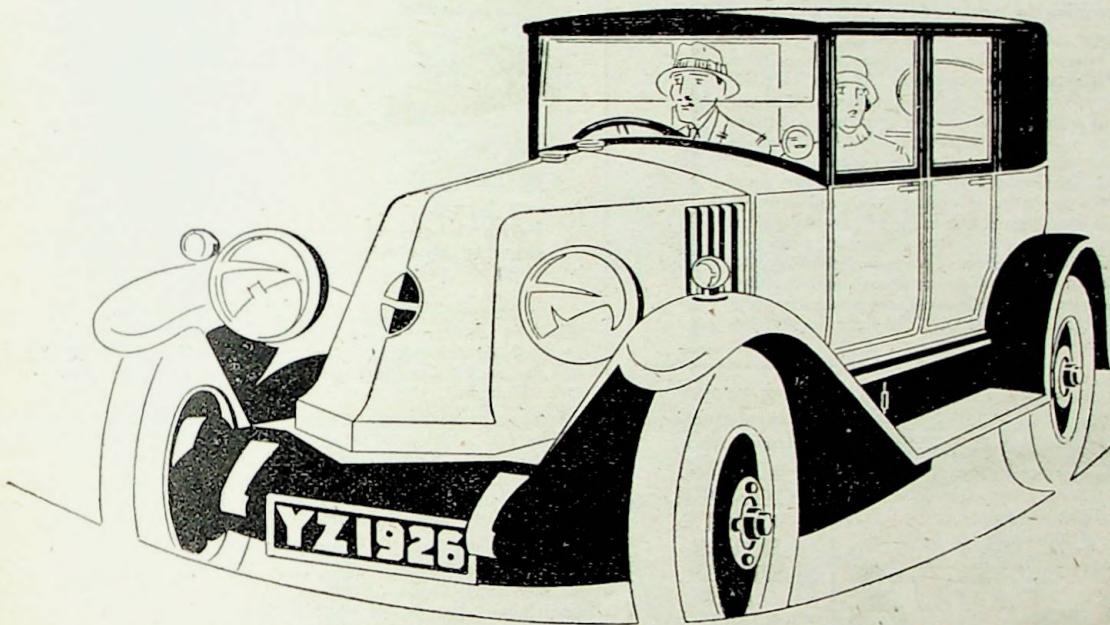
**ULSTER AUTOMOBILE CLUB.**

A general meeting of members of the Ulster Automobile Club was held in Belfast on Thursday, January 21st. Mr. D. A. Boyd presided and there was a good attendance. Among the officers elected during the meeting were:—President, Right Hon. J. Milne Barbour, D.L., M.P.; vice-presidents, Right Hon. T. Moles, M.P.; Major D. G. Shillington, M.P.; Senator H. M. Barbour and Mr. George Combe, secretary; Mr. Thos. McMullan; hon. treasurer, Mr. W. Noble.

A hearty vote of thanks was passed to the pioneers of the club—Major D. G. Shillington, Messrs. R. S. H. Noble, Harry Ferguson, D. A. Boyd and Thomas McMullan—and thanks were accorded the chairman and Messrs. Birch and Workman for the use of their premises for the meeting.



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The 8.3 h.p. Renault Saloon at £269 is a full four-seater, and every seat of the four is comfortable and warm in any weather. If you have ever tried the draughty discomfort of the average dickey seat you will appreciate the Renault Saloon.

And this car is so powerful and dependable—ready at any moment for a theatre trip—or a hard drive down to Cornwall. Safe in a press of town traffic with the cobble stones and tram lines all greasy; safe going down the inside of that last bend on Porlock Hill—as steep as a roof. Renault dependability has been known to generations of motorists. And as for economy—London to Brighton and back at an expense of no more than a shilling a head for petrol is surely cheap enough?

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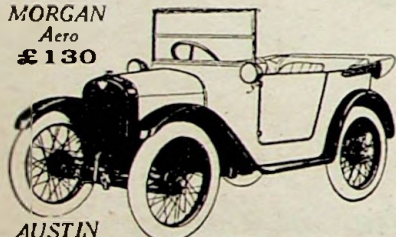


# A Token

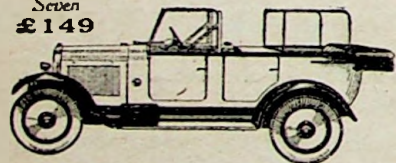
This device is, perhaps, already familiar to you, and it will be before your notice many times in the future. It is some thing more than just a monogram of the name, Lovetts Ltd. It is a **TOKEN**—a token of service, of a standard of courtesy and attention to your needs and interests that has been conscientiously developed in seven years of progress and success. Just as tokens generally are symbols of some promise made, or contract entered into, so you may regard this token of Lovetts as conveying to you a definite undertaking of service and of satisfaction. To the service of Lovetts the only limit is your entire satisfaction. Thus "service and satisfaction" are always happily combined at Lovetts. They always will be.



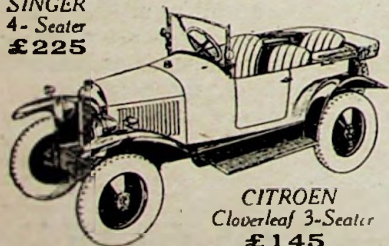
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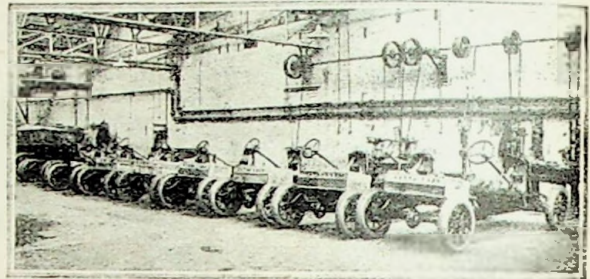
418, Romford Road, Forest Gate, E.7

Greenwood 1234 (Private Branch Exchange). "Egareco, London."  
And at: 61, Holborn Viaduct, E.C.1.

## AROUND THE TRADE.

If Mr. J. J. Coc, of Cheltenham, Glos., will forward his address to Messrs. Elce, Ltd., his inquiry will receive attention. This information was omitted from his letter.

In the latest list of Palmer Tyre prices 700 mm. by 80 mm. Flexicord covers are shown as costing £3 19s., 710 mm. by 90 mm. costing £4 14s. The tubes for these two sizes cost 13s. and 16s. respectively.



Part of a batch of 47 Clyno chassis which are being exported by Rootes, Ltd., the official exporters of Clyno cars.

We have received a copy of the latest Riley catalogue, which is an attractively illustrated publication giving a very detailed description of the various Riley models. Copies will be sent to readers on application to Riley (Coventry), Ltd., Foleshill, Coventry.

The full address of Messrs. H. Beart and Co., the Morgan specialists, is 2, Empire Chambers, Richmond Road, Kingston-on-Thames. The company reports that a number of letters from our readers have not been delivered, owing to their having been insufficiently addressed.

Hydraulic Cable Brakes, Ltd., have moved into new works at Laundry Road, Fulham, S.W.6, where they have installed new plant to enable them to cope with increased orders from the trade. Adaptable sets of these four-wheel brakes are now available for a number of makes of light car.

The business of Seabrook Brothers has been transferred from 21, Phipp Street, E.C., to 107, King's Road, Chelsea, London, S.W.3, where the manufacture of the Seabrook car will be continued, and where spares for old and new models will be obtainable. Messrs. Percy and Herbert Seabrook are retiring, and the concern will be controlled in future by Mr. Frank Burgess.



### LIGHT CAR PROVERBS—No. 4.

The winner is Mr. A. J. Donaldson, 120, Blackhorse Lane Walthamstow.

The prize of £11.0 will be sent to him in due course. His proverb is quoted below the subjoined drawing.

It is not the revolutions that destroy the machinery, but the friction.

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**N**OW that Lamb's Ltd. have introduced this addition to their wonderful "Option of a Rebate" system you can get your machine this spring **WITHOUT** having to pay down the usual 25% deposit.

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List Price at Works . . . . . £235  
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24 monthly payments of £11 4 0  
or £50 down and £9/18/0 a month.

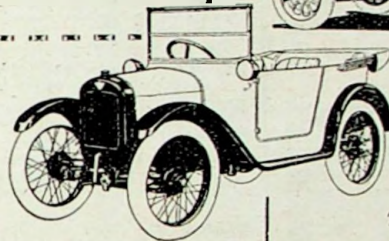
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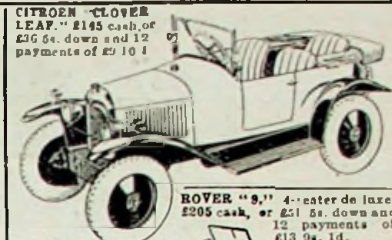
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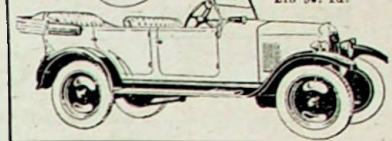
**387, Euston Road - London, N.W. 1**  
Opp. Gt. Portland St. Stn. (Met). 'Phone: Museum 4978.



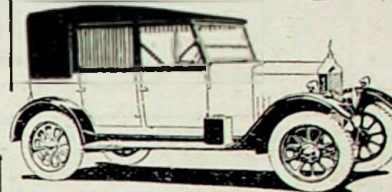
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**CITROEN, 1925, 7.5 h.p.,** Clover-leaf, starter and lighting, clock, speedometer, all-weather, balloon tyres, low mileage, equal to new, taxed ... **£105**

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We have several other models in stock.

**CITROEN, 1924/25, 7.5 h.p.,** 3-seater, starter and lighting, speedometer, all-weather equipment, very low mileage, first-class condition ... **£90**

**CITROEN, 1923, 7.5 h.p.,** 2-seater, starter and lighting, speedometer, cord tyres, mechanically sound and ultra sound ... **£64**

**CLYNO, 1924, light 4-seater,** starter and lighting, clock, speedometer, all-weather equipment, splendid condition, smart appearance ... **£95**

**A.C. ROYAL, 1922, 2-seater,** double dickey, starter and lighting, full equipment, a superb car ... **£98**

**AUSTIN, 7 h.p. chummy, 1924,** starter and lighting, all-weather equipment, good tyres, splendid mechanical condition, first-class coach finished ... **£98**  
Another in almost equal condition ... **£94**

**SINGER, 2-seater de luxe, 1924,** fully equipped. This car is absolutely as new in every way ... **£100**

**SINGER, 1921, 2-seater,** dynamo lighting and starting, smart, very good mechanical condition ... **£45**

**SINGER, 10 h.p., 2-seater and dickey,** dynamo lighting, clock, speedometer, splendid mechanical condition, re-coachpainted, genuine offer ... **£34**

**STANDARD, noted 11.6 h.p. model, 1921,** 4-seater, all-weather equipment, starter and lighting, speedometer, leather upholstery, splendid mechanical condition, re-coachpainted ... **£72 10**

**BELSIZE - BRADSHAW, 1923, 2-seater and dickey,** starter and lighting, clock, speedometer, spare wheel, cord tyres, excellent condition ... **£57**  
Another ... **£54**

**ALBERT, 4.5-seater,** starter and lighting, speedometer, 2-spare wheels, engine completely overhauled, coachwork perfect, a superb car ... **£68**

**A.B.C., 1922/23, sports model, 2-seater,** dynamo lighting, speedometer, spare wheel, cord tyres, splendid condition, attractive ... **£58**

**ROVER, 8 h.p., 1921, 2-seater,** dynamo lighting, speedometer, spare wheel, sidescreeens, exceptionally nice condition ... **£42**  
Another ... **£38**

**G.N., 1922, 2-seater and dickey,** dynamo lighting, speedometer, spare wheel, good tyres, very reliable, a smart car ... **£42**

**G.N., 1921, 2-seater,** dynamo lighting, speedometer, splendid mechanical condition, re-coachpainted, exceptional offer ... **£34**  
Another ... **£29**

# On Buying a Car

Someone has said that nowadays it matters more how and where you buy a car than which car you buy. Cars are so good these days, this is almost true. In the final analysis it comes down to a matter of taste—and price. But how and where you buy—aye, there's the rub. The old-established but ever up-to-date Service Co. offers every advantage obtainable in car buying to-day.

WE SELL ALL MAKES.  
GIVE UNPREJUDICED ADVICE.  
HAVE REAL CAR SHOWROOMS.  
GIVE FREE TUITION.  
FAIR EXCHANGES.



A BETTER EASY PAYMENT SYSTEM WHICH INCLUDES ALL EXTRAS SUCH AS INSURANCE, TAX, LICENCE, ACCESSORIES, GADGETS, etc.

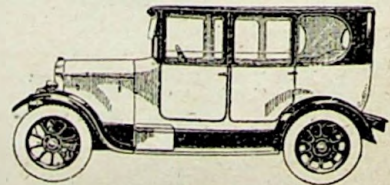
—and a generous "REPAIR BILLS PAID" Scheme.



Why not investigate further before buying elsewhere?

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

"We Serve — You Save."



RII




**Quick Fit Gaiters**

The Gaiter that has stood the test of time and all weathers

Fitted for Oil or Grease Lubrication as preferred.

*The Gaiter you will Eventually Buy*

**W. DICKINS & CO. LTD.**  
 TELEPHONE 178. PATENTEES & MANUFACTURERS.  
 CROSS CHEAPING, COVENTRY.



**B&D STABILIZERS**

NO DRILLING OF THE FRAME

EASY TO FIT

THE BEST TYPE OF SHOCK ABSORBER AND THE EASIEST TO FIT.

**BENTLEY & DRAPER LTD.**  
 4 Fenchurch Ave. London E.C.3.

For Axle: Morgan (Back) Austin (Front) Rover

Up to 12 h.p. 8/6.  
 5/5s.

**MOTOR MATS** Best British Fibre  
 Made to fit any Car

A good-looking Motor Mat is a necessity for every owner who takes a pride in his car. Have the best! We make Mats of best fibre, stout and very durable—to your own pattern, at only 3/- per sq. ft. overall Carriage Paid. Mark "top side" on your pattern.

CLYNO, 2-seater .. 27/6  
 4-seater Front 27/6, 4-seater Rear 13/6 (Please state model.)  
 HUMBER, 8-16 Chummy .. 9/-  
 SINGER, 10 h.p. 2-seater .. 22/6  
 4-seater Front 21/- 4-seater Rear 14/-  
 ROVER, 9-20 2-seater .. 27/6



1-seater Front 21/-  
 4-seater Rear 12/-  
 WOLSELEY 11-22  
 2 and 4-seater 19/-  
 Carriage Paid.

**STEP MATS**  
 with polished aluminium holder.  
 11 in. x 7 1/2 in. 8/- each.  
 Valance Protector..2/6

Send to **Thorogoods Ltd.** Baldock, Herts.  
 (Dist. L.C.)

**PRICES GOING UP**

It is very seldom indeed that a prospective customer does not find a car exactly suited to his needs when he inspects our huge stock or reads through our list of bargains.

There is always a decided tendency for prices of second-hand cars to increase with the approach of spring, and a saving of at least 10% is assured by purchasing NOW!

**A FEW SELECTIONS:**

- A-C**  
 1926 type, 12 h.p. Royal 2-seater, run 2,000 miles only .. £255  
 1925 (New, shop-soiled), 12 h.p. Any-weather, 2-seater .. 225  
 1924, 12 h.p. Royal 4-seater, in perfect condition .. 195  
 1924 (1925 type), 12 h.p. Royal 2-seater, light blue .. 186  
 1924, 12 h.p. Royal 2-seater, Morocco leather upholstery .. 165  
 1924, 12 h.p. Any-weather 2-seater, repainted, small mileage .. 155
- A.B.C.**  
 1923, 12 h.p. Regent model, 2-door, 2-seater, nice order .. 65
- CITROEN**  
 1922, 10.4 h.p., 4-seater, painted grey, good order .. 68  
 1925, 7.5 h.p., 2-seater coupe, painted brown, balloons .. 98
- COVENTRY-PREMIER (Singer)**  
 1923/4, 10 h.p., 4-cyl., 4-seater, starter, side screens, perfect .. 90  
 1923, 10 h.p., 4-cyl., 4-seater, fully equipped as standard .. 83
- HANDS**  
 1925, 10 h.p., 4-seater, adjustable seats, painted maroon, nice order .. 115  
 1924, 10 h.p., 2-seater de luxe, balloons, leather, excellent condition .. 95
- LE ZEBRE**  
 8 h.p., 4-cyl., 2-seater, self-starter, electric lighting, etc. .. 45
- RENAULT**  
 1923, 8.3 h.p., 2/3-seater, starter and lighting, nice condition .. 95
- RILEY**  
 1923 (del. 1922), 11 h.p., 4-seater de luxe, specially nice .. 125
- ROVER**  
 1925, 9/20 h.p., 4-seater de luxe, practically as new .. 168  
 1924, 8 h.p., 4-seater, only run very few miles through illness of owner .. 85  
 1924, 8 h.p., coupe with dickey, self-starter, repainted .. 90  
 1924, 8 h.p., 4-seater de luxe, self-starter, repainted .. 85  
 1924, 8 h.p., 2-seater and dickey, painted blue, nice order .. 80  
 1924, 8 h.p., 4-seater, painted blue, very nice condition .. 70
- SWIFT**  
 1924, 10 h.p., 2-seater, painted grey, starter, lighting, repainted .. 85
- TALBOT**  
 1923 (del. 1924), 10/23 h.p., 4-seater, fully equipped, nice order .. 165
- WOLSELEY**  
 1925, 11/22 h.p., 4-seater de luxe, dark red, balloons, perfect .. 175  
 1923, 10 h.p., 2-seater coupe, 2-door body, repainted .. 115  
 1922, 10 h.p., coupe with folding head, nice condition .. 115
- SINGER**  
 1926, 10/26 h.p., 4-seater de luxe, F.W.B., equal to new .. 198  
 1925, 10/26 h.p., 4-seater de luxe, almost as new .. 185  
 1925, 10/26 h.p., 4-seater de luxe, in perfect cond. from .. 160  
 1924, 10 h.p., 4-seater de luxe, in exceptional condition .. 125  
 1924, 10 h.p., 2 and 4-seaters, in good order, from .. 85  
 1925, 10/26 h.p., 2-seater de luxe, excellent car .. 160

Our brochure, "Cars of Repute," fully describes our Part Exchange and Deferred Payment facilities which are operative in any part of the country. May we send you a copy, post free?

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

'Phone: Riverside 3161.

Established Over 30 Years.

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



There's a lot in the way you buy your Car, and *from whom* you buy it. It is worth while to feel that you are dealing with a house that supremely understands cars and car-buyers—a house that is noted for its sympathetic appreciation of the needs of the buyer. When you buy from Allen-Bennett's you link up your interests with a successful up-to-date enterprise, and one in which more than usually exhaustive care is taken to meet your requirements in exactly the right way.

Especially in the matter of EXTENDED PAYMENTS and EXCHANGES, Allen-Bennett's REALLY CONVENIENT terms (spread over EIGHTEEN months) are undoubtedly the most practical and common-sensible plan of buying a car out-of-income that you can adopt.

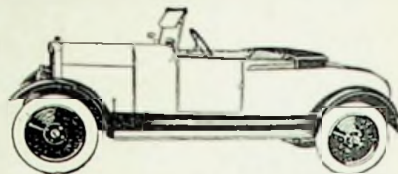
Of course, you can deal with Allen-Bennett's with the utmost confidence by post. A.B.'s customers are everywhere, and distance is no object at all. We can arrange to deliver to your door.

The  
**ALLEN-BENNETT**  
MOTOR CO., LTD.,  
8-9-10-11, Royal Parade,  
WEST CROYDON. (Croydon 2450-1, 968.)

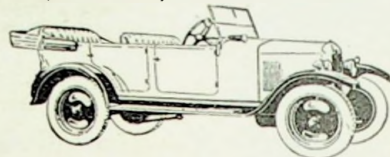
Open till 7 p.m. every day  
—including Saturdays.

Quarter of a mile from  
West Croydon Station. A  
dozen bus routes pass by or  
near

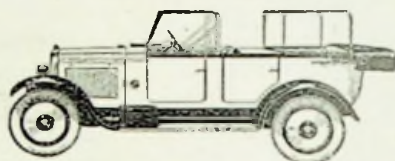
LEA-FRANCIS "12," 2-seater . . . £275



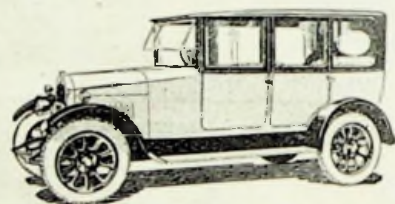
9/20 ROVER, 4-seater . . . £190



10/26 SINGER, 4-seater . . . £225

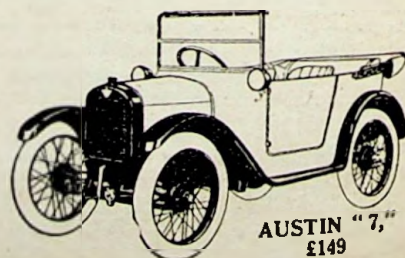


9/20 HUMBER, Saloon . . . £315



Also  
**CLYNO  
RILEY  
STANDARD  
MORGAN**

and  
*Always many Bargains  
in Second-hand Cars.*



AUSTIN "7,"  
£149

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



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

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

**RATES.**

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 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 1/- per copy to cover booking and cost of forwarding such replies. The words "Box No. c/o The Light Car and Cyclecar" count part of the advertisement.

**DEPOSIT SYSTEM**

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (5d. in the £, 2s. 6d. minimum), on amounts deposited up to £200, 1 per cent. on amounts from £250 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

**CLOSING TIME.**

Copy for and all matter relating to advertisements must reach 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, Esber 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., 1922, Regent, Specialaloids, 40 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 688-115

A.B.C. sports 2-seater, £63; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 688-151

A.B.C. For a real bargain see page 25. 688-170

A.B.C., 1925 model, super sports, used for demonstration only, £185. Below.

1924 A.B.C. Regent, dicky, overhauled, repainted, £84. Below.

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

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

1926 model super sports A.B.C., fully equipped as per makers' specification, 75 m.p.h., mileage negligible, £230, or exchange.

Cash, deferred, exchange, motorcycle accepted part. Below. Ward and Co., 51 Upper Richmond Rd., East Putney. Phone 2818-19. 688-912

A.B.C., 1922, 2-seater and dicky, £55; fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 688-90

A.B.C., exceptional bargain, 1921, fitted with new 1925 engine, new balloon tyres, equipped, faultless order, very fast, £38 cash. 70 Angelsea Rd., Shirley, Southampton. 688-k269

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

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

1922 A.B.C. Regent, 2-seater, sunk dicky, completely equipped, good condition, 45 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 688-42

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

A.C. Harold Simons. See "Miscellaneous Cars." 688-148

A.C. For a real bargain see page 25. 688-169

A.C., 1914, 8.5hp, cloverleaf body, recently thoroughly overhauled, £35 or offer. Apply after 6. Hilder, 24 Dudden Hill Lane, or 52 Brenthurst Rd., Willesden. 688-k229

A.C., 1924, Royal model, 2-seater, with double dicky, excellent condition, £150; 1923, all-aluminium sports model, dynamo and starter, £145, both fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 688-91

A.C., 1924, 12hp, 2-seater, double dicky, in new condition, £137 10s. Barlett's, 93 Gt. Portland St. 688-963

A.C., £115; 1922 Royal 4 seater, fully equipped, splendid condition throughout. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 688-948

A.C., 1922, Royal model, 2-seater, double dicky, antique leather upholstery, painted blue, starter and lighting, side curtains complete, good tyres, 2 horns, hood envelope, speedometer and numerous other extras, very nice order throughout, £98, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 688-19

A.C., 1924, 2-seater and double dicky, self-starter, clock, speedometer, etc., car very carefully handled and is as new throughout, £145. Below.

A.C., 167 guineas, 1924, 12hp, drop-head coupe, full de luxe equipment, many extras, Bedford cord upholstery, beautiful car, cost £450, a genuine opportunity; exchanges, extended payments. Nears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 2230. 688-75

A.C., 1921, 11.9hp, 2-seater and dicky, starter and lighting, specially tuned and very fast, in excellent condition throughout, £72; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 688-49

A.C. H. F. Edwards offer the following bargains:—

1924 11.9 any-weather 2-seater, concealed dicky, completely equipped, painted A.C. grey, superb condition, 135 guineas. Below.

1923 11.9 Royal 2-seater, concealed dicky, completely equipped, painted A.C. blue, upholstered antique leather, 130 guineas. Below.

1920 11.9 2-seater, starter, clock, speedometer, painted blue, 70 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 688-43

A.C., 4-seater, starter, dynamo, very clean, terms, £12 and 10 monthly payments of £12, or cash £120. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6228. 688-k277

A.C. 2-seater, starter, dynamo, very clean, £11, and 10 monthly payments of £11, or cash £110. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6223. 688-k279

A.C. coupe, terms £15 and 10 monthly payments of £15, or cash £150. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6228. 688-k274

ALBERT, G3 model 4-seater, C.A.V. lighting and starter, clock speedometer, rear windscreen, new tyres, total mileage 9,143, excellent condition, cost £450, accept £125. Alderton, Reigate, Surrey. Phone 154. zzz-482

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).**

**ALBERT** car overhauled; guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 699-804

**ALBERT**, 1921, 2-seater, starter, good condition, £50; exchanges, deferred. Ealing Car Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 688-970

**ALVIS**, 1922, de luxe 2-seater, double dickey, splendidly equipped, thoroughly overhauled, £120; exchange motorcycle, Morgau, 37 Arlington Rd., Surbiton. Phone, Kingston 1274. 688-k266

**AMILCARS.**

Vernon Balls. Phone, 1995 Putney.

**AMILCAR** spares.

Vernon Balls, London.

**AMILCAR** service.

Vernon Balls,

25 High St., Fulham.

zzz-50

**AMILCAR.**

Boon and Porter, Ltd.,

Sole concessionaires.

Offer the following guaranteed second-hand models:—

1925-26 Grand Sport 3-seater, new condition, many extras.

1925-26 Grand Sport 2-seater, choice of 2.

1925 Sports 2-seater, very little used.

Deferred terms and exchanges.

159-161 Castelnau, Barnes, London, S.W. 13.

688-7.

**ARIEL** 2-seater de luxe, new June, 1925, mileage 3,000, condition as new, £120. Passy, Winccombe, Somerset. 688-870

**ARIEL 9**, 1924, all-weather, 4,500 miles, 5 new tyres, Reclaskids, splendid condition. £85. Write, D. Millikin, 24 Warren Rd., Chingford. 688-k253

**ARIEL 10**. H. F. Edwards offer 1925 4-cylinder 4-seater, completely equipped, starter, speedometer, all-weather curtains, superb condition, 130 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 688-53

**AUSTIN 7**, 1926, demonstration model, absolutely as new, makers' full guarantee, tax paid, deferred payments, £135. Car Mart, Ltd., 46-50 Park Lane, W. 1, and 297-9 Euston Rd., N.W. 1. Phone, Grosvenor 3311, Museum 2000. zzz-788

**AUSTIN 7**, 1925, done only 1,000 miles, fitted speedometer, new condition, £117 10s.; cash or deferred; terms one-third down, the balance, plus 2½ per cent. on the purchase price, in 12 monthly payments; a similar car, slightly more mileage, £112 10s. Harrods Garage, 139 Draycott Avenue, Chelsea. Phone, Sloane 1234. 689-826

**AUSTIN 7**, new and second-hand models in stock. D. B. Rea, 27 Victoria Grove, Gloucester Rd., W.8. Telephone, Kensington 8572. 713-j934

**AUSTINS**. 1926 "Famous Sevens" in stock, immediate deliveries, part exchanges cars or motorcycles; our representative will call and give you quotation; deferred payments. Authorized agents, The Telephone Motor Works, Ltd., Ailsop Place, Upper Baker St., N.W. Langham 1307. 688-63

**AUSTIN 7s**. Several 1924 and 1925 models in stock, condition as new, small mileages only, from £100. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 688-936

**AUSTIN 7**, 1923-24, all-weather equipment, splendid condition, £75, exchange motorcycle, Morgau, 37 Arlington Rd., Surbiton. Phone, Kingston 1274. 688-k268

**AUSTIN 7**, 89 guineas, 1924 (October), dynamo lighting, self-starter, as new, bargain; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 688-989

**AUSTIN**, 1926, chummy, faultless condition, 105 guineas. Clark, 225 Hammersmith Rd., W.6. 688-141

**AUSTIN**. Harold Simons. See "Miscellaneous Cars." 688-144

**AUSTIN 7**, 1923, chummy, repainted, reconditioned as new, £90 cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 688-886

**AUSTIN 7**, sports, 1924-25, starter, lighting, dash lamp, speedometer, shock absorbers, very fast, splendid condition, spare wheel, luggage carrier, 99 guineas cash. 39 East Hill, Wandsworth. 688-k211

**AUSTIN 7**, December, 1923, chummy, newly painted (plum), shock absorbers, fan, speedometer, stepmate, dynamo lighting, mileage under 5,000, first-rate condition, bargain, 85 guineas. Mrs. Langley, Hedgerley Lodge, Cambridge. 688-k267

**AUSTIN 7**, new, registered but unused, speedometer 000, £15 off list, deposit secures. Broadway Motors, Stoke-on-Trent. Tel. 2088. 688-k215

**AUSTIN**, £130, 1926 model, 7hp, as new, many extras. Arthur Stuart and Co., 16 Little Portland St., W. 1. 688-895

**AUSTIN 7**, late 1924, Triplex, insured, just overhauled, perfect, £95. Gordon England, Ltd., 28 South Molton St., Oxford St., W. Mayfair 6378. 688-943

**AUSTIN 7**, 1925, chummy, 5,000 miles only, almost as new, £105, no offers. Scott, 67 Birdhurst Rise, Croydon. Phone 560. 688-941

**AUSTIN 7**, 1924, s.s. tyres, excellent order, £92 10s. Elce, Ltd., 11-15 Bishop-gate Avenue, Camomile St., E.C. 3. Phone, Avenue 5548. 688-926

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).**

**AUSTIN 7**, 1924, self-starter, clock, speedometer, all-weather equipment, luggage grid, shock absorbers, in new condition, 92 guineas, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 688-917

**AUSTIN**, 7hp, 1925, mileage under 3,000, speedometer and many extras, £115. Ratcliffe Bros., 200 Gt. Portland St., W.1. 688-105

**AUSTIN 7**, 1924, chummy, all-weather equipment, Hartfords, spring gauges, speedometer, mirror, beautiful condition, £100. Exchanges, deferred terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 688-131

**AUSTIN 7**, 1924, chummy, speedometer, starter, all-weather screens, taxed, splendid condition, £98. Exchanges, terms. Alber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 688-136

**AUSTIN 7**, 1924, late, large body, mileage about 1,000, practically new, £100. Exchanges. Norrington's, 116 Hampstead Rd., N.W. 1. Museum 9078. 688-96

**AUSTIN**, 1924, 7hp chummy, starter, side curtains, £88. Bartlett's, 93 Gt. Portland St. 688-958

**AUSTIN**, 7hp, fitted with 2-seater saloon body, cost £250, our price £150 cash, or £13 down and 10 monthly payments of £15. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chissold 6628. 688-k278

**AUSTIN 7**, 1925, chummy, starter and lighting, all-weather equipment, spare wheel, shock absorbers, tyres almost new, colour peacock blue, taxed, £117 10s.; another at £105, guaranteed sound; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 688-50

**AUSTIN** 1925 model 4-seater, in beautiful condition, £110. The Telephone Motor Works, Ltd., Ailsop Pl., Upper Baker St., N.W. 688-64

**AUSTIN**. Sprosen, Ltd., for Austins. Exchanges, deferred payments, 1925, 7hp, starter, perfect mechanically and in appearance, 99 guineas, 111 Gt. Portland St., W. 1. Phone, Langham 1212. 688-168

**AUTOCRAT**, 1922, sports, o.h.v., 4 speeds, new tyres, 75 m.p.h., 68 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 688-915

**A.V.** runabouts, in good condition, from £25 to £46; 7 to choose from.

**A.V.** motors.

**A.V.** monocoers. Several in stock, from £20, one A.V. type monocoer at £10. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 688-896

**BAYLISS THOMAS 10**, 4-seater, wonderful engine, and as new throughout, self-starter, £75. Deloford's, North Row, behind Marble Arch Pavilion. 688-957

**BELSIZE**. H. F. Edwards offer 1924 10-20 2-seater, double dickey, starter, speedometer, balloons, all-weather equipment, excellent condition, 105 guineas. Exchanges or deferred 175 Gt. Portland St., W.1. Mayfair 6977. 688-34

**BELSIZE-BRADSHAW**, 65 guineas, 1923, 10hp, 4-seater, starter and lighting, all-weather equipment, speedometer, clock, beautiful condition; also 1923 2-seater, taxed, nearly new tyres, electric screen wiper, many extras, £57; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 688-990

**BELSIZE-BRADSHAW**. Harold Simons. See "Miscellaneous Cars." 688-146

**BELSIZE-BRADSHAW**, £55; 1923 de luxe, starter, dickey, side screens, very silent engine. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 688-116

**BELSIZE-BRADSHAW** coupe, 1925, dickey, self-starter, clock, speedometer, new tyres, balloons on rear, as new, 68 guineas. 51 Upper Richmond Rd., East Putney. 688-913

**BELSIZE-BRADSHAW**, 1923, 2-seater and dickey, £60; fully equipped and guaranteed; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 688-87

**BELSIZE-BRADSHAW**, 1923, 8hp, 2-seater de luxe, starter and lighting, all good tyres, spare wheel, in really beautiful condition, fast and sporty appearance, £52; cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 688-57

**BLERIOT WHIPPET**, 1921-22, 2-seater, 9hp, dynamo lighting, spare wheel, clock, speedometer and usual equipment, exceptionally smart, perfect mechanical condition, £16. Teddington Garage, 160 High St., Teddington. Kingston 2562. 688-k253

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**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**BLERIOT WHIPPET**, 1925, 2-seaters, 8hp, electric lighting, spare wheel, £25 to £30; deferred terms; exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 688-976

**CALCOTT**, 1919, 2-seater and sunk dickey, dynamo lighting and completely overhauled, very reliable any trial, £55. Empire Motor Co., Withington, Manchester. 688-126

**CALTHORPE**, 1922, 10hp de luxe 2-seater, dynamo, starter, dickey, excellent condition, £87 10s.; exchanges, deferred payments. Parkers, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 688-867

**CALTHORPE**, H. F. Edwards offer 1924 12-20 2-seater double dickey, fully equipped, good condition, 120 guineas. Below.  
1922 10hp Calthorpe 2-seater coupe, sunk dickey, completely equipped, excellent condition, 79 guineas. Below.  
1921 10hp Calthorpe 4-seater, fully equipped, starter, leather upholstery, 55 guineas; exchanges or deferred. 175 Great Portland St., W.1. Mayfair 6977. 688-35

**CALTHORPE Specialist**, Exchanges, deferred payments. 1922 de luxe 4-seater, all-weather equipment, starter, good condition £79. Exceptionally nice 1925-24 semi-coupe, all-weather 2-seater, dickey, lightings, starter, 4 speeds, £95; 1920-21 4-seater, £69. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 688-22

**CALTHORPE**, 45 guineas, 1921, 2-seater, dynamo, self-starter, exceptionally smart; also 1921 sports 4-seater, dynamo, starter, speedometer, very fast, £55; exchanges, Empire Motors, 325 High Rd., Chiswick. 688-991

**CALTHORPE**, Harold Simons. See "Miscellaneous Cars." 688-147

**CALTHORPE** 1924 10hp 4-seater, splendid condition, will exchange for 1925 Austin 7hp or sell for £100 cash. Collins, 175 Fillebrook Rd., E.11. 688-104

**CALTHORPE** 1924 4-seater, small mileage, many extras, £90. Ratcliffe Bros., 200 Gt. Portland St., W.1.

**CALTHORPE** de luxe 1922, 4-seater, many extras, good condition, £57 10s.; exchanges, deferred. Ealing Car Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 688-973

**CARDEN**, late 1921, 2-seater, 7hp, full equipment and electric lighting, overhauled November last at a cost of £15, splendid order throughout, £14 10s. Teddington Garage, 160 High St., Teddington. Kingston 2562. 688-k254

**CARDENS**, Cardens, Cardens, 1921 and 1922 2-seaters, 7hp, in thorough running order, fully equipped, £20 to £30; deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 688-977

**CHARON-LAYCOCK**, 1921, 2-3-seater and large dickey, tyres as new, luggage grid, very fully equipped, little and carefully used, £68. K.J. Motors, Bromley. 690-67

**CITROEN**, 7.5hp, 2-seater, 1925 (April), licensed December, mileage 1400, domed wings, exactly like new, £95. Harvey, Hudson and Co., next George Hotel, South Woodford, E.18. Phone, Wanstead 2395. zzz-770

**CITROEN** specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. Phone, Hendon 1025. 696-h259

**CITROEN**, F.O.C.H., Ltd., have several Citroens. Bargains. 5 Heath St., Hampstead (Tube Station). 688-836

**CITROEN**, 2-seater, 1924, 7.5hp, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. Another, 1925 model, £95. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 688-k280

**CITROEN**, 4-seater, 11.4hp, excellent condition, terms £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 688-k282

**CITROEN**, 1925, 7.5hp, 2-seater, starter and lighting, spare wheel, tyres good, exceptionally smart and in excellent trim, bargain, £57, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2041. 688-51

**CITROEN**, H. F. Edwards offer 1924 11.4 English de luxe 4-seater, completely equipped, rear screen, excellent order, 110 guineas. Below.

**CITROEN**, 1924 model 11.4 English de luxe 2-seater, double dickey, completely equipped, excellent condition, 110 guineas. Below.

**CITROEN**, 1925 cloverleaf 3-seater, completely equipped, excellent condition, 93 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 688-36

**CITROEN**, 1925, 7hp, 2-seater, as new, spare tyre unused, smart, economical, self-starter, balloons, speedometer, etc., £80, cheaper car or motorcycle part. Saturday 2.4 p.m., or appointment. Herbert, 29 Oval Place, S.W. 8 (behind Osborne Terrace). 688-k260

**CITROEN**, 1925, 7hp, 3-seater, fully equipped, faultless condition and appearance, offers invited. Boon and Porter, Ltd., 159-161 Castelnau Barnes, London, S.W. 13. 688-8

**CITROEN**, 1924, 7.5hp, very fine order, £65. South Ealing Garage, Ealing 2983. 688-10

**CITROEN**, 1925, 7hp, cloverleaf, self-starter, speedometer, tools, tax paid, etc., £95, deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 688-18

**CITROEN** 10hp, £80; taxed and insured, 1923 (June), 4-seater, perfect order, 45 m.p.g. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 688-112

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**CITROEN**, Harold Simons. See "Miscellaneous Cars." 688-145

**CITROEN**, 10hp, 4-seater, excellent order, £85; exchanges; balance deferred. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 688-154

**CITROEN**, £100, 1925 model, 7hp, 2-seater, balloon tyres. Arthur Stuart and Co., 16 Little Portland St., W.1. 688-891

**CITROEN**, 1921, 10hp, 4-seater, starter and lighting, nice condition, £67 10s., cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 688-888

**CITROEN**, 11.4hp, 1922, 4-seater touring car, dynamo lighting and starting, clock, speedometer, hood and side curtains, paintwork and mechanical condition good, price £65. Duncan and Caiger, Ltd., 843 Harrow Rd., College Park, N.W. 10. 688-901

**CITROENS**, 11.4hp, English tonners de luxe, 1925, 1924, 1925, £165, £150, £120. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 688-929

**CITROEN**, cloverleaf, 1925 model, purchased June, 4,000 mileage, £95. Write, Malleon, 40 Maple Rd., Surbiton. 690-k226

**CITROEN**, 1925, 7hp, cloverleaf, 3-seater, starter, speedometer, balloons, side screens, practically new, £105. Exchanges, deferred terms. Albery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4653. 688-153

**CITROEN** 1924 7.5 coupe, good order, £75. Ratcliffe Bros., 200 Gt. Portland St., W.1. 688-105

**CITROEN** 7, 1925, cloverleaf, mileage 3,500, practically brand new, £100. Exchanges. Norrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 688-94

**CITROEN** 1925 3-seater, as new, £110; ditto 2-seater, £100; 1924-5 3-seater, £95; 1924 coupe, £85; 1920 coupe, £50; all fully equipped and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 688-85

**CITROEN**, £77 10s.; 1923, 11.4hp, 4-seater, completely equipped, excellent condition. Virian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 688-950

**CITROEN**, 85 guineas; 1925, 7hp clover-leaf, 3-seater, fully equipped, excellent condition. Virian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 688-949

**CITROEN**, 1925 model, absolutely as brand new, £95, guaranteed 12 months. Delofords, North Row (behind Marble Arch Pavilion). 688-954

**CITROEN** 1925 11.4 5-seater, English body, practically new, £135. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4455. 688-955

**CITROEN** 1925 7hp 2-seater, balloons, car as new, £95. Bartletts, 93 Gt. Portland St. 688-959

**CITROEN** 1924 11.4hp 4-seater, all-weather equipment, mileage 9,000, car new July, 1924, all in fine condition, £110. Bartletts, 93 Gt. Portland St. 688-964

**CITROEN**, late 1922, 7hp, 2-seater, 3 speeds and reverse, dynamo lighting and starting, 5 detachable wheels, 5 lamps, good tyres and hood, all accessories, engine recently overhauled and fitted with many new parts, an exceptionally easy car to start, tax paid and ready for a season's use, £49, a bargain. 301a Goldhawk Rd., Shepherd's Bush, W.12. Phone, Riverside 2565. 688-k242

**CLYNO** occasional 4-seater; terms, £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6528. 688-k275

**CLYNO**, 1924, light 4-seater, all-weather model, taxed and ready for the road, will drive 50 miles to genuine purchaser, £89. 31a Hydeborne Rd., Balham. Phone, Streatham 5440. 688-999

**CLYNO**, 1925, de luxe, 4-seater, all weather equipped, self-starter, speedometer, tools, etc., tax paid, perfect condition throughout, £125, deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 688-16

**CLYNO**, 2-seater and dickey, dynamo and starter, excellent condition throughout, fully equipped, licensed and guaranteed, £115. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 688-92

**COVENTRY-PREMIER**, 1922, dynamo, sp. wh., beautiful condition, bargain, quick sale, £35. 324 Crystal Palace Rd., S.E. 688-k263

**COVENTRY-PREMIER**, 1922, 2-seaters, dynamo, dickey, spare wheel, in really beautiful condition, several to select from, £44 to £50. Deferred terms, exchanges. Many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 688-978

**COVENTRY-PREMIER**, 1922, oversize tyres, dynamo, starter, £40, exchanges, deferred. Ealing Car Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 688-971

**COVENTRY-PREMIER**, 1923, 10hp, 4-cylinder, Singer chassis, 4-seater, fine order, £75. Bartletts, 93 Gt. Portland St. 688-960

**CROUCH**, H. F. Edwards offer 1925 10hp 4-cylinder 2-seater, all-weather coupe, double dickey, fully equipped, starter, etc., excellent condition, 85 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 688-37

**CROUCH**, 60 m.p.h., 1923, Anzani, 11.9, 4-seater, sage blue, brown leather, £95, perfect order; deferred terms. Denman, 4 Denman Pl., Piccadilly Circus. Reg. 986. 688-111

**DOUGLAS**, £29; exchanges, deferred payments; 1920 Douglas 2-seater, dickey, 10hp, lighting, starter, spare wheel, originally cost £500. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 688-24

SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

**ERIC-CAMPBELL**, 1924, 10hp, 4-cylinder 1,496 c.c. Coventry-Simplex engine (not to be confused with the 8hp chummy Eric-Campbell). A powerful de luxe model with clock, speedometer, electric lighting and starting, spring gaiters and combined boot and hood cover, in excellent condition, does 50 m.p.h. easily, 40 m.p.g. in country.

**ERIC-CAMPBELL** (above). Room for 2 adults and child in front seat, also has a roomy dicky for two, starts easily and gets away in second gear on the flat; top-gear car in the country.

**ERIC-CAMPBELL** (above), lately been repainted and reupholstered, well worth examination, private or trade, £155 or near offer. Box No. 2924, c.o. "The Light Car and Cyclecar," or phone Finchley 3367 after 7 p.m. zzz-773

**ERIC-CAMPBELL**. H. F. Edwards offer immediate delivery of brand-new 1926 8-20, chummy, completely equipped, starter, clock, speedometer, electric horn, all-weather equipment, makers' guarantee, best bargain ever offered, 139 guineas. Below.

**ERIC-CAMPBELL**, 1925 model, 8-20, chummy, completely equipped, superb condition, 98 guineas. Below.

**ERIC-CAMPBELL**, 1923, 10-22, 2-seater, with sunk double dicky, completely equipped, starter, clock, speedometer, double windscreens, all-weather equipment, leather upholstery, Rudge wheels, superb condition, 95 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 688-58

**ERIC-LONGDEN** 1922 sports 2-seater, polished aluminium body, w.c. J.A.P. spare wheel, fully equipped, electric lighting, £45, can be seen in Manchester. Box No. 3534, c.o. "The Light Car and Cyclecar." 689-802

**ERIC-LONGDEN**, 1922, sports 2-seater, polished aluminium body, w.c. J.A.P. twin engine, dynamo lighting, clock, speedometer, etc., perfect running order, very fast and sporting, price only £50. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 688-897

**FIAT** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-18

**FRAZER-NASH**. Sprosen, Ltd., for sports cars. Exchanges, deferred payments.

**FRAZER-NASH**, 1925, super-sports, guaranteed 75 m.p.h., in perfect condition, £195.

**FRAZER-NASH**, 1925½, 3-seater, Anzani engine, mileage negligible, absolutely as new, taxed, £245. 111 Gt. Portland St., W. 1. Phone, Langham 1212. 688-167

**FRAZER-NASH-G.N.**, o.h.v., 1922, excellent, very fast, dynamo, safety hubs, Hartfords, grease-gun, repainted, any trial, 49 guineas. Fitch, Bridge Lane, Golders Green. Speedwell 1981. 688-k259

**G.N.** H. R. Godfrey, the original designer and manufacturer, for the best G.N.s Below.

**G.N.** Before deciding to purchase a G.N. write for particulars of rebuilt G.N.s, in guaranteed condition. Below.

**G.N.** Many reliable second-hand models also in stock at reasonable prices. List on request. H. R. Godfrey Motors, Manor Rd., Richmond. Phone 3024. zzz-372

**G.N.s** Good second-hand cars always in stock. Overhauls. Conversions. Rebuilding. Special tuning. All spares stocked. Expert guaranteed work only. Bring your car to the southern agents and service, The Eastgate Garage, Lewes. 690-d886

**G.N.**, 1921, 8hp, 2-seater, dynamo lighting, good tyres and spare wheel, hood, in extra special condition, £29, cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W. 18. Phone, Wimbledon 2014. 688-52

**G.N.s** Go to Earl's and secure a bargain for the spring.

**G.N.**, Legere, dynamo lighting, aluminium body and pistons, side mirror, 2 horns, shock absorbers, large steering wheel, £26.

**G.N.**, 1920, dynamo lighting, dash lamp, safety hub caps, etc., bargain, £22.

**G.N.**, 1922, dynamo, dicky, electric horn, balloon tyres, £42.

**G.N.**, 1921, dynamo lighting, speedometer, yellow body, bargain, £20.

**G.N.**, 1922, dynamo, dicky, electric horn, repainted light blue, £44.

**G.N.s**. We have a good stock of new tyres suitable for these machines; also a few second-hand, at bargain prices.

**G.N.s** Earls, Ltd., The Velo of Health, Hampstead, N.W.3. Phone, Hampstead 3287. Book to Hampstead Tube Station. Open till 9 Friday and Saturday. 688-31

**G.N.**, 2-seater, 8hp, 1923, finished blue, speedometer, electric lighting, dicky seat, in very nice condition throughout, £37. Bernard Norris, Ltd., Economy House, Broad St., Birmingham. 688-48

**G.N.**, 1921, dynamo lighting, speedometer, spare wheel, good tyres, fast and quiet engine, genuine bargain, £22. Derrington, Grafton Rd., New Malden. Phone 256. 688-k261

**G.N.**, 1920-1, sports, dynamo lighting, very fast, repainted, £37 10s., cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 688-887

**G.N.s**, 2, 1921, 2-seater, dynamo, speedometer, spare wheel, £22 each, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 688-916

**G.N.**, 1921, dicky, dynamo, speedometer, good tyres, nice condition, £21. 20a Mary's Ter., Twickenham. 688-k245

**G.N.**, 1921, excellent condition, dynamo lighting, electric horn, clock, speedometer, spare wheel, Dunlops, hood, side curtains, any trial, £24. Spencer, 63 Denmark Hill, S.E.5. 689-k240

**G.N.** 1922 2-seaters with dicky, dynamo, speedometer, in first-class running order and appearance, £45; several other G.N.s, fully equipped, from £25; deferred terms, exchanges, many other makes. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 688-979

SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

**G.N.s**. Vadum for overhauled G.N.s with written guarantee.

**G.N.**, 1922, touring model, safety hub caps, overhauled, repainted, re-upholstered, bargain, £59.

**G.N.**, 1922, very exceptional condition, wheel discs, guaranteed, £45.

**G.N.**, 1922, coupe top for winter, hood for summer, clock, mirror, good tyres, taxed, overhauled, guaranteed, £46.

**G.N.**, 1922, polished aluminium bonnet, safety hub caps, £38.

**G.N.** Many other 1922s, all dynamo lighting, dicky, speedometer and spare wheel.

**G.N.s** Vadum Co., G.N. specialists and repairers, 37 Braconsfield Rd. (near White Hart), Willesden Green, N.W. 10. Phone, Willesden 692.

**G.N.s** bought, overhauled and sold; deferred; exchanges. Open 6 Saturdays. 688-902

**G.N.**, 1920-21, taxed, speedometer, dynamo, electric horn, good condition and appearance, £22 10s.; another similar, £17 10s. Ealing Car Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 688-972

**GRAHAM-WHITE** 2-seater, late 1921, tax £6 per annum, chain drive, positive gears, lamps, horn, hood, screen, etc., good tyres, in very good condition throughout and ready for use, £11. Teddington Garage, 160 High St., Teddington. Kingston 2562. 688-k235

**G.W.K.**, 1921, 4-seater, very good condition, £45. Jack Pruett, Weston-Super-Mare. zzz-541

**G.W.K.s**. One 2-cylinder, w.c., lamps, etc., good order, at £25, and 4-cylinder, usual equipment, at £39. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 688-899

**GWYNNE** car overhauls, bodywork and spares; second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. 689-803

**GWYNNE** 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialists, 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-929

**GWYNNE** 8, 1923 (June), chummy model, mileage 9800, electric and bulb horns, spring gaiters, speedometer, 8-day clock, luggage grid, all-weather equipment, etc., in excellent condition, any trial or examination, £95. Jackson, 21 Albany Rd., Balby, Doncaster. 688-j768

**GWYNNE** 8, chummy, 1923, thoroughly overhauled, 4 new tyres, speedometer, very smart, £88; appointment. 37 Whitehall Park Rd., Oldswick. 688-164

**GWYNNE** 8, £75, 1923, 2-seater, repainted, starting and lighting, overhauled. Denman, 4 Denman Pl., Piccadilly Circus. Reg 986. 688-120

**HANDS**, 1923, 8.9hp, 2-3-seater, dicky, self-starter, etc., bargain, £75; exchanges or deferred. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 688-832

**HANDS**. For a real bargain see page 25. 688-171

**HANDS**, 1922, 9.8 (Dorman), 2-seater, dicky, starter, Enof's grease gun, curtains, every accessory, recent overhaul, tyres new, condition throughout perfect, mileage 10,000, fast, reliable, £75. 69 Eaton Rise, Ealing, W.6. 688-k216

**HORSTMAN**, 1920, 2-seater, dynamo lighting, speedometer, etc., in exceptionally good condition, price only £49. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 688-898

**HORSTMAN** 200-mile racer, fitted with special 2-seater sports body, dynamo, etc., £85. 6 Putney Bridge Rd., Wandsworth. Putney 2728. 688-178

**HORSTMAN**, 1923, 4-seater, Anzani engine, kick-starter, first-class condition, new hood, engine overhauled, recently repainted, £125. E. Gibbons, 30 Wharf Rd., London, N.1. 627-j655

**JOWETT** Service Station (London), main agents and specialists. All models, trial runs; reliable used cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 6279. zzz-93

**JOWETT**, 1925, 2-3-seater, dicky, 5 lamp set, as new, £110. Rhind and Co., Queen's Rd., corner Oldham Rd., Manchester. 688-833

**JOWETT**, 1925 model, 2-seater, sell cheaply or will exchange on mutual terms for Morgan runabout. Particulars by letter, "Jowett," Flat 7, 56 Tollington Park, London, N.4. 688-k265

**JOWETT**, 4-seater, 1923 (September) model, chassis No. 31432, fitted electric starter, grease-gun lubrication, 700 by 80 tyres, electric horn, etc., exceptional engine, all in splendid order, having just been completely looked over by authorized service depot, 50 miles trial if desired, price 87 guineas, deferred terms arranged. Maynard, 368 Hornsey Rd., London, N.19. 3294 Mount View. 688-k264

**JOWETT**, £72; exchanges, deferred payments; 1923 Jowett, 7hp, 2-seater, double sunken dicky, all-weather equipment, dynamo, speedometer, spare wheel, really exceptionally nice condition. Scarborough, 35 Hansler Rd., East Dulwich. Sydenham 2452. 688-26

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.

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**SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**JOWETT**, 1923, 2-seater and dickey, 4 brand-new tyres, repainted, new hood, mechanically perfect, side curtains, speedometer, £90. South Ealing Garage, Ealing 2983. 688-14

**JOWETT**, about 1922, 2-seater, double dickey, just been overhauled, which cost £14, price £55. Aydon, 159 Hornsey Rd., N.7. 688-k254

**JOWETT**, 1925, 2-seater, dickey, starter, speedometer, beautiful condition, £98. Exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 688-135

**JOWETT**, 1925, 2-seater and dickey, starter, balloons, speedometer, side screens, taxed, beautiful condition, £105. Exchanges, deferred terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 688-132

**JOWETT**, R. G. Gambie, Crystal Palace, authorized agent. I specialize in Jowett cars. Consult me for new or good used cars. 1924, 2-seater, dickey, shock absorbers, good appearance, good tyres, £85. 1924, 4-seater, oversize tyres, many extras, exceptional condition, £105. 1925, 2-seater, dickey, oversize tyres, self-starter, very good condition, £105. All guaranteed 3 months, deferred payments, exchanges. Jowett Service Depot, 162-23a Gipsy Hill, Crystal Palace. Phone, Sydenham 5379. Open till 7 p.m. Saturdays 5 p.m. zzz-93

**LACONDA** 1922 coupe, double dickey, starter, 60 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 688-114

**LACONDA**, c300, 12 24hp, saloon, painted dark blue, fitted with front-wheel brakes and balloon tyres, complete equipment, loose covers to upholstery, small mileage, in excellent condition. Full particulars from Laconda, Ltd., 195 Hammermith Rd., London, W.6. 688-909

**LACONDA**, coupe, registered 1921, self-starter, exceptional order, sacrifice £45. Vadum Co., 37 Beaconsfield Rd., Willesden Green, N.W.10. Phone, Willesden 692. 688-903

**LACONDA** 1924 all-weather 4-seater, £145; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 688-83

**LACONDA**, £59; exchanges, deferred payments. 1921-22 Laconda coupe, sunken dickey, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 688-25

**LEA-FRANCIS**, £135, 1924 10hp, 2-seater, wire wheels, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 688-892

**MARSEAL** 1924 model 2-seater, lighting and starting, new tyres all round, mechanically and externally first-class, £65, motorcycle accepted part. 51 Upper Richmond Rd., East Putney. 688-916

**MARSEAL**, 1923, 10hp sports 2-seater; all-aluminium body, starter and lighting, tyres sound, exceptionally nice condition, £49; cash or deferred. Naylor, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 688-53

**MARSEAL** 1925 10hp 2-seater, £50. George Newman and Co., 369 Euston Rd., London. 688-968

**MATCHLESS**, 73 guineas, 1925, 10hp, 4-seater, Lucas dynamo, speedometer, all-weather equipment, 4-wheel brakes, mileage under 5,000, appearance and condition equal new; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone, 303. 688-996

**MATHIS** 1926 9hp 2-seater, shop-soiled only, not yet registered, lighting, starter and completely fitted, £120; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W.3. 688-986

**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

**MORGANS**. James and Co. (Sheffield), Ltd., 261-7 Ecclesall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephono 2460 Central, or wire "Tact, Sheffield." zzz-481

**MORGANS**, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. 697-h677

**MORGAN**, 1923, 8hp M.A.G. engine, family model, dynamo lighting, good condition, £75; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 688-869

**MORGAN**, F.O.C.H., Ltd., have several Morgans. Bargains. 5 Heath St., Hampstead. (Tube Station). 688-835

**MORGAN**, 1923, Grand Prix, 10hp water-cooled Anzani o.h.v. engine, polished aluminium dashboard, discs to all wheels, Blks carburetter, Lucas dynamo lighting, ratchet brake, 3 1/2-in. tyres, hood, hood cover, windscreen, Stewart trip speedometer, 8-day clock, 5 lamps, dashboard lamp, mirror, automatic windscreen wiper, 2 mats, horn, mascot, petrol can carrier, aluminium number plates, etc., 65 gns.; another, very late 1922 Grand Prix, repainted, 65 gns.; another, 1921 Grand Prix, 4-speed, 48 gns. Cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 688-847

**MORGANS**. Homac's have for disposal the following guaranteed Morgans:— 1924 de luxe, w.-c. J.A.P., dynamo, speedometer, perfect, £90. 1924 Family, 8hp w.-c. J.A.P., dynamo, £90. 1924 Family, 8hp, w.-c. J.A.P., dynamo, guaranteed, £80. 1924 De Luxe, 8hp, w.-c. J.A.P., dynamo, £80. 1918 Grand Prix, w.-c. J.A.P., lamps, etc., just overhauled, £45. Any of the above machines can be supplied on deferred terms. Homac's, Official Agents, 243-7 Lower Clapton Rd., E.5. Phone, Chisold 2408. 688-162

**MORGAN**, Aero model, 1925, Blackburne o.h.v. engine, front-wheel brakes, large lamps, splendid condition, £100. Lycett's, Market Pl., Burslem. 688-k208

**MORGAN** Red Aero, 1925, o.h.v. Blackburne, extra headlights, first deposit, £99 10s. Broadway Motors, Stoke-on-Trent. Tel. 2088. 688-k213

**MORGAN**, Aero, late 1925, mileage only 1,000. J.A.P. engine, speedometer, dynamo, special hood, inside ratchet brake, centre spotlight, painted red and unscratched, better than new, 110 guineas or near offer. Bennett, 161 South Ealing Rd., W.5. Phone, Ealing 548. 688-1726

**SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**MORGAN**, 1924, Family model, de luxe, clock, speedometer, dynamo lighting, water-cooled J.A.P. engine, mileage 8,000, as new, bargain, £85; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 688-890

**MORGAN**, 1925, Aero, J.A.P., w.-c., speedometer, finished claret, small mileage, as new, insured, £100. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 688-937

**MORGAN**, 1923, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £75. Below.

**MORGAN**, 1925, de luxe, o.h.v. Blackburne, straight-sided tyres, front-wheel brakes, speedometer, small mileage, £110. Below.

**MORGAN**, 1924, de luxe, 10hp M.A.G., speedometer, side curtains, indistinguishable from new, £95. Below.

**MORGAN**, 1924, aero, Anzani engine, hood, dynamo lighting, finished red, £95. Below.

Maudes' Motor Mart List continually changing. Further particulars on request. 100 Gt. Portland St., London, W.1. Museum 2676. 688-932

**MORGAN** runabouts. Elce, Ltd., offer the following second-hand overhauled machines:— Grand Prix, 1924, 10hp M.A.G., dynamo lighting, as new, £85. Below. Family, 1925, w.-c. J.A.P. engine, £105. Below. Family, 1921, w.-c. M.A.G., dynamo lighting, speedometer, etc., £60. Below. Deferred terms, exchanges. Write for our full list or give us a call before deciding. 10-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5643. 688-925

**MORGAN**, £42, privately owned, G.P., dynamo lighting, recently overhauled and fitted with brand-new o.h.v. 10hp J.A.P.; after 3 p.m. Saturday. 41 Lewis Grove, Lewisham. 688-k227

**MORGAN**, de luxe, 1923, M.A.G., w.-c., dynamo lighting, good condition, £65. Exchanges. Nerrington's, 116 Hampstead Rd., N.W.1. Museum 9078. 688-95

**MORGAN**, 1925, J.A.P., dynamo lighting, speedometer, hardly used and indistinguishable from new, £78. K.J. Motors, Bromley. 690-71

**MORGAN**, 1925 Aero, 10hp o.h.v. Blackburne water-cooled engine, Lucas dynamo lighting, electric and bulb horns, fared wings, Aero hood, front-wheel brakes, 80 m.p.h. Cowey speedometer, aluminium number plates, many extras, tyres sound, small mileage, 8 to 80 m.p.h. on top, fastest Morgan on the road, specially finished violet, £120; also 1925 de luxe Morgan, 10hp, water-cooled, in perfect condition, tyres, paintwork and upholstery, £65; cash or deferred. Naylor, The Morgan Specialists, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 688-54

**MORGANS**, exchanges, deferred payments. 1924 de luxe, w.-c., Blackburne, dynamo, speedometer, electric horn, smart, excellent condition, £75; 1922 de luxe w.-c., dynamo, speedometer, fast, £59. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 688-29

**MORGAN** de luxe, as new, complete with all accessories, mileage under 700, 67 guineas. Brewster, Sparhawk St., Bury St. Edmunds. 688-k262

**MORGAN**, late 1922, water-cooled, de luxe, in splendid order and condition, bargain, £50. Exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W.5. 688-988

**MORGAN**, 1926, de luxe, water-cooled, shop-soiled only, fitted with many extras, real bargain, £105 Exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W.5. 688-987

**MORGAN**, 1925, de luxe, w.-c. J.A.P., speedometer, side curtains, improved hood, S.S. rear tyre, Impero in tubes, electric and bulb horns, new condition, £95. Richardson, care of The Butts Garage, Coxtrey, 688-k243

**MORGAN**, 1924, Grand Prix, 10hp Anzani engine, dynamo, several extras, mileage 3,000, £85. Bartlett's, 93 Gt. Portland St. 688-961

**MORGAN**, Grand Prix, 1920, 8hp water-cooled J.A.P., speedometer, repainted dark blue and white lines, and overhauled, price £38. S. Hall, 91 St. Peter's St., St. Albans. 688-946

**MORGAN**, Family, maroon, small mileage, condition as new, many extras, 100 guineas. 15 Carrington St., Barnsley. 688-k247

**NEW GARDEN** 1924 Family models, guaranteed in splendid running order, condition equal to new, ideal for family man with 2 or 3 children, weather protection for all under same hood, 7hp engine, £40 to £55; deferred terms, exchanges; many other makes. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 688-980

**PEUGEOT**, £110, 1924, 11hp, 4-seater, overhauled and repainted, runs like a new car. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 688-121

**RHODE**, very late 1924, 9.5hp, o.h.v. sports cantilever springs, wire wheels, dynamo lighting, starter, Dunlop cord tyres throughout, spare wheel and tyre, hood, 2 windscreens, Cowey speedometer, 8-day clock, 5 lamps, electric horn, mascot, aluminium number plates, etc., 95 gns. Cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 688-848

**RHODE**, 1925 sports, condition as new, winner of open speed event, mileage under 4,500 miles, licensed to end of year, price £245. Bassett, Rosehill, Swansea. 688-k144

**RHODE** 1922 chummy, new hood, side curtains and tyres, unusually fine order, £70. South Ealing Garage. Ealing 2983. 688-13

**RHODE**, 59 guineas, 1922-23, chummy, dynamo lighting, all-weather equipment, speedometer, clock, screen wiper, appearance as new, any A.A. or R.A.O. examination; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone, 303. 688-994

**RHODE**, chummy, 1923, 10hp, £65. George Newman and Co., 369 Euston Rd., London. 688-967

**RICHARDSON** Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

**RICHARDSON**, £25; exchanges, deferred payments; 1921 chummy 4-seater, 8hp, 4 speeds, hood, side curtains, electric lamps, good appearance, reliable, economical, any examination, trial. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 688-30

## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**RILEY.** Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

**RILEY** £195; 1924 super-sports, condition excellent; seen Birmingham. Box No. 3061, c/o "The Light Car and Cyclecar." 688-k164

**RILEY**, 85 gns.; 1922, 11hp, 4-seater de luxe, starting, lighting, etc., rigid all-weather fittings, exceptional condition; a bargain; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammer-smith Rd., W.6. Riverside 2230. 688-74

**RENAULT**, 1923, 8.5hp, 2-seater and dickey, fully equipped, painted blue with black hood and all-weather equipment, 2 doors, £75. K.J. Motors, Bromley. 690-69

**RENAULT**. For a real bargain see page 25. 688-172

**ROVER**, 1925, 9hp, de luxe, 4-seater model, slightly used condition, almost equal to new, mechanical condition guaranteed, £155. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-91

**ROVER**, 1924, 2-seater, £95 cash or £23 15s. down and 12 payments of £6 4s. 9d., with the option of a special rebate. Also several other Rover cars in stock ranging from £39 to £115 cash, or can be supplied on similar terms to above. Lamb's, Ltd., opposite Hoe St. Station, Walthamstow, or at branches by arrangement. 688-829

**ROVER** 8, 1924, 4-seater, dynamo lighting, new hood, all-weather curtains, tyres, body and engine excellent condition, licensed whole 1926, £78. R., 69 Lynton Rd., Acton, W.3. 688-k145

**ROVER**, 1923 chummy, faultless throughout, smart appearance, 65 gns. Below.

**ROVER**, 1922, de luxe, 2-seater, exceptionally fine condition, taxed, 56 gns. Clark, 225 Hammersmith Rd., W.6. 688-192

**ROVER** 8 2-seaters, several 1921-3 models, cheap; exchange motorcycles, balances deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 688-152

**ROVER** 8, 1924, 4-seater de luxe, self-starter, splendid order, £90; extended. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 688-160

**ROVER**, 1921, 2-seater, 8hp, smart, maroon finish, £39; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3293. 688-157

**ROVER** 9, 1925, 2-seater and dickey, 105 guineas. Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 688-113

**ROVER** 8, 1924, 4-seater, dynamo, speedometer, all-weather equipment, tyres and paint good condition, insured, £70. 101 Oakwood Court, W.14. 688-k206

**ROVER**, £115, 1925 model, 9hp, 4-seater, under 3,000 miles. Arthur Stuart and Co., 16 Little Portland St., W.1. 688-894

**ROVER** 9 1925 4-seater, balloons, speedometer, etc., in first-class order, £125. 51 Upper Richmond Rd., East Putney. 688-914

**ROVER** 8, 1924, chummy, side screens, speedometer, beautiful condition, £59. Exchanges, terms. Allier Garage, Thornsett Rd., Earlsfield, S.W. Letchmere 4388. 688-134

**ROVER**, 1924, 8hp, 4-seater, small mileage, guaranteed, £75. Ratcliffe Bros., 200 Gt. Portland St., W.1. 688-100

**ROVER** 8. Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, taxed, only one owner, superb condition, bargain, £75. 132 High Rd., E. Finchley. Phone 2538. 688-123

**ROVER** 8, beautiful 2-seater, Lucas, dynamo, spare wheel, hood, screen, lamps, newly painted, looks just like new, only 39 gns.; exchange motorcycle; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. (Town Station.) 688-944

**ROVER** 9, 1925, Weymann 4-door saloon, absolutely as new, fully equipped grid, mascot, etc., balloons, spare unused, £165; great bargain, being £120 below to-day's list price. Scott, 57 Birdhurst Rise, Croydon. Phone 560. 688-942

**ROVER**, 9hp, 1925 (July), 4-seater de luxe, 4 doors, taxed, practically new, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 688-938

**ROVER** 8, 1924-25, de luxe 2-seater, sunken dickey, self-starter, speedometer, tools, tax paid, etc., only 4,000 miles, condition as new, £70. 21 Pennant Mews, Earl's Court. 688-4. Western. 688-17

**ROVER**, for professional man or hdy, a beautiful little Rover 8, 1923 model, 2-seater saloon, £75, dynamo lighting and starting, very fine order. South Ealing Garage, Ealing 2983. 688-11

**ROVER**, 1921, 2-seater, date guaranteed, spare wheels, dynamo lighting, good tyres, in good running order, price £29, must be sold. 31a Hydehorpe Rd., Baltham. Phone, Streatham 3440. 688-1

**ROVER** 8, 49 guineas, 1923, chummy, dynamo lighting, self-starter, speedometer, side screens, good tyres, runs perfectly, splendid appearance, several others in stock; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 688-993

**ROVER** 8, £38, 1922, 2-seater, dickey, dynamo lighting, good tyres, in exceptional smart condition. Exchanges Empire Motors, 325 High Rd., Chiswick. Phone 303. 688-992

**ROVER**. Sydney G. Cummins has the following Rovers in stock, each of which is guaranteed. Exchanges or easy terms.  
1925 Rover 8, chummy, 4-seater, £65.  
1923 Rover 8, chummy, 4-seater, balloons, etc., £67 10s.  
1924 Rover 8, de luxe, full 4-seater, £75.  
1924 Rover 8, ditto, with starter, £80.  
1924-25 Rover 8, 2-seater, with double dickey, £80.  
1926, nearly new, 9-20, de luxe, long chassis, 3-door body, 5-lamp set, etc., £160. Seen and tried at 101 Fulham Rd., South Kensington. London, S.W.3. 688-985

**ROVER** 8, £35, 1922, 2-seater, dynamo lighting, good tyres, smart appearance, mechanically perfect. 406 York Rd., Wandsworth. 688-k248

**ROVER** 8, 1923, 2-seater, dynamo lighting, spare wheel, side screens, etc., good tyres, splendid mechanical condition and smart appearance, £35. Teddington Garage, 160 High St., Teddington. Kingston 2562. 688-k252

**ROVER** 8, 1921, 2-seater, good condition, Hoensed, £45. Rector, Onibury Rectory, Craven Arms, Salop. 688-k246

**ROVER** 9, 1925, 2-seater, perfect condition, £110. 8 Dale Rd., Purley. 688-k239

**ROVER** 8, February, 1925, in superb condition throughout, £95. Delfordis, North Row, behind Marble Arch Pavilion. 688-956

## SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

**ROVER** 8s. Send your inquiry to us. We can supply the car you want on deferred terms from £40 to £60. Andrew's Motor Mart, 151 White Hart Lane, Barnes, S.W. 688-981

**ROVER** 8, 1921, 2-seater and dickey, mechanically perfect, dynamo lighting, 5 lamps, electric horn, speedometer, aluminium plates, spare wheel, etc., tyres and paintwork as new, taxed, 50-mile trial, nearest £37 10s. 19 Lucerne Rd., W.5. North 5403. 688-k258

**ROVER**, 1924 model de luxe, 4-seater, speedometer, clock, in beautiful condition, £80. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 688-65

**ROVER** 8s and 9s. Several to choose from. Two-seaters, chummy 4-seaters, 4-seater de luxe. Prices from £40. Exchanges, deferred payments. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 688-53

**ROVER**, 1925, 9hp, de luxe model, 2-seater and double sunken dickey, starter and lighting, balloon tyres and spare, all-weather equipment, speedometer, finished Nile blue, in absolutely new condition, £125. Below.

**ROVER**, 1923, 8hp chummy, Lucas dynamo lighting, good tyres, spare wheel, re-coachpainted and in exceptional order, £57. Below.

**ROVER**, 1921, 8hp, 2-seater, dynamo lighting, good tyres, overhauled and in excellent mechanical condition, £32. Below.

**ROVER** Specialists. Naylor's, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon. 688-55

**ROVER** 8. H. F. Edwards offer the following bargains:—  
1924 de luxe 4-seater, completely equipped, clock, speedometer, leather upholstery, excellent condition, 79 gns. Below.  
1924 4-seater, starter, etc., excellent condition, 70 gns. Below.  
1923 de luxe 2-seater, completely equipped, starter, clock, speedometer, leather upholstery, dickey, excellent condition, 79 gns. Below.  
1922 2-seater, completely equipped, good condition, 45 gns. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 688-44

**ROVER**, £62; exchanges, deferred payments; 1923-24 Rover chummy 4-seater, dynamo, speedometer, all-weather equipment, luggage rack, spare wheel, smart, exceptionally good condition. Scabridge, 35 Hanslar Rd., East Dulwich. Sydenham 2452. 688-28

**ROVER**, 4-seater, 1924, 8hp, terms £9 and 10 monthly payments of £9, or cash £90; occasional 4 at £75. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 688-k283

**ROVER**. For a real bargain see page 25. 688-173

**ROVER** 9, 1925, 2-seater de luxe, colour maroon, 6 months old, indistinguishable from new, tax paid, £125. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Phone, Avenue 5548. 688-165

**SALMSON**. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2960. zzz-283

**SALMSON**, 1925, 10hp, 2-seater sports, very fast, excellent condition, guaranteed, £115. Taylors, 49-53 Sussex Pl., South Kensington. Phone, Ken. 8558. zzz-775

**SALMSON** 1925 10hp 2-seater sports, fitted special hood, new appearance and condition, fullest trial, 100 guineas. Boon and Porter, Ltd., 169-161 Castelnau, Barnes, S.W.13. 688-9

**SALMSON**, English 2-seater and dickey, 1923, very nice condition throughout, £70. K.J. Motors, Bromley. 690-70

**SALMSON**, 1925, sports, very fast, £100, deferred payments, exchanges. D. Raitton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 688-60

**SALMSON**, 1923, 10hp, semi-sports 4-seater, starter and lighting, English body, all-weather equipment, clock, speedometer, recently overhauled, £78, cash or deferred. Naylor's, 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 688-56

**SALMSON**. H. F. Edwards offer 1924, 10hp, English de luxe 2-seater, double dickey, starter, clock, speedometer, all-weather equipment, superb condition, 88 guineas. Below.

**SALMSON**, 1923, 10hp, sports 2-seater, starter, speedometer, good condition, 70 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 688-45

**SALMSON** 1925 Sports, blue, starting and lighting, clock, speedometer, £95. Below.

**SALMSON**, 1925, 10-15hp, 4-door saloon, front-wheel brakes, balloons, 4 speeds, very low mileage, absolutely perfect and indistinguishable from new car, insured, £275. K.J. Motors, Bromley. 690-68

**SALMSON**, 65 m.p.h., 1924-25, Brooklands type, streamlined body with fish wings and fairing, very attractive car, outside exhaust, 80 guineas. Denman, 4 Denman Pl., Piccadilly Circus. Regent 986. 688-117

**SALMSON**. Sprosen, Ltd., for Salmsons. Exchanges, deferred payments. Special latest type sports, front-wheel brakes, extra large lamps, absolutely as new, £115. 111 Gt. Portland St., W.1. Phone, Langham 1212. 688-166

**SINGER** 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition, guaranteed, £125. Taylors, 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9. zzz-787

**SINGER**, 10hp, 1924, de luxe 4-seater, painted blue, leather upholstery and good all-weather equipment, balloon tyres, special 12v. lighting and starting, spring gaiters, luggage grid, etc., taxed and insured, good car, £120. Tiltjen and Hillier, 110 Woodvale, Honor Oak, S.E.25. zzz-944

**SINGER** 1925 10hp 4-seater, small mileage, revarnished, £150. Sumner Bros., Barrack Square, Coventry. zzz-324

**SINGER**, 10hp, 1921, self-starter, good condition, £50, or near offer. 34 Coult's Rd., Bow, E.3. 688-h242

**SINGER** 1925 de luxe 4-seater, small mileage, many extras, condition as new, price £165. C. B. Wardman and Co., Ltd., 118 Gt. Portland St., London, W.1. Telephone, Museum 8720-3. zzz-771

**SINGER**, 1924, 10hp, 2-seater de luxe, dynamo, starter, dickey, as new, £135; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 688-866

**SINGER**, £35; exchanges, deferred payments; 1920 Singer 2-seater, dickey, dynamo, starter, spare wheel, smart, excellent condition. See bridge, 35 Hanslar Rd., East Dulwich, Sydenham 2452. 688-21

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**SINGER**, super bargain, into 1925, 9.8hp o.h.v., de luxe 4-seater, practically indistinguishable from new, pneumatic leather upholstery, dynamo light, starter, spring gaiters, grease-gun lubrication, Dunlop cord balloon tyres throughout (all practically as new), spare wheel and tyre, cabriolet type hood, side curtains, windscreen, 80 m.p.h. trip speedometer, 8-day clock, 5 lamps, electric horn, bulb horns, spare petrol can and carrier, combined ashtray, pipe holder and matchbox, 2 mats, Stadium aluminium and rubber step mat, etc., £149 10s. Cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 688-849

**SINGER**, 1924, de luxe model, in magnificent condition, £125, deferred payments, exchanges. D. Ratton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 688-59

**SINGER**, 10hp, 1921, self-starter, overhauled, repainted, new hood, new battery, full equipment, £55, lowest. 52 Rutland Rd., Harrow. 688-k272

**SINGER**, £40, 1921 sports starter, very fast, new tyres. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 688-118

**SINGER** 1924 de luxe 4-seater, starter, rigid side screens, £110; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone, Richmond 3295. 688-153

**SINGER**. Safety first! Ernest Grimaldi, Ltd., authorized Singer agents, offer:—

**SINGER**, 1925, 4-seater de luxe, shop-soiled only, £195, list price £225, car carries full guarantee, Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W. 1. Museum 5951. 688-107

**SINGER** coupe, 1921, starting and lighting, fully equipped and overhauled by Singers at a cost of £72, mechanically equal to new, except 575. Empire Motor Co., Withington, Manchester. 688-125

**SINGER**, 1925, 4-seater, good order, self-starter, guaranteed, £90. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 688-102

**SINGER** 1925 saloon, 10hp, mileage under 6,000, as new, £225; cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 688-889

**SINGER**, 1923, C1 model, 2-seater, double dickey, balloon tyres, exceptional condition, any trial, £80. Alca Cottage, Stanwell Rd., Aehford-Middlesex. 688-k249

**SINGER**, 1924, 4-seater, excellent condition, tyres as new, £100. Exchanges, deferred. Ealing Car Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 688-974

**SINGER**, 1925, 10-26, 4-seater, all-weather, new condition, bargain, £160. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4453. 688-951

**SINGER**. We have over 50 late model Singer cars actually in stock for you to choose from. If you are looking out for a Singer we must have one to suit you. Full particulars sent on request. Brief particulars on page 25. Newnham Motor Co., 245 Hammersmith Rd., W.6. Phone, Riverside 5161. 688-177

**STANDARD** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-19

**STANDARD**, 11.4 saloon, August, 1923, as new, £195. Paulton's Garage, Telephone, 1355 Wolverhampton. zzz-723

**STANDARD** 1924 11.4hp 4-seater, excellent condition, insured, licensed, £120 or nearest; appointment letter. Reid, 39 Warwick Rd., Earls Court. 688-1499

**STANDARD** 1924 2-seater de luxe, fully equipped with all-weather curtains, original tyres and paintwork, etc., mileage under 7,000, £110, 51a Hydehorpe Rd., Balham. 688-997

**STANDARD** 11.4 1924 2-seater de luxe model, open to any trial or examination, price £79. 67 Fernlea Rd., Balham. 688-998

**STANDARD** 1920-21 9.5 2-seater, dickey, dynamo lighting, self-starter, all-weather equipment, any trial, 45 guineas; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone, 305. 688-995

**STANDARD**, 1919, 9.5, 2-seater, self-starter, dark blue finish, all-weather equipment, £52; exchanges, balance deferred. Newnham's, Heath Rd., Twickenham. Phone Richmond 3295. 688-156

**STANDARD**, 11.4hp, 1924, Canley 2-seater, buff colour, black wings, dynamo starter, speedometer, mechanical windscreen wiper, electric and bulb horns, taxed for year, £120. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W. 1. Museum 4244. 688-910

**STANDARD**, £115, 1924, 11hp, 2-seater, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W. 1. 688-895

**STANDARD** 1925 11.4 de luxe 2-seater, been kept in cotton wool, £145. H. Beasley Late Rey (Established 1900), 374 Euston Rd. Museum 7600. 688-906

**STANDARD**, 1924, all-weather 4-seater, dynamo and starter, £110; ditto, 2-seater, £100, all fully equipped, licensed and guaranteed. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 688-82

**STANDARD**, 1923, 11.4, de luxe all-weather 2-seater, perfect, £80. Below.

**STANDARD**, 1925, 11.4, 4-seater, all-weather, taxed, £125. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4453. 688-952

**STANDARD**, 3.5-seater, absolutely as brand new, guaranteed 12 months, £98. Delofords, North Row, behind Marble Arch Pavilion. 688-955

**STANDARD**, 1921, 9.5, 2-seater, £75. George Newman and Co., 369 Euston Rd., London. 688-966

**STANDARD**, 1924, 2-seater and dickey, good condition, £100. Exchanges, deferred. Ealing Car Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 688-975

**SWIFT**, 1925, 10hp, 2-seater, excellent order, any inspection or trial, £75. Harvey, Hudson and Co. (next George Hotel), South Woodford, E. 18. Phone, Wanstead 2393. zzz-772

**SWIFT** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-20

**SWIFT**, 10hp, 4-seater, only done 12 months' work. Lighting, starting, excellent condition, £115, or £40 down; any trial. Watson, 193 Broad St., Birmingham. 688-1787

**SWIFT**. F.O.C.H., Ltd., have several Swifts. Bargains. 5 Heath St., Hampstead. (Tube Station). 688-834

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

**SWIFT** 1921 9.8hp 2-seater, just spent £12 on overall, £50. South Ealing Garage. Ealing 2983. 688-12

**SWIFT**, H. F. Edwards offer 1925 10hp 2-seater, concealed dickey, completely equipped, leather upholstery, balloons, all-weather equipment, superb condition, 135 guineas. Below.

**SWIFT**, 1924 10hp coupe, concealed dickey, completely equipped, leather upholstery, balloons, excellent condition, 135 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 688-46

**SWIFT**, Harold Simons. See "Miscellaneous Cars." 688-149

**SWIFT** cars, brand new, at bargain prices; 1925 10hp saloons, list £285, our price £225; 2-seaters, list £235, our price £189; special deferred terms and exchanges. Henlys, of Gt. Portland St., W. 1. 688-129

**SWIFT** 1920 de luxe 2-seater, dynamo lighting, etc., perfect condition, £42 10s. H. Beasley Late Rey (Established 1900), 374 Euston Rd. Museum 7600. 688-905

**SWIFT**, 1914, 7hp, 2-seater, dynamo and starter, electric horn, running order, clear at £30. Maudes, 100 Gt. Portland St., London. 688-934

**SWIFT**. For a real bargain see page 25. 688-174

**TALBOT**, 1923, 8-18hp, de luxe 2-seater, dickey, full equipment, as new, £150; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 688-858

**TALBOT** 8, 1923, thoroughly overhauled, exceptionally good condition, £110; exchange motorcycle, Morgan, 37 Arlington Rd., London. Phone, Kingston 1274. 688-k267

**TALBOT**, 1923, 10-23hp (£9 tax), 2-seater and sunk in dickey, condition throughout equal to new, taxed, £155 or exchange. A. Green, back of No. 9 Blackfriars St., Salford. Tel., 2191 Cent. zzz-439

**TALBOT**, H. F. Edwards offer 1924 10-23, 4-door saloon, completely equipped, painted maroon with cord upholstery, exceptional condition, 225 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 688-59

**TALBOT**, 8-18hp, 1923, 2-seater and dickey, starter and lighting, guaranteed condition, very fast, £105. Maudes, 100 Gt. Portland St., London. 688-935

**TALBOT**, 1922, 8-18hp, 2-seater, dickey, starter, repainted and in excellent order, £85. Bartlett's, 93 Gt. Portland St. 688-962

**TALBOT** 8, 1923, 2-seater and dickey, rigid side curtains, excellent condition throughout, £95; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 688-947

**TALBOT**. For a real bargain see page 25. 688-173

**TALBOT-DARRACO**, 1923, 85 guineas, 8hp coupe, starter, dickey, Denman, 4 Denman Place, Piccadilly Circus. Regent 986. 688-119

**TALBOT-DARRACO**, 69 guineas, 1923, 2-seater, dickey, and dynamo lighting, self-starter, very good tyres, splendid appearance, fast and reliable. Exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 305. 688-97

**WOLSELEY** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-21

**WOLSELEY** 10hp 1923 2-seater, dickey, engine completely overhauled, new battery, hood, side curtains, repainted, £95. Lewes Motor Works, Lewes. 688-801

**WOLSELEY**, H. F. Edwards offer 1925 11-22 de luxe 2-seater, 2-door model, concealed dickey, completely equipped, leather upholstery, many extras, excellent condition, 175 guineas. Below.

**WOLSELEY** 1924 11hp de luxe 2-seater, sunk dickey, completely equipped, leather upholstery, excellent condition, 125 guineas.

**WOLSELEY** 1923 11hp 2-seater, sunk dickey, completely equipped, excellent condition, 104 guineas; exchanges or deferred. 175 Gt. Portland St., W. 1. Mayfair 6977. 688-47

**WOLSELEY**, 10, 1925, 2-seater, dickey, de luxe model, leather upholstery, painted grey, starter and lighting, all-weather equipment, good tyres, 2 horns, speedometer, many other extras, very nice order throughout, £98, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 688-20

**WOLSELEY**, Brooklands model 10hp, aluminium body, very smart and fast, snip, £175 cash, or £17 10s. down and 10 monthly payments of £17 10s. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 688-k276

**WOLSELEY** de luxe, 1922, 10hp, 2-seater, very clean; terms, £10 and 10 monthly payments of £10, or cash £100; another at £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 688-k281

**WOLSELEY**, Harold Simons. See "Miscellaneous Cars." 688-150

**WOLSELEY**, £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details, "Motoring Out of Income," Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C. 2. Holborn 5972. 688-920

**WOLSELEY**, 11-22, 1924, 2-seater de luxe, condition as new, £130. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 688-98

**WOLSELEY**, 1922, 10.5hp, de luxe 2-seater, dickey, starter, lighting, year's tax, side screens, new tyres, smart, perfect, cash offer, exchange entertained. 89 East Hill, Wandsworth. 688-k210

**WOLSELEY**, 1924, 11-22hp, lighting and starter, 2 horns, speedometer, finished grey, excellent condition, £140. Maudes, The Norwich Garage, Norwich. 688-935

**WOLSELEY**. For a real bargain see page 25. 688-176

**WOLSELEY** 1923 10hp 2-seater, balloon tyres, £95. George Newman and Co., 369 Euston Rd., London. 688-969

**WOLSELEY**, sports 2-seater, believed 1922, good sound car, £85. Below.

**WOLSELEY**, 1923, 10hp de luxe, 2-seater and dickey, dynamo and starter, numerous extras, £90. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 688-179

**ZEBRE**, 7-8hp, coupe, starter and lighting, Klaxon, speedometer, clock, dash lamp, detachable wheels, new tyres, in very nice condition, a real bargain, £85; part exchange entertained. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. Phone, 1307 Langham. 688-66

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**A.B.C. Motors, Ltd.**, Walton-on-Thames, Surrey. zzz-209

**A.B.C.s.** We have them. See page 23. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 688-873

**A.C.**, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. 'Phone, Museum 7741. zzz-308

**A.C.** Guildford and district agent, Jackson's Garage. 'Phone 345. Immediate delivery 1926 12hp Royal 2-seater, £353. zzz-451

**A.C.** Manchester: sole agents, Graham Bros., 13-15 Peter St. Wide range of models in stock. 689-99

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**AMILCARS.**

Vernon Balls. 'Phone, 1995 Putney.

**AMILCAR** spares. Vernon Balls, London.

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**AUSTIN.** Rootes, Ltd., distributors and specialists, 7hp, latest models from stock; part exchanges, deferred payments. 141 New Bond St., London, W.1. Telephone, Mayfair 2010. Maidstone, Derking. zzz-606

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**AUSTIN.** Ratcliffe Bros. Austin 7hp 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-985

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**CLYNO** cars. For all models try Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 688-928

**CLYNO** cars. North-east London. Restalls Garage, authorized agents. immediate delivery and genuine service. 241 Lower Clapton Rd., E.5. Clissold 5162. 723-150

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**CLYNO** agents. Early delivery of all models; exchange and deferred terms. The Nightingale Garage and Engineering Co., Ltd., Western Lane, Nightingale Lane, Balham, S.W.12. 'Phone, Latchmere 4394. 685-137

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**CLYNO** cars in stock. 'Phone, Regent 986. Deferred terms, part exchanges. 688-110

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McCarthy's Motors (1925), Ltd., 49 Green Lanes, Newington Green, N.16. 'Phone, Clissold 6628. 688-k285

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**FIAT**, 7hp. Early delivery, deferred payments. Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-810

**FIAT** cars. Accredited Agents, Moore's Presto North End and Tamworth Rd., Croydon. 'Phone 2623. zzz13

**FIAT**, 10-15, 2-seater, painted maroon, in stock for immediate delivery, list price £315. Blaxton's, 21 Swallow St., Piccadilly, W. 1. Gerrard 3518-9. 688-927

**FRAZER-NASH** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 690-526

**FRAZER-NASH.** Cleverlys, Ltd., West End distributors. 1926 models in stock, immediate delivery. 175 Cleveland St., W.1. (by Gt. Portland St. Station). Museum 4232. 688-127

**G.W.K.** Sole London concessionaires. Try the new £159 model. Deferred terms, part exchanges. Brompton Engineering Co., Showrooms, 169 Fulham Rd., S.W. (Tel. Kens. 7274); Service Depot, 107 King's Rd., Chelsea (Tel. Kens. 410). 596-178

NEW LIGHT CARS AND CYCLECARS

(continued).

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**GWYNNE** 8, 1926, 4-seater, in stock, £225; luxurious model; deferred terms; exchanges. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Reg. 986. 688-109

**GWYNNES.** We have them. See page 23. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 688-878

**HUMBER.** Official agent, Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1628. zzz-950

**HUMBER.** Hatcliffe Bros. Humber 9hp 2-seater and 4-seater models, £260, early delivery; write for payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8603. zzz-985

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**HUMBER.** Car Mart, Ltd., are Humber specialists and can give earliest delivery of the new 9-20hp models. Part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. 'Phone, Grosvenor 3311. Museum 2000. zzz-816

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**JOWETT.** Official Jowett agents, Primavesi, Maulverer and Co., 204 Holdenhurst Rd., Bournemouth. zzz-439

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**JOWETT.** Hatcliffe Bros. 1926 models, immediate delivery, motorcycles in part exchange. 200 Gt. Portland St., W.1. Museum 8603. zzz-988

**JOWETT** Service Station (London). Main agents and specialists. All models, trial runs. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 6279. zzz-92

**JOWETT.** Gordon Watney and Co., Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 31 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-846

**JOWETT.** Hoffmann's Garage, Ltd., for all 1926 Jowett models. Special purchase out of income terms; immediate delivery. Huddersfield Rd., Halifax. Tel. 1360. zzz-198

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**JOWETT.** F.O.C.H., Ltd., The London Jowett Depot. All models in stock. Easy payments. Exchanges. Free tuition and service.

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**JOWETTS.** We have them. See page 23. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 688-879

**JOWETTS.** Lovatts for Jowetts. Early delivery of all 1926 models; cash or deferred. To ensure Jowett Service consult the Jowett Specialists. Lovatts, 105 Streatham Rd., Mitcham. 1597 Mitcham.

**LAGONDA.** Jackson's Garage, Guildford. 'Phone 345. Immediate delivery 1926 models from stock. zzz-454

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## NEW LIGHT CARS AND CYCLECARS

(continued).

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**RENAULT,** 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-835

**RENAULT,** 1926 cars; exchanges and deferred terms. East Cheshire Agents, Corbishley and Son, Station Garage, Macclesfield. Tel. 349. zzz-809

**RENAULTS.** Sole agents Kingston, Surbiton. Part exchanges, deferred payments. Immediate deliveries. Welham's Yellow Garage, Surbiton. Phone, Kingston 1873. 700-1146

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## NEW LIGHT CARS AND CYCLECARS

(continued).

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**SINGER.** Ernest Grimaldi, Ltd., authorized Singer agents. Immediate delivery of 1926 Singer de luxe 4-seater, £225, or saloon £280. Liberal allowance for your present car in part exchange. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 688-108

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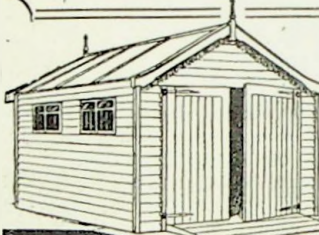
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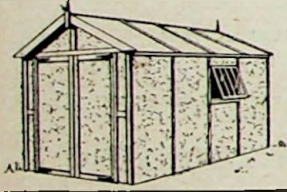

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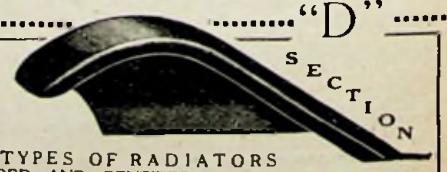
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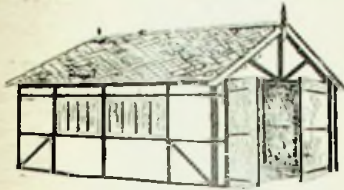
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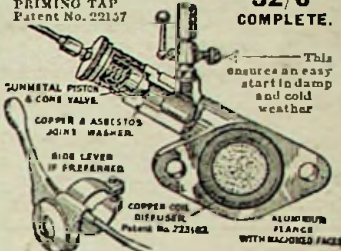
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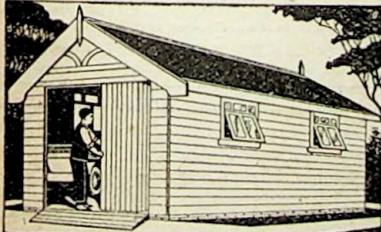
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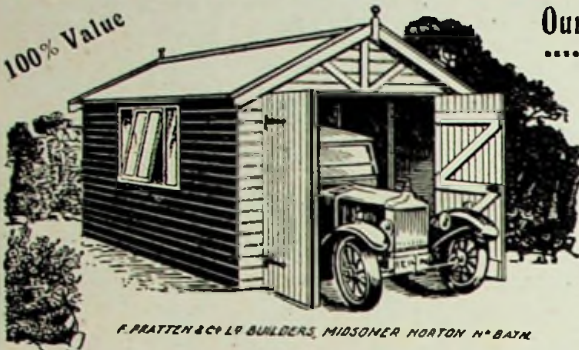
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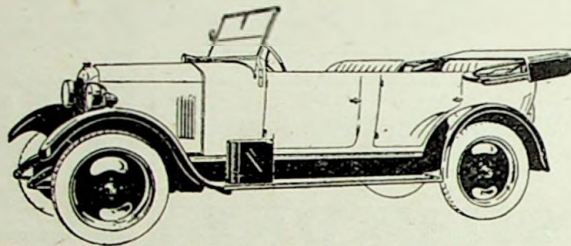
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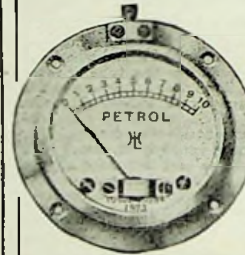
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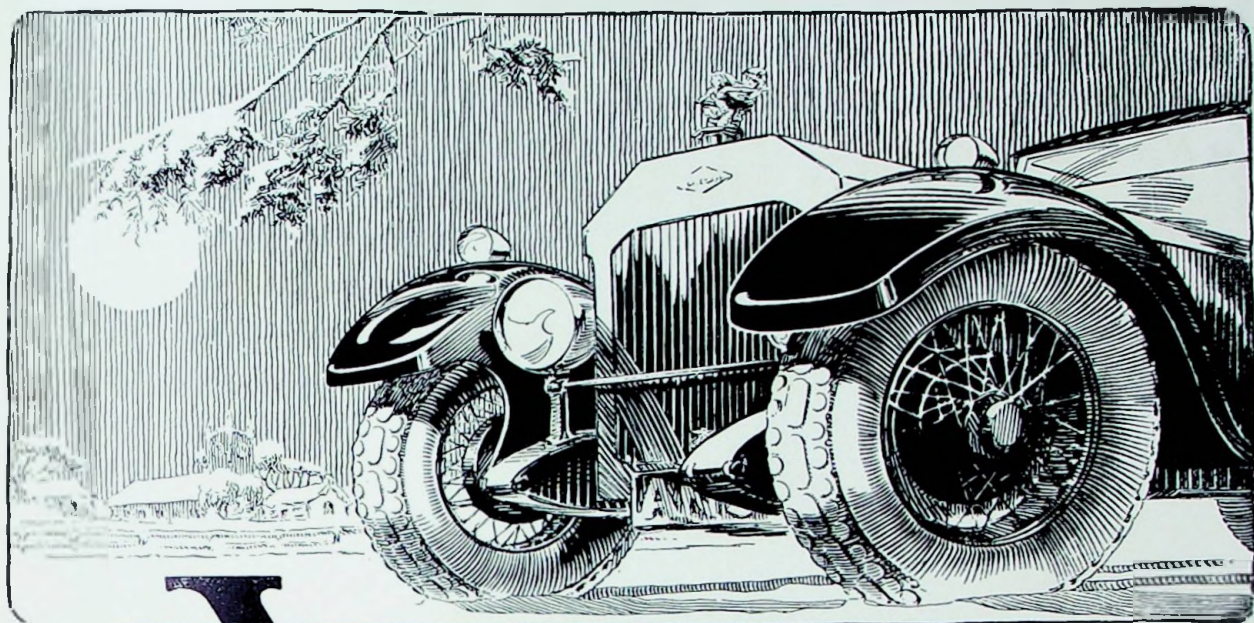
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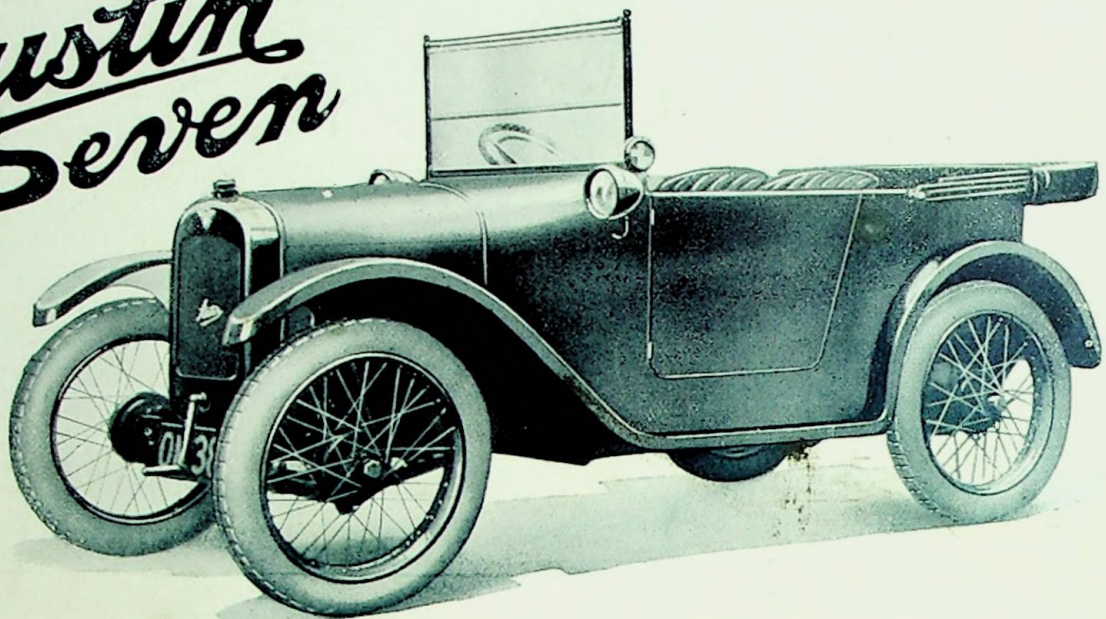
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