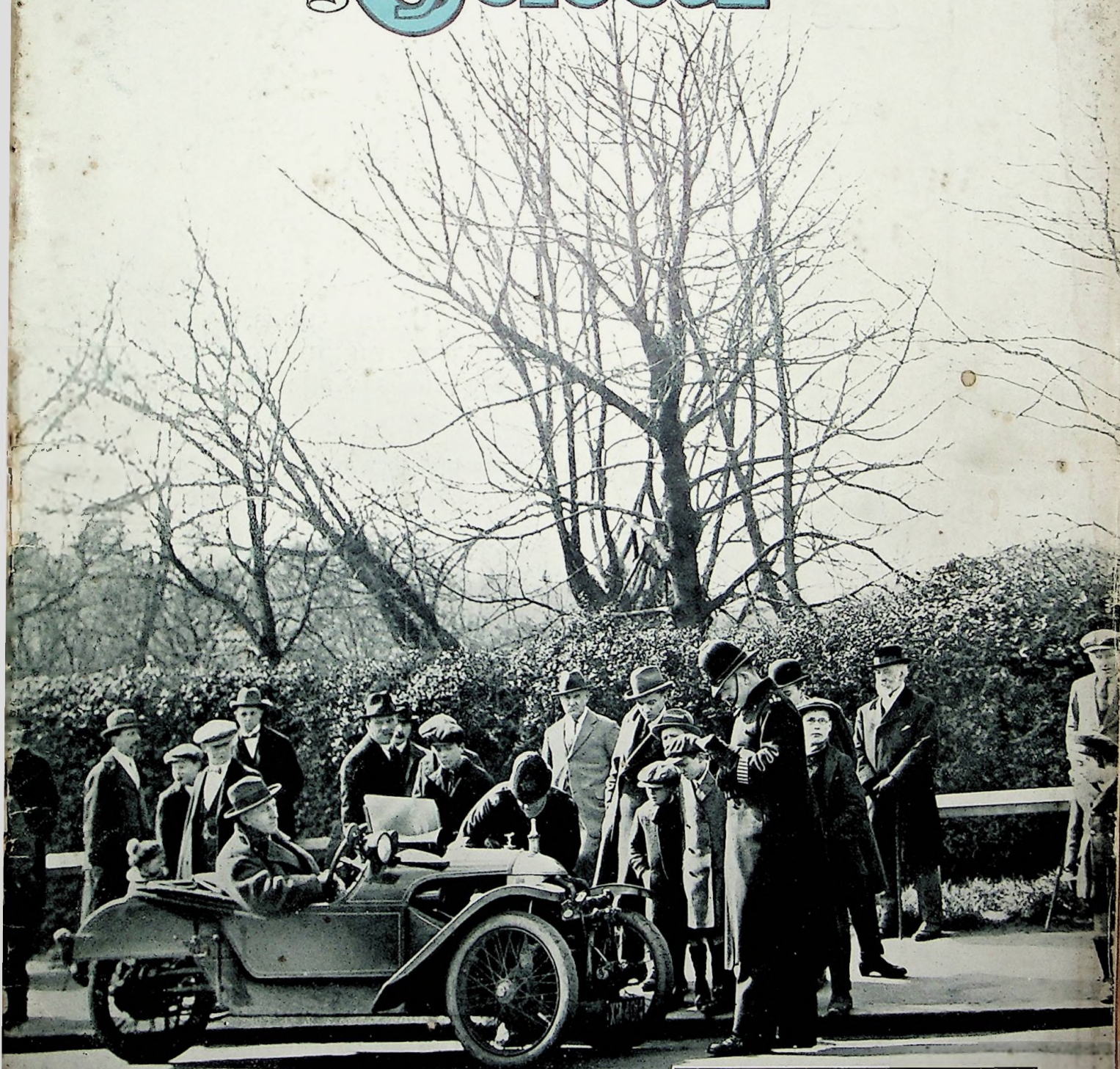


# The Light Car and Cyclecar

Founded 1912  
The only Small Car Journal

4<sup>p</sup>

Vol. XXI, No. 543  
Friday April, 20, 1925  
*Registered at the GPO  
as a Newspaper*



#### THE ARM OF THE LAW.

Although taxed as "motorcycles," three-wheeled cyclecars must, according to many local authorities, carry car-sized plates. For the rest the photograph is self-explanatory!



# Good Inner Tubes are the Truest Economy

THE cost of tyre upkeep is governed by the inner tubes. The high tensile strength of Spencer-Moulton and Wood-Milne Inner Tubes protects the cover from damage and the chassis from shock. Nothing but the finest raw materials go into these tubes, consequently they give maximum service and effect great savings in wear and tear.

The name is a guarantee that they are British and Best.

## SPENCER-MOULTON & WOOD-MILNE INNER TUBES

*Seventy years' experience in the rubber trade goes into every tube bearing our name.*

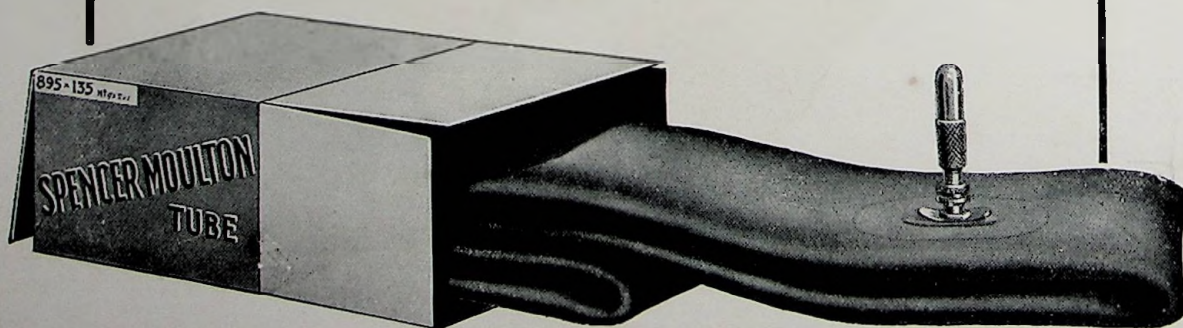
GEO. SPENCER-MOULTON & Co., Ltd.,  
and WOOD-MILNE, Ltd.

HEAD OFFICE :

Sales Dept. : 3, CENTRAL BUILDINGS, WESTMINSTER, S.W.1  
Telegrams : "Spennoul, Parl, London." "Wudmiln, Parl, London."

Telephone : Victoria 9578.

Works : Kingston Mills, Bradford-on-Avon, Wilts, and Ajax Works, Leyland, Lancs.



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

# SWIFT

## INVEST in a SWIFT—the DIVIDEND is CARE-FREE MOTORING

**T**HE Swift is a gilt-edged investment. Its dividends are care-free motoring, and it pays them for years and years. It is a car that never tires, never jibs at a hill; a car you never see hung up by the wayside no matter how old it is; a car that will never let you down. It runs as well in its second and third ten thousand miles as in its first. Besides being essentially dependable, the new 10 h.p. Swift is astonishingly efficient—speed 53 m.p.h.; petrol consumption 45-50 m.p.g. Invest in a Swift and reap big dividends in care-free motoring.

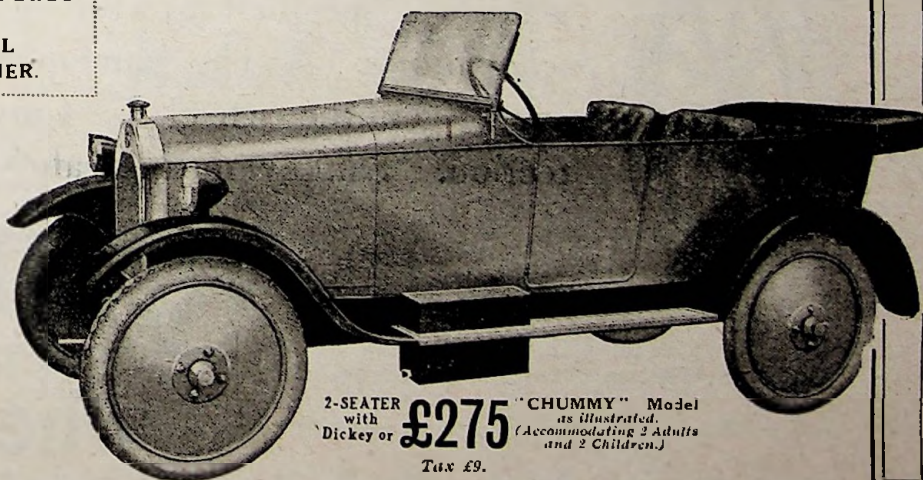
4-CYLINDER  
WATER-COOLED  
ENGINE, ELECTRIC  
LIGHTING & START-  
ING EQUIPMENT,  
UPHOLSTERED  
IN  
REAL  
LEATHER.

Write for name of nearest agent, or send for Art Catalogue to  
BRITISH MOTOR TRADING CORPORATION, LTD.,  
132-135, Long Acre, London, W.C.2

Manufacturers:

**SWIFT OF COVENTRY LTD., COVENTRY.**

Irish Depot: 15-17, South King Street, Dublin.



2-SEATER  
with  
'Dickey or **£275** "CHUMMY" Model  
as illustrated.  
(Accommodating 2 Adults  
and 2 Children.)  
Tax £9.



TO THE  
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,  
you will be working for the cause of the new motoring.

A1



*The Proved Light Car***Ideals**

are like stars. We cannot reach them, but nevertheless, in endeavouring to do so, we achieve greater things than those who are content with every-day production. This applies particularly to McKenzie Cars, whose manufacturers are ever striving towards the ideal light car, and, in doing so, produce a car considerably in advance of the normal production of the times.

There are several vital features and numerous details in a McKenzie which prove the success of our endeavours towards an ideal. Write for fully illustrated catalogue; it will be found extremely instructive.

**1923 MODELS.**

10.5 h.p. All-Weather  
Two-Seater.

£368

10.5 h.p. All-Weather  
Four-Seater.

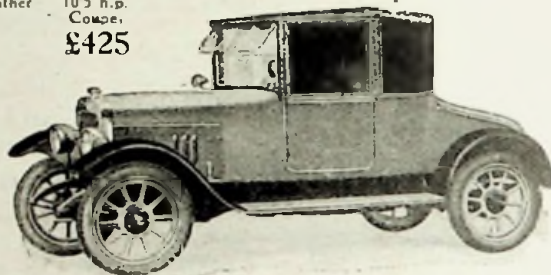
£395

10.5 h.p.  
Coupe.

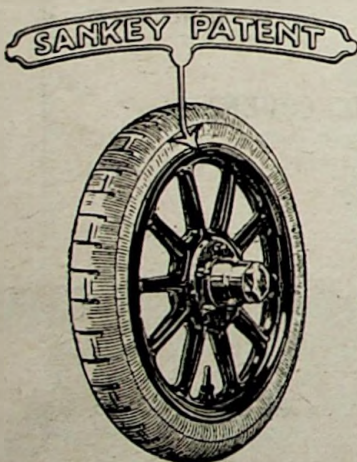
£425

All Models are fitted with Electric  
Lighting and Starting.

McKENZIE MOTORS LTD.,  
Bath Passage - Birmingham.  
*Established 1913.*



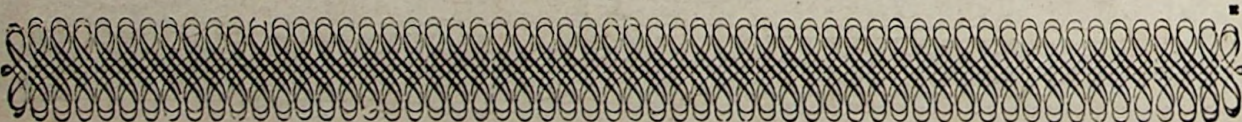
H.P.



**E**ASY to clean and simple to remove, the Sankey all-steel wheel is always specified by the motorist *who knows*. The name-plate on every genuine wheel is your protection. Sankey means safety.

**SANKEY**  
ALL-STEEL  
**wheels**

JOSEPH SANKEY & SONS, LTD., HADLEY CASTLE WORKS, WELLINGTON, SHROPSHIRE.



**HELP THE MOVEMENT** by letting advertisers know that their advertisements

in "The Light Car and Cyclecar" interest you.



# NAMES THAT INSPIRE CONFIDENCE!

  
**STAR**  
*Waverley*  
*Vauxhall*  
*Humber*  
*Straker-Squire*  
**ADCOL**  
**NEW PROCESS OIL**  
*Bayliss Thomas*  
**COMMER CARS**  


**A REMARKABLE ADVANCE IN OIL REFINING.**

## A Grade for Every Vehicle—

EXTRA LIGHT 'FORD'	N.P. 1
LIGHT	N.P. 2
MEDIUM	N.P. 3
HEAVY	N.P. 4
EXTRA HEAVY	N.P. 5

See your  
 Engine gets  
 the best  
**Adcol**  
 New Process Oil.

### The above makers EXCLUSIVELY RECOMMEND.

We do not ask you to accept *our* opinion, but that of the above and many other famous makers, who, after making exhaustive tests before adopting and recommending it, ask owners of their vehicles to use only Adcol New Process Oil.

They **PROVED** that Adcol New Process Oil HAS THE FOLLOWING ADVANTAGES OVER ALL OTHER MOTOR OILS:—

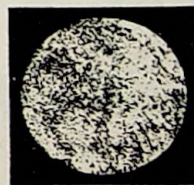
- 1.—They enable a motor vehicle to be driven more than twice as far without decarbonisation.
- 2.—Keep the combustion head clean, prevent pinking.
- 3.—Are very fluid at low temperatures, make starting easy both summer and winter, and yet retain their body at high temperatures.
- 4.—Have better lubricating properties than other superfine motor oils.

Micro Photographs produced in the laboratory of one of the manufacturers mentioned above show plainly the advantage of using New Process Oil, to ensure freedom from carbonisation troubles.

Samples of oil after heating to 482° F.



**NEW PROCESS OIL**  
(Showing no Carbon Deposit)



**BEST MOTOR OIL**  
(Showing heavy Carbon Deposit)



**OUR STANDARD CAN.**  
Telescopic Spout prevents Waste and Mess.

New Process Oil  
 — though better —  
 costs no more than  
 other oils.

### The following are results of engine tests by two other makers:—

Test No. 1.				Test No. 2.			
Adcol New Process Oil	...	1.54	grammes of deposit found.	Adcol New Process Oil	...	2.17	grammes of deposit found.
Well-known competitive oil	...	3.54	do. do.	Average of four well-known other oils	...	4.27	do. do.

## ASK YOUR GARAGE FOR IT.

If they do not stock, let us know. We will send you full particulars, and arrange for you to be supplied.

Sole Manufacturers:—

**ALEXANDER DUCKHAM & CO., LTD.,**  
 6, Broad Street Place, LONDON, E.C.2.

**OIL REFINERS and CONSULTING CHEMISTS—THE ONLY REFINERS OF BRITISH CRUDES IN THIS COUNTRY.**

Telephone:  
London Wall 9260-1.

Telegrams:  
"Alexicaco, Phone, London."

TO THE  
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.





### The 10.5 h.p. CALCOTT

Two-Seater worthily upholds the CALCOTT tradition of mechanical excellence, combined with grace of outline and careful finish.

It appeals to the owner-driver who appreciates comfort and elegance, allied with reliability and economy, while few light cars offer the same ease of control or response to the driver.

Two-Seater with Double Dickey seat, finished in Calcott Grey, Black Guards and Valances. Upholstering: Black Leather, Double Windscreen, Side Curtains, 12 Volt Lighting and Starting Set. All usual Accessories.

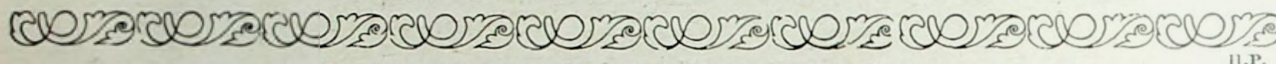
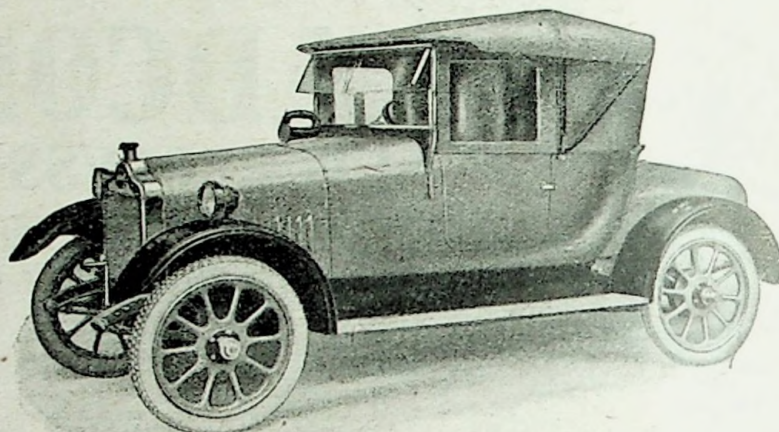
**Price £325**

representing the best value in its class.

All CALCOTT Cars are fitted with Dunlop Tyres.

Illustrated particulars from  
CALCOTT BROS., LTD., COVENTRY.  
Established 1855.

London Agents: Eustace Watkins Ltd., 91, New Bond Street, W.1 (Corner of Oxford Street).  
Distributors, Service and Spare Parts.



H.P.

# The DEEMSTER

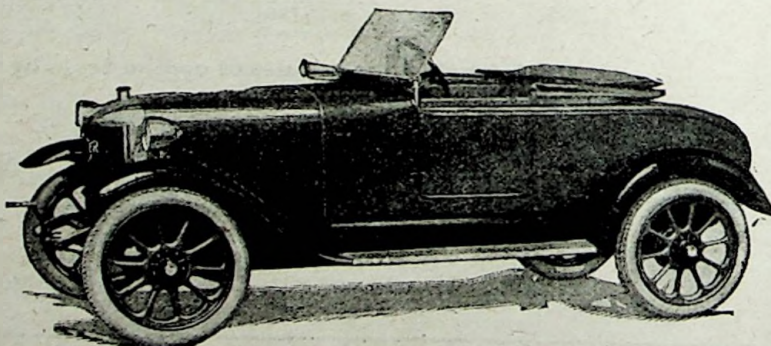
THE LITTLE CAR OF 'LION HEART'

Price :-  
12 h.p. Deemster,  
POPULAR MODEL  
300 Gns.

Lionhearted is the right word. No other kind of car could survive the handling Deemster testers give them. If you saw how those men behave with the cars, you would understand why the Works staff take such care in construction—why they simply will not use a single part that has not been tested and approved.

And every individual car made in the Deemster Works has to "pass with honours" in the testing department. That is why Deemster road performance is so uniformly perfect, why running costs are low, why efficiency and smartness retain that brand-new appearance for so long.

The Deemster owner does not know what motor trouble is.



**THE OGSTON MOTOR Co. (1918), Ltd.**  
Deemster Works, Victoria Road, Acton, W.3.

(Nearest Station: Willesden Junction).

Telephone Nos.: Chiswick 2044-2045

Ask for address of nearest agent.







# From People who know!

This is a testimonial sent to us by Messrs. John I. Thornycroft & Co., Ltd. As they are one of the biggest engineering firms in the kingdom, their views ought to be sound. As a matter of fact, the writer of the letter told us it was so good that the tin was too small to hold all he wanted; perhaps, but we think we have hit on the size most convenient for everyone, from the cyclist to the motor-boat owner.

## FOR THE HANDS

"We have tried your "Kit" soap, and we can only say that it is "the best soap of this kind we have yet used, and will have "no hesitation in recommending it "to anyone whom it might interest. "We find it very much softer "on the hands than the majority "of these so called grease removers, "and it is also more economical "than anything we have hitherto "used." (Signed) John I. Thornycroft & Co., Ltd.

6d PER TIN

**KIT**  
is IT

the  
speed  
soap

LEVER BROTHERS LIMITED, PORT SUNLIGHT.

K.T. 45

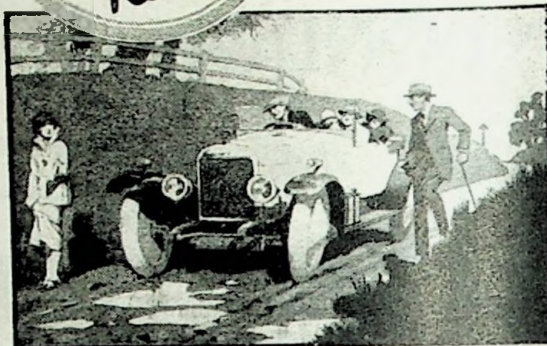
A6

HELP THE  
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by letting advertisers know that their advertisements  
in "The Light Car and Cyclecar" interest you.



No. 13



## Puddles and Pedestrians

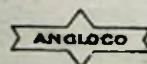
You know the puddly, muddy lanes with barely one car's width—they are one of the features of our English countryside. They possess no sidewalk or footpath, and pedestrians must of necessity walk in the road. The motorist who slows down to walking pace whilst passing pedestrians not only does an act of common courtesy, but he helps to promote the "Better spirit on the road."

Look for No. 14 of the Series.

Correspondence on these  
interesting subjects is  
invited.

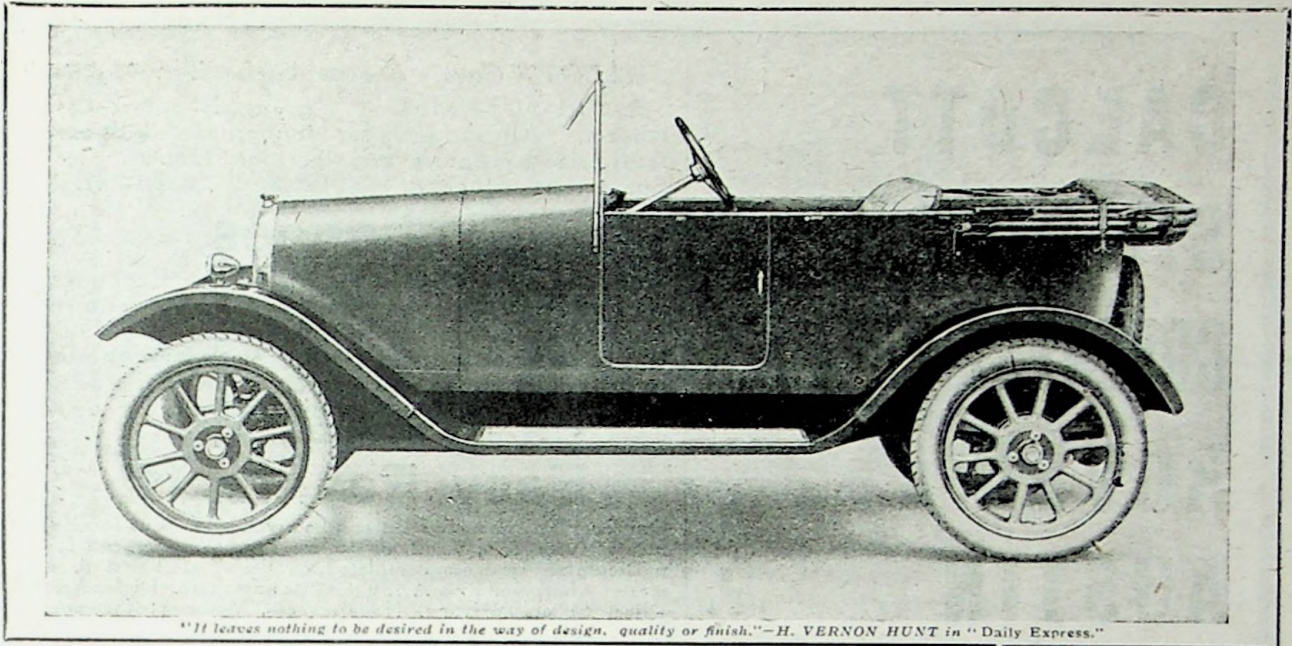
**PRATT'S**

For the better Spirit on the Road



ANGLO-AMERICAN OIL CO., LTD.  
36, QUEEN ANNE'S GATE, LONDON, S.W.1.





## Reliability, Comfort, Economy.

£275

These are the important factors in the choice of a car, and in the whole Humber range—from the 8 h.p. Light Car, illustrated above, to the most luxuriously appointed model listed—these factors have received the maximum of attention.

This delightful little car is, to the most minute detail, a miniature of the higher-powered models. Its reliability, comfort and economy will be instantly appreciated.

All open Humber models are  
"all-weather" equipped.

*Catalogue and full particulars on request.*

# Humber

**HUMBER LIMITED, COVENTRY.**

LONDON—City Showrooms: 32, Holborn Viaduct, E.C.1.

West End Showrooms and Export Department:  
Humber House, 94, New Bond Street, W.1.

Repair Works & Service Depot: Canterbury Rd., Kilburn, N.W.6.

*Dealers everywhere.*

TO THE  
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,  
you will be working for the cause of the new motorina.

A7



**CALCOTT  
SINGER  
COVENTRY-PREMIER  
ROVER  
AUSTIN  
AND ANY OTHER MAKE**

**WILKINS, SIMPSON & CO. LONDON, W.14**

Phone—Hammersmith 238.

Business Hours—9 a.m.—8 p.m., Saturdays Included.

Established over 30 years.

**CALCOTT Cars. Direct Authorised Agents.**  
TRADE SUPPLIED. We supply retail anywhere. All models for immediate delivery. Authorised Repairs and Service Depot. All Spare Parts Stocked. **TRADE SUPPLIED.**

## Exchanges.

Any Motorcycle or Car taken in Part Exchange for any New Car. Any make supplied. Send us fullest particulars of your present Motorcycle or Car to be exchanged, together with new model required, when we will make you a definite offer by return. Distance no object. Delivery anywhere in the United Kingdom.

## Easy Payments.

Our Easy Payments System can be arranged to your requirements, from 3, 6, 9, 12, or 18 months. Write or call for particulars. Business completed on the shortest period, no matter where you live. Arrangements anywhere. Distance no object. Strictest privacy. No references. Motor out of income.

**ANY MAKE SUPPLIED  
FOR  
CASH EASY PAYMENTS EXCHANGE**

## EASTING THREE PANEL REAR SCREEN



*Comfy always - all ways!*

Write for  
Fully Illustrated  
Catalogues!

## If this screen had twenty Panels!

IT could not be more efficient: the more panels introduced the more the vision would be impeded, the more the possibility of it getting out of action and of vibration and rattle, the more difficult it would become to adjust to the just-right position.

**THE EASTING THREE-PANEL SCREEN** minimises all these risks, gives just the utmost protection, extends well round the sides of the passengers, dispenses with extra side-wings, and can be erected in a minute; the bowed formation offers no wind resistance, and owing to its lightness and three points of suspension, it cannot weaken the bodywork of any car. The three panels permit it to be folded into such a compact size that it in no way impedes leg or luggage room, and besides, it can be fitted by the car-owner without in any way disturbing the upholstery.

**WRITE for FULLY ILLUSTRATED CATALOGUES**  
The Easting Three-Panel Screen is made in three sizes: for Small, Medium, and Large cars. Nos. 1 and 2, £8 10 0. No. 3, £9 0 0. Fittings to carry this screen are being incorporated in the bodywork during erection, on A-C and Wolseley cars. Special fittings have been designed for the Wolseley 14 h.p.

**FOR CARS WITH ADJUSTABLE FRONT SEATS**  
We recommend the Easting Two-Panel Screen at £4 10 0 or the Easting Four-Panel Screen at £9 0 0. Both these models are entirely supported from the sides of the car-body, and in no way interfere with the adjustments of the front seats. Details of these will be sent on request.

**EASTING WINDSCREENS, LTD.**  
132, Steelhouse Lane, BIRMINGHAM.  
London Office:—21, Flaxbury Square, E.C.



# 1,000 Miles

ON THE ROAD (OFFICIALLY OBSERVED) IN

# 50 Hours !

The Calthorpe does not concern itself with Hill-climbs, Trials, and stunts within the capabilities of any ordinary car. It prefers to confine itself to performances never before achieved by any car of any horse-power.

On April 5th, midnight, Mr. Ian Macdonald, driving a privately-owned 12 h.p. Calthorpe 4-seater—Standard in every particular—covered 1,000 miles from Oundle to Inverness and back within 50 hours, receiving the distinction of being the first man in the Kingdom to drive 1,000 miles in 50 hours on the road at the wheel himself all the way.

This great feat speaks volumes for the sturdy little Calthorpe, which came through the ordeal without a hitch.

SHELL Motor Lubricating Oil was used throughout the run, with perfect results.

# Calthorpe

*The CLASS Production.*

**CALTHORPE MOTOR Co. (1912) Ltd., BORDESLEY GREEN, BIRMINGHAM.**

Wholesale and Retail Agents for London and Home and Eastern Counties:—

**MANN, EGERTON & COMPANY.**

Showrooms ... 379, Euston Road, N.W.1.  
Service Depot ... 1a, High Road, Kilburn, N.W.4.  
Telephone ... 7122 & 7123 Hampstead.

Wholesale and Retail Agents for Northern Counties:—

**TRAVERS, LIMITED.**

Pilgrim Street ... Newcastle-on-Tyne.

Telephone ... Central 612 & 613.

**SERVICE DEPOT.**

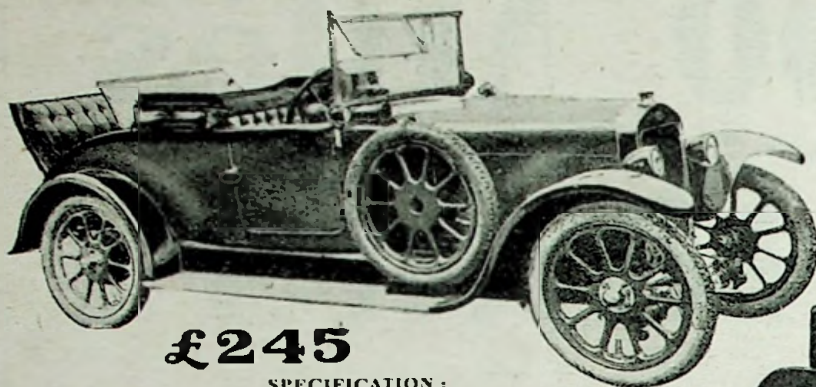
**TO THE  
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

A9



**"YOURS for £25"!!** and balance out of income.



**£245**

**SPECIFICATION :**

A coupe or open car at will. A perfect fitting hood, side curtains which open with the doors, and a three-piece wind screen. A door is provided on both sides; a neat locker for your gloves, maps, etc., is provided in dashboard. A really comfortable and well-upholstered dickey seat. Beautifully painted Royal Blue with black mouldings, well varnished, and all metal parts nickel finish.

**TOP GEAR HILL CLIMBING.**

**JOURNEYS.**

London to South Wales (Swansea), and return to London. London to Tainmouth (Devon). London to Manchester, and return to London.

**LOCAL HILLS**

Muswell Hill, Shooter's Hill, Blackheath Hill, Fitzjohn's Avenue, Nazling Hill, Newlands Corner (Merton), Sidell, Reigate Hill, Brockley Hill.

Comfortable average speed all day long. 30 m.p.h. without fatigue.

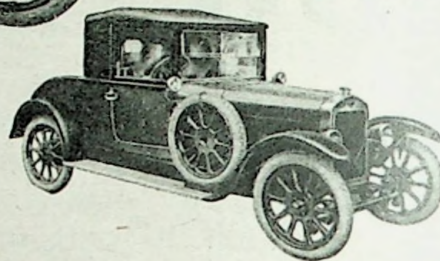
London and District Agents—CROUCH, HAMPTON and BUGATTI CARS—

**B. S. MARSHALL, LIMITED, 17a, HANOVER SQUARE, W.1**

Phone: Mayfair 5906-7.

8-18 h.p. (as illustrated) £245  
10-20 h.p. Do. £275  
12-24 h.p. Do. £335  
12-24 h.p. All-weather  
4-seater Touring £350

**"CROUCH**



**CARS"**

***Still Winning!***

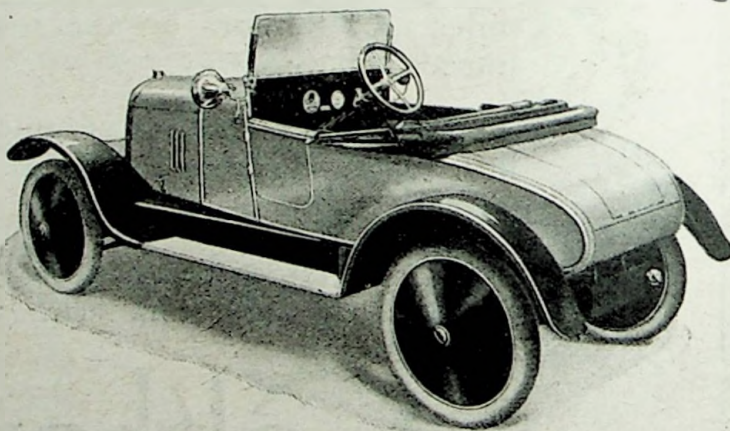
*The*

**DERBY**

AGAIN PROVES ITS WORTH  
in the  
LONDON-LAND'S END TRIAL  
and was awarded a

**GOLD MEDAL**

and again in the  
SAFFRON WALDEN HILL  
CLIMB, April 13th.



**Brief Specification :**

9 h.p. Four-cylinder Engine, Dynamo Electric Lighting and Starting, Dickey, Speedometer.

**£220**

**ORTON & CO., LTD., Mill Hill,  
N.W.7.**

On view at AUTOMOBILE SERVICE CO.,  
166, Great Portland Street W.1.

**WINNING**

**FIRST** (Class I, Time)

**FIRST** (Class I, Formula)

**SECOND** (Class VII, Rec-  
ing Cars under  
1,100 c.c.)

**THIRD** (Class V, Standard  
Sporting Cars under  
1,100 c.c.)

A10

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MOVEMENT**

by letting advertisers know that their advertisements  
in "The Light Car and Cyclecar" interest you.



# HAMPTON CARS

**LONDON — LAND'S END**

**1 Car Entered 1 Gold Medal**

**100% Efficiency.**

The above car was entered and driven by Captain F. J. C. Hunter, who also secured a Gold Medal in last year's London - Edinburgh and a Silver Medal in London - Land's End on the same car. This car was delivered to Captain Hunter 3 years ago, and has already completed 32,000 miles, proving the distinct advantage and reliability of a car that is not built on mass production lines.

**QUALITY WILL TELL**

*the Best in British  
small car design."*

*(Vide "THE LIGHT CAR & CYCLECAR.")*

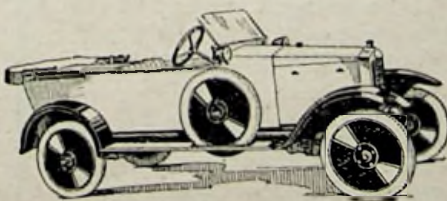
**LONDON - LAND'S END TRIAL.**

**1 CAR ENTERED**

winning a

**GOLD MEDAL**

**Bayliss Thomas**  
LIGHT CAR

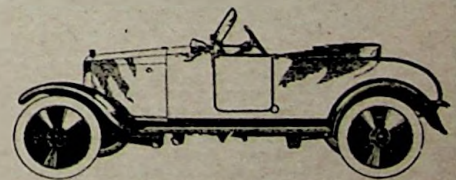


8-9 h.p. "JUNIOR" 4-Seater.

Full particulars on request.

**BAYLISS,  
THOMAS & CO.**  
(Proprietors: Excelsior Motor Co., Ltd.)  
**KING'S ROAD, TYSELEY,  
BIRMINGHAM.**

Telephone \* 277-8 Acocsa Green.  
Telegrams \* "Monarch, Hay Mills."



9-19 h.p. "POPULAR" Touring Car.

**TO THE  
READER**

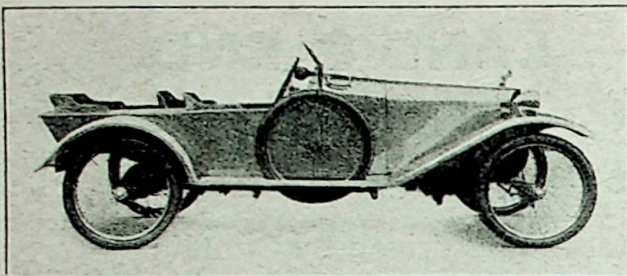
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you will be working for the cause of the new motoring.

B1



# The ERIC LONGDEN CAR

The Ideal Sports Car.



3-seater, 11 h.p., clover leaf body, 4-cyl. water-cooled engine, dynamo lighting, hood, screen, horn, lamps, spare wheel, tyre and tube, 70 m.p.h. guaranteed, 45 miles per gallon.

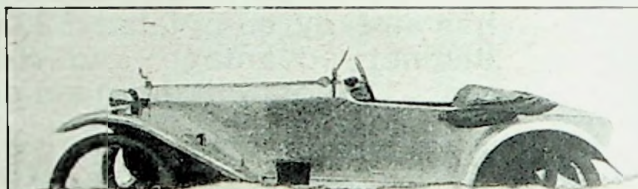


PART  
EXCHANGE.

— 3 YEARS GUARANTEE —

DEFERRED  
PAYMENTS.

2-seater, 9 h.p., 4 cyl., water-cooled, dynamo lighting, hood, screen, horn, lamps, spare wheel, tyre and tube, 60 m.p.h. guaranteed, 45 miles per gallon.



Sole Concessionaires for London and the Home Counties:

**MANN & HANDOLL, HAMPTON and BUGATTI CARS—**  
116, Gt. Portland St., LIMITED, 17a, HANOVER SQUARE, W.1

Phone: Mayfair 5906-7.

## Still Winning!

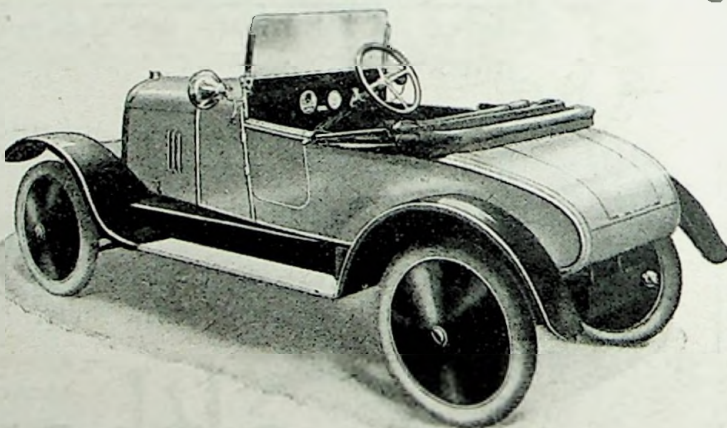
The

# DERBY

AGAIN PROVES ITS WORTH  
in the  
LONDON-LAND'S END TRIAL  
and was awarded a

## GOLD MEDAL

and again in the  
SAFFRON WALDEN HILL  
CLIMB, April 13th.



*Brief Specification:*

9 h.p. Four-cylinder Engine, Dynamo Electric Lighting and Starting, Dickey, Speedometer.

## £220

ORTON & CO., LTD., Mill Hill,  
N.W.7.

On view at AUTOMOBILE SERVICE CO.,  
166, Great Portland Street — W.1.

**WINNING**

**FIRST** (Class I, Time)  
**FIRST** (Class I, Formula)  
**SECOND** (Class VII, Racing Cars under 1,100 c.c.)  
**THIRD** (Class V, Standard Sporting Cars under 1,100 c.c.)

A10

**HELP THE  
MOVEMENT**

by letting advertisers know that their advertisements  
in "The Light Car and Cyclecar" interest you.





# GREAT PRICE REDUCTION

## JUNIOR 4-SEATER

from

£275

to

£250

WITH STARTER.

£240

WITHOUT STARTER.

## SATISFACTION ON EVERY HAND

—the reward of Big  
Car Quality and  
Extreme Economy — is  
being given by the  
Bayliss Thomas —

*"Representative of  
the Best in British  
small car design."*

(Vide "THE LIGHT CAR & CYCLECAR.")

LONDON - LAND'S END TRIAL.

1 CAR ENTERED

winning a

**GOLD MEDAL**

## POPULAR 2-SEATER

from

£260

to

£250

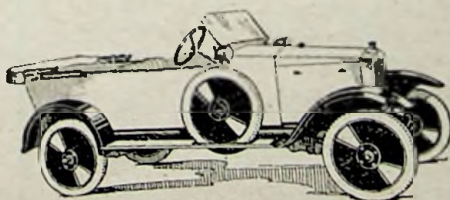
WITH STARTER.

£240

WITHOUT STARTER.

# Bayliss Thomas

LIGHT CAR

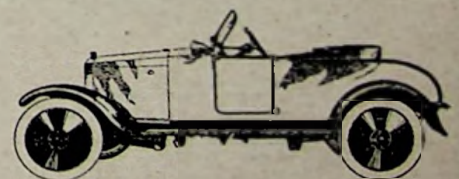


8-9 h.p. "JUNIOR" 4-Seater.

Full particulars on request.

**BAYLISS,  
THOMAS & CO.**  
(Proprietors: Excelsior Motor Co., Ltd.)  
**KING'S ROAD, TYSELEY,  
BIRMINGHAM.**

Telephone \* 277-8 Acocks Green.  
Telegrams \* "Monarch, Hay Mills."



9-19 h.p. "POPULAR" Touring Car.

**TO THE  
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,  
you will be working for the cause of the new motoring.

B1



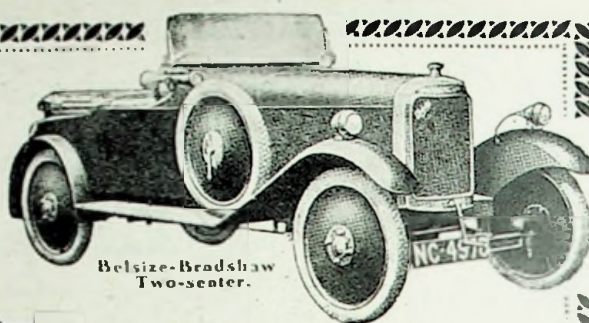
## Outstanding Examples of Light Car Comfort—Value— and Fine Performance

Two-seater - £210  
Four-seater - £235  
Coupe Model £260

### DEFERRED TERMS.

Cars and Motorcycles  
taken in  
Part Exchange.

# BELSIZE BRADSHAW



Belsize-Bradshaw  
Two-seater.

### Note to Intending Purchasers.

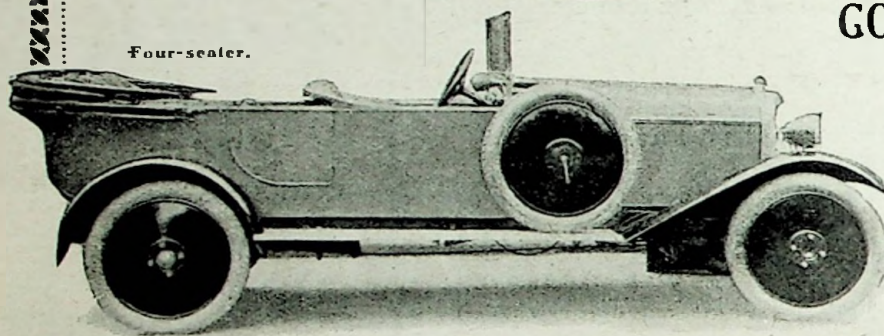
Our Service Department is  
ready to assist you at all  
times.

**GORDON WATNEY  
& CO., LTD.,**

31, Brook Street,  
Bond Street, W.1.

Telegrams—"Gordowatmo, l'hone,  
London."

Telephone—Mayfair 2965-2966.



Four-seater.

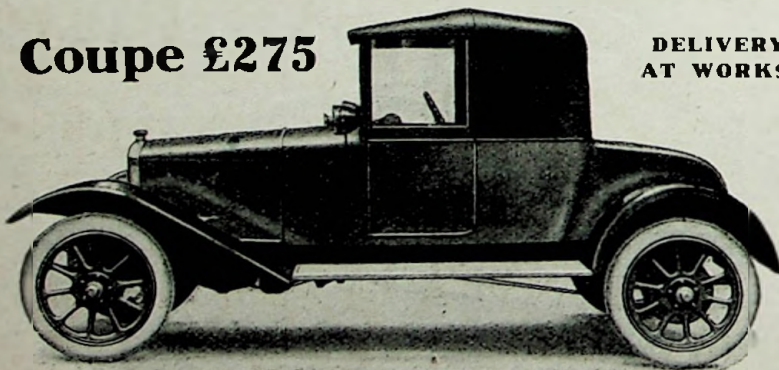


# ALBATROS MOTORS

10 H.P., 4-Cyls., WATER-COOLED.

**Coupe £275**

**DELIVERY  
AT WORKS.**



Electric lighting,  
self-starter, 3 speeds  
and reverse, spare  
wheel, cord tyres,  
differential, clock,  
speedometer, uphol-  
stery in Bedford cord  
or leather. Painted  
to choice.

**UTILITY**—2-seater, hood, screen, spare wheel and tyre,  
electric lighting, horn, tools ... £200  
**SPECIAL**—2-seater, double dicky, electric lighting, self-  
starter, spare wheel and tyre, differential, tools, cord  
tyres, horn ... £225  
**CHUMMY**—3.4-seater, equipment as Special ... £240  
**FAMILY**—4-seater, equipment as Special, 3-door body  
DELIVERY AT WORKS, COVENTRY. £265

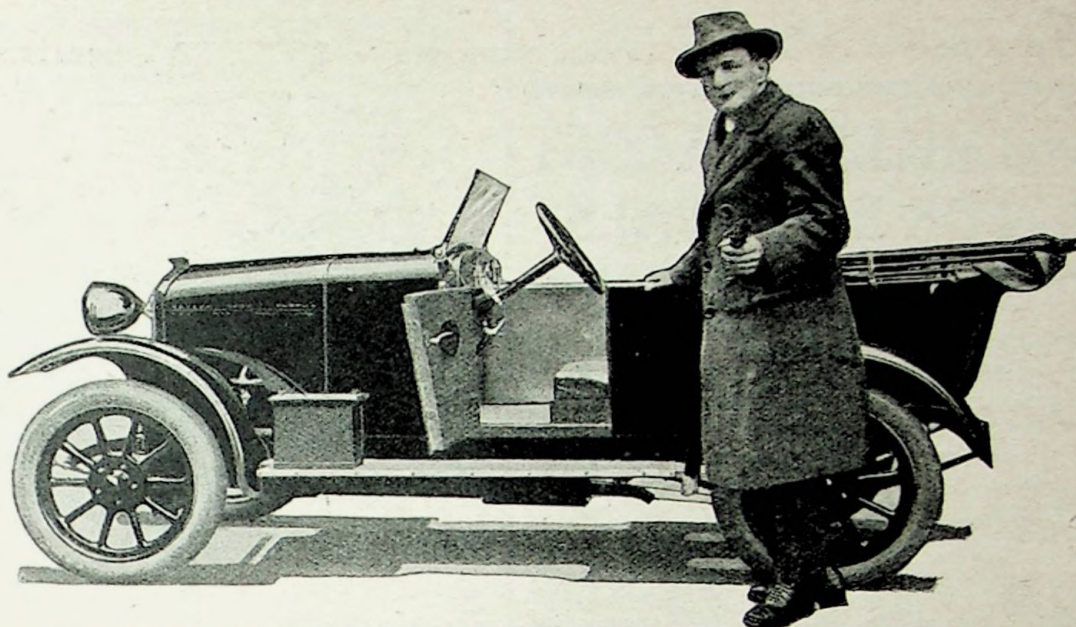
**Sales and Export:**  
69, Gt. Queen St., Kingsway, London, W.C.2  
Telephone:—Gerrard 6543.

**WORKS:—CROFT ROAD, COVENTRY.**  
Telephone: 951 Coventry.

### AGENTS:

LONDON: Cecil Motor Co., Vivian & Garrett, Vineyard Motor Co., A. T. Maynard, W. J. Towler. BRISTOL: Cater Motor Co.  
COVENTRY: Victoria Garage & Electrical Co. Ltd. LEICESTER: Vaughan Engineering Co. SHEFFIELD: Yorkshire Motor Car  
Co. HULL: Bob Ellis. CARLISLE: The Motor House. MANCHESTER: L. P. Harvey. LIVERPOOL: Oldhall Motor Co. SHREWS-  
BURY: Shrewsbury Garage. CARDIFF: Albany Motor Co. PORTSMOUTH: Rook, Loader & Co. ROCHESTER: Posters.  
HORSNODEN: Heath Engineering Works.





*Will you accept a trial run in the*  
**"GWYNNE EIGHT"?**  
*You will not be pressed to purchase*

CAPT. DE NORMANVILLE, the well-known Motor Journalist, says:—

"The 'Gwynne Eight' can readily touch the one mile a minute mark on Brooklands track—the most remarkable little power unit I have ever sat behind."

"THE LIGHT CAR and CYCLECAR" says:—

"One of the most lively and powerful small 'Fours' that we have tested."

W.H.H., AN OWNER, says:—

"Please let me congratulate the Service Company on having such an excellent car as the 'Gwynne Eight'; its performance is marvellous."

T.S., A TRADER, says:—

"The 'Gwynne Eight' has arrived, and we are utterly delighted with it."

**W**E invite you to take a trial run with your local Agent.

He will not press you to buy.

The whole of the Technical Press—all Owners—and over 300 practical and experienced Motor Engineers throughout the country are enthusiastic about it.

May we send you the name of our nearest Agent and copy of our descriptive catalogue?

*The*

**"GWYNNE EIGHT"**

(Made by Gwynnes).

4-cylinder, water-cooled, 2 or 2-3-seater, costs only

**198 Gns. complete.**

*The Albert*

**"THE CAR WITH A PERSONALITY"**  
 (Made by Gwynnes).

**From 300 Guineas complete.**

**Any Terms of Payment arranged.**

*Sole Concessionaires:*

**The Service Motor Co., Ltd.,**  
 94, Great Portland Street - - - London, W.1.

*And 300 Agents throughout the Country.*

'Phone: Mayfair 3025/6.

'Grams: "Serautoco, Phone, London."

**TO THE  
 READER**

*By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,  
 you will be working for the cause of the new motoring.*

B3



## "15,000 MILES AT A COST OF 8/- FOR RENEWALS."

THE above is an extract from a letter of appreciation—remarkable testimony, you will agree, when the initial cost is only 105 Gns. Here are others:—

W. Benn, Bridge of Allan:

"I am more than delighted that the gallant little car is to hold the road still. I have never regretted my purchase."

S.H.J. & Co., Derby:

"We have one of your old type Cardens in regular use as a shop car, and same has given every satisfaction."

F.W.W., Belfast:

"I quite believe in the Carden as a great little bus."

Such comments as these prove the real worthiness of the "NEW CARDEN."

### DISTINCTIVE "NEW CARDEN" FEATURES:

Only £7 tax, 50 miles per gallon, 40 m.p.h., electric lighting, hood, screen, and all necessary fittings, ready for you to drive away.

Just pay £11-5-0 down—the balance is paid easily and conveniently in 10 equal monthly instalments.

### PRICES:

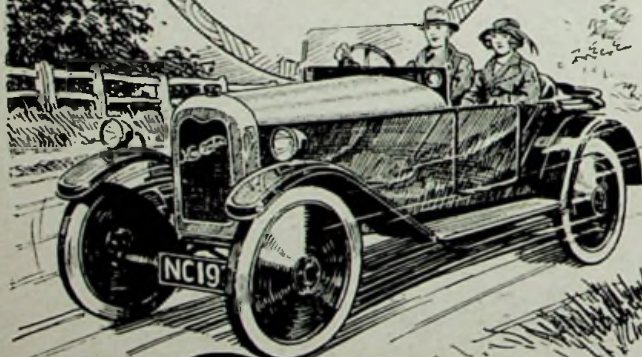
Two-Seater Model	...	105 Gns.
Four-Seater	...	110 Gns.
Coupe	...	140 Gns.

Write for full particulars, or call and have a demonstration—it will convince you, anyway.

### THE NEW CARDEN LIGHT CAR CO., LTD.

22, Hythe Road,  
Willesden, N.W.10

Phone: Willesden 2297.  
Grams: "Amotharri."  
Phone, London."

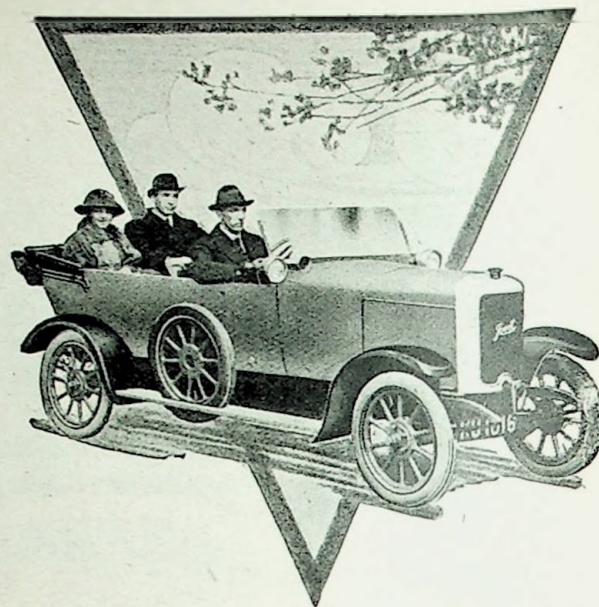


*The New Carden*  
All British

COMMERCIAL  
PUBLICITY.

HELP THE  
MOVEMENT

by letting advertisers know that their advertisements  
in "The Light Car and Cyclecar" interest you.



## "The Envy and Admiration of my friends."

THE following is a letter from another satisfied JOWETT Owner:—

"This car is the admiration and envy of my friends—one bought a four-seater (from Bournemouth yesterday), two or three prospective customers waiting. It proves we can still beat the World at engineering." Yours faithfully, J. N. H.

FEW Cars sold at £220 can show the solid construction, roominess, and finish of the 7 h.p. JOWETT, yet the total running cost averages under 1½d. a mile, with an h.p. tax of only £7. The long list of awards gained in the most searching Reliability Trials of recent years prove its efficiency and economy, further substantiated by the numerous letters of appreciation we receive from Jowett owners. In fact, from every point of view, first cost, running cost, and efficiency of service, the Jowett has proved itself the leader of its class. The three models are:—

**7 h.p. Two-Seater £220**

Complete with all-weather curtains, solid nickel radiator, and full equipment.

**7 h.p. Two-Seater £225**

As above, with double dickey seat.

**7 h.p. Four-Seater £245**

Complete with all-weather curtains, full equipment, and same generous leg room as Two-Seater.

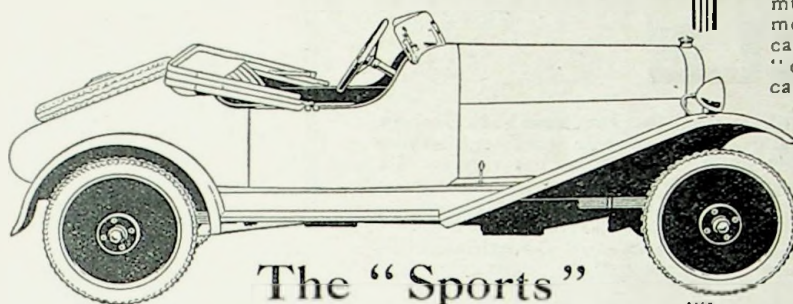
Full Particulars and Agents' addresses from  
JOWETT CARS LTD., Dept. F, IDLE, BRADFORD

*The*  
**Jowett**

"The little engine with a big pull"

H.P.





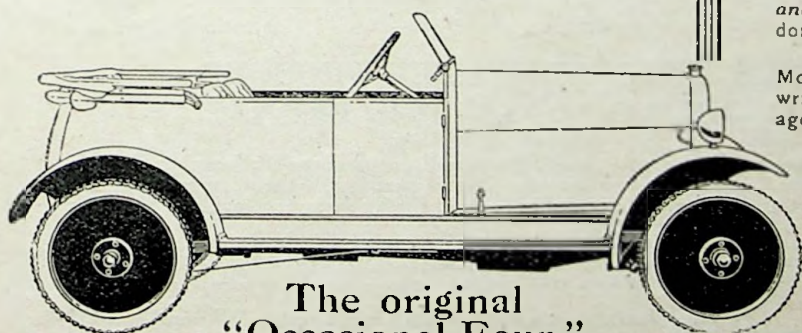
### The "Sports"

The model for the Enthusiast,  
£270 — with starter, £285



### The All-weather "Occasional Four,"

for every Family & Touring purpose  
£265 — with starter, £280



### The original "Occasional Four,"

all Passengers under the hood.  
£235 — with starter, £250

## The "cheapest" Light-car

The word "cheapest" is a much misused, much misunderstood word. Many new motorists, for instance, are apt to regard the car which is offered at the lowest price as "cheapest." Necessarily it would be so if car-buying ended with the purchase figure, but—THERE'S THE "AFTER-COST."

There's the Tax—there's upkeep costs—there's running expenses—there's wear and tear—there's petrol consumption—there's oil consumption—there's tyre replacements—there's length of effective service.

Now we make no claim to producing the lowest-priced car, but we do assert that nothing "cheaper" can be offered than the

# Rhode

Note its prices and then that—*The Tax on the Rhode is only £10; the petrol and oil consumption 45 and 1,200 miles per gallon, respectively; and tyre life—8,000 miles to the set; making, you will find on careful analysis, a total running cost of but a fraction over a penny per mile!*

As to service—well, if you desire to judge of its possibilities in that direction—look at its record of successes in the Classic Trials.

Since its introduction just two years ago it has won

**8 Trophies  
1 Team Prize  
50 Gold Medals  
2 1st Class Awards  
and 6 Silver Medals**

*and the Rhode is British to its tiniest nut!—don't forget that.*

Models are illustrated at side, and if you will write us we will send you address of nearest agent, who will arrange a demonstration run.

The glorious summer is ahead—the open road is calling you—take that next week-end holiday on a Rhode—take every holiday thereon—use it for business too—keep it working for you the whole year round and—you will realise its 'cheapness,' enhance the pleasures of life enormously, and—economise as well.

**Rhode Motor Co.  
Rhode Works, Tyseley,  
Birmingham.**

London: Mebes & Mebes, 144, Gt. Portland Street.



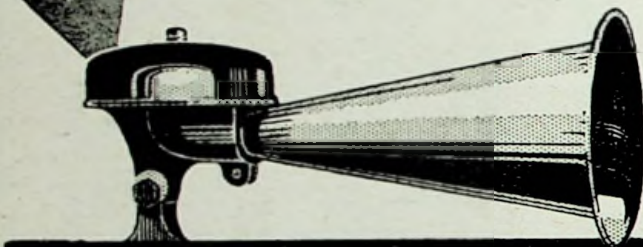
# 60,000 miles on demonstration model NO TROUBLE

The Herbert Engineering Co., Ltd., tell us that they have had a Graham Electrical Autohorn in continual use on one of their demonstration cars which has covered over 60,000 miles. This horn has retained its warning note with perfect consistency.

You would never give an ordinary horn half the work that it gets on a demonstration car, but we quote these facts as indicating the troubleproof features of the Graham Horn.

Note particularly the horizontal diaphragm with its dustproof and rainproof cover, which is readily detachable when needed. This is essentially the type for the running board. Other models are available for under bonnet fitting.

Prices range from 27/- Send for Booklet "L.C."



Daily Demonstrations at Our Showroom:  
**THE ALGRAPHONE SALON,**  
25-26, Savile Row, Regent Street, W.1.  
Phone: Regent 1075.

*Graham*  
AUTO SPECIALISTS

**ALFRED GRAHAM & COMPANY, ST. ANDREW'S WORKS, CROFTON PARK, LONDON, S.E.4**

Telephone: Sydenham 1220-1-2

Telegram: "Navalade, Brook, London."



This is the handy little Steering Wheel Push, which takes the place of the nut on the steering column. It is always at hand just when it is wanted.

Price 5/6

When ordering please specify make and year of car.



## The Clyno in the Land's End Trial On Beggar's Roost.

"Easily the most exciting incident of the day occurred when Frank Smith, in order to avoid a car running back, accelerated on the gradient and shot past, with inches to spare, in a storm of cheering."

"The Light Car and Cyclecar," April 6th.

"Star ascent was made by Frank Smith on his Clyno."

"The Motor," April 3rd.

"F. H. Smith on a Clyno made an ascent which aroused the spectators' enthusiasm to fever heat."

"Autocar," April 6th.

### THREE ENTERED—THREE FINISHED TWO GOLD MEDALS—ONE BRONZE.

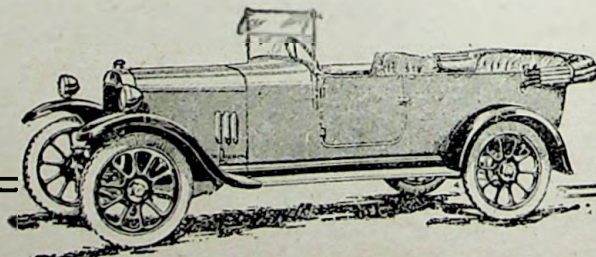
A trial of this description is the most practical means of comparing actual car capabilities, irrespective of price. The result demonstrates beyond question that the low price of the Clyno is the highest one need pay for enviable motoring efficiency, comfort and economy.

Brief specification of the Clyno Family Model:—4-cyl. engine, 66 x 100 bore and stroke; gearbox, 3 speeds forward and reverse; quarter elliptic springing; artillery wheels; body, 4-seater; Broth electric starter; £255 Broth electric lighting set. Fully equipped with horn, tools, spare kit and tyre

Other Clyno Models:—  
(Standard 2-seater £275 De Luxe 2-seater, All-weather £298  
(Standard 4-seater £285 De Luxe 4-seater, All-weather £325

THE CLYNO ENG.  
CO. (1922), LTD.,  
PELHAM STREET,  
WOLVERHAMPTON.

Phone: Wolverhampton 992.  
Wires: "Clyno, Wolverhampton."



**HELP THE MOVEMENT** by letting advertisers know that their advertisements in "The Light Car and Cyclecar" interest you.





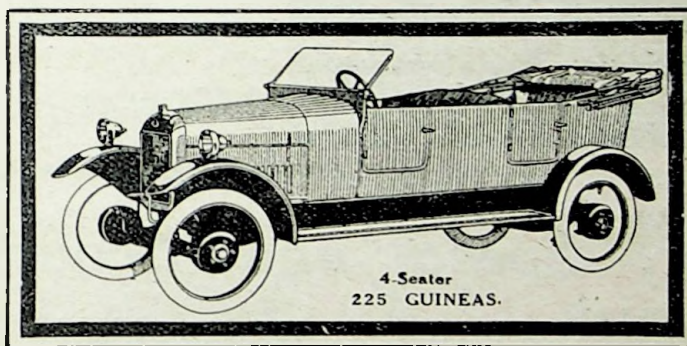
## *It was on Saturday*

that the Disabled Drivers' Club held their Hill Climb at Saffron Walden, and of course the G.W.K. was there. It always is with disabled folk—(so simple, you know). And, of course, again it achieved recognition, gaining no fewer than three second places on time, two on formula and a third on time.

Apart from that the G.W.K. has to its credit 15 Cups and 75 Medals.

*That means consistent reliability, which must mean something to you as a possible purchaser.*

Anyway, won't you investigate our claims that it is a real car—and within your means? We have a genuine service, even after purchase.



### PRICES.

#### STANDARD.

2-Seater	-	200 guineas
4-Seater	-	225 guineas

#### DE LUXE.

2-Seater	-	230 guineas
4-Seater	-	250 guineas

### AGENTS.

W. G. NICHOLL, Ltd.,  
50-54, Whitcomb St., London,  
W.C.2.

J. WRIGHT & Co., Ltd.,  
Saffron Walden, Essex.

**G.W.K. Limited,**  
(Successors to G.W.K. (1919), Ltd.)  
Cordwalles Works, Maidenhead.



TO THE  
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,  
you will be working for the cause of the new motoring.





Send for  
free booklet giving  
particulars of many  
other books on  
motoring.

2/9  
NET.

3/- post free direct  
from the Publishers.

## *Power, Speed and Economy—*

SOMETHING more than ordinary engine efficiency can be obtained by application of the authoritative information contained in

“THE MANUAL OF MOTOR MECHANICS.”

Dealing with the functional working of the internal combustion engine in a simple and interesting manner, it also gives complete and practical information on the secrets of engine tuning, and the tuning of carburetters of all makes, and for any purpose.

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

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



**Advantages to the Seller :**

No Sale—  
No Charge.

Free Storage,  
Cleaning and  
Polishing.

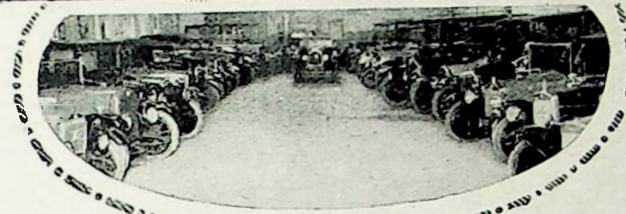
Free Advertising.

Free Insurance.

Send your Car to  
us. You can be  
sure of a square  
deal.

Have you enquired about our unique methods of auctioneering? Note the benefits offered. Note the name and address. Come to us and be satisfied.

# Auto Auctions



Our After-Sales Service includes Repairs, Renovations, Overhauls. Tyres and Accessories Stocked. Clients and Press widely Approve our Methods.

**Points for the Buyer :**

Approved Cars  
Only.

Trial Runs and  
Private Treaty  
Sales Any Day.

## AUCTION SALES

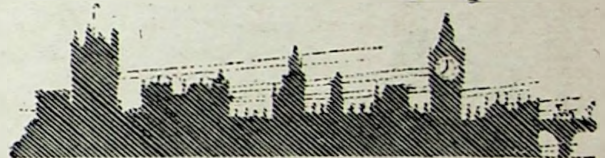
Every Thursday,  
2.30 p.m.

See "Daily Telegraph,"  
"Times," "Evening  
News," etc. for par-  
ticulars.

**AUTO-AUCTIONS, LTD.**  
3, EARL STREET, HORSEFERRY ROAD, S.W.1.

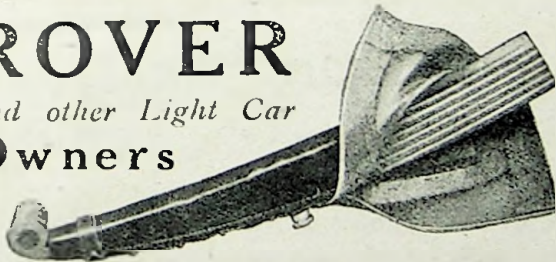
Phone : Victoria 5200. 'Grams : "Autocsal, Sowest, London."

*Within 3 minutes of Big Ben*



## ROVER

and other Light Car  
Owners



should send for this FREE BOOKLET.

**T**HE necessity for leaf-spring lubrication is never in dispute—the method of lubrication is. The added riding comfort derived from easy sliding leaves is appreciable. Thousands of satisfied users have proved DUCO GAITERS to be the simplest and most efficient Spring Protectors and Lubricators.

Please send DUCO GAITER BOOKLET to

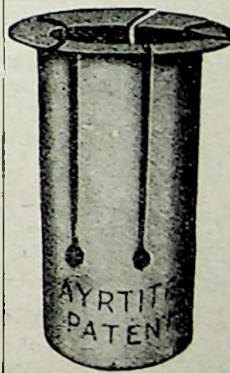
Name.....

Address.....

L.C.

**BROWN BROTHERS, LIMITED**  
(with which is amalgamated Thomson & Brown Brothers, Limited).  
GREAT EASTERN STREET, LONDON, E.C. 2  
AND BRANCHES.

## Ayrtite Sleeves



A Brass sleeve, fitted with felt washer, stopping air leaks between valve stem and guide, lubricating otherwise unlubricated bearing surfaces. They make the engine tick over slower and run quieter, give easier starting and more power on hills, and reduce petrol consumption enormously. Ayrtite Sleeves do not throw extra work upon your Valve Cams.

### Unsolicited Testimonials.

Darracq Motor Eng. Co., Ltd., write:

"Our experience on the 8-cylinder and the 16 h.p. models with Ayrtite Sleeves has been so satisfactory."

Mr. N. H. Waller, of College Green, Gloucester, writes:

"The difference in the running of the engine now compared to yesterday is as much as the difference between chalk and cheese."

Price 2/6 each. If they do not do all we claim, your money is refunded immediately.

To  
Streatham Engineering Co., Ltd., 47, Streatham Hill, London, S.W. 2.

I enclose..... for..... Sleeves for my Car.....  
..... (make)..... (year)..... (h.p.)

Name and Address.....  
(or enclose card)

**TO THE  
READER**

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers, you will be working for the cause of the new motoring.

Bg



# The Stoneleigh

## THREE SEATER

9 h.p.

### Seats Three in Comfort.

THE Stoneleigh 3-Seater—made by a branch of Armstrong Siddeley Motors, Ltd.—is *the* car for those who want to share their pleasures and carry three as often as two. Driver and both passengers ride in comfort—plenty of room for all, and lots of space for luggage in the tail. All are "in the party"—and therefore happy. No one rides in discomfort in the dickey.

As value for money, the Stoneleigh 3-Seater—at £185, complete with hood, screen, and electric lighting—is unsurpassed, and its running costs are very low. Its Reliability is proved by its public performances—made with a full load of three.

You can have a Trial Run without charge or obligation. Terms of payment arranged to suit your convenience.

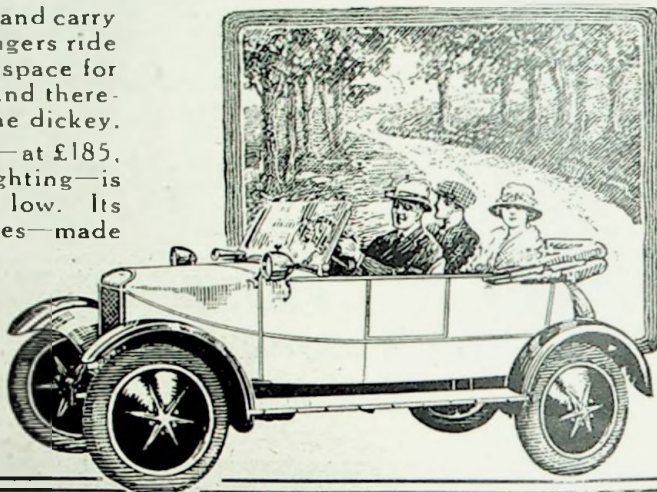
Price:

# £185

with Hood, Screen  
and Dynamo  
Electric Lighting.

Easy Terms  
arranged.

Write for Pamphlet D.  
STONELEIGH MOTORS LTD.  
(Branch of Armstrong Siddeley  
Motors Ltd)  
PARKSIDE, COVENTRY.  
London: 78, Marylebone Lane, Wigmores  
Street, W.1.



### Stoneleigh 3-Seater

#### Successes:

Scottish Six-Days - 1922 1 Gold Medal.  
London to Exeter - 1922 2 Gold Medals  
Colmore Cup Trial - 1923 1 Gilt Centre Medal.

Economy Trial - - - 1923 2 Gold Medals  
Two-Days Highland

Easter Trial - - - 1923 3 Cars entered,  
each secured  
a first class  
award.

London-Land's End

Run - - - - - 1923 1 Bronze Medal.



## Cutting Repair Costs

MOTORISTS of every class, expert or amateur, will find "MOTOR REPAIR WORK" a profitable investment. It deals with the home repair of motor vehicles, and, incorporating the latest workshop practice, gives in a simple manner comprehensive information on the complete conduct of repairs, from the description of necessary tools and mechanical adjustments to the vulcanising of a tyre. Illustrated throughout.

PRICE 1/9 NET.

Obtainable from all booksellers and newsagents  
or direct from the publishers 1/11 post free.

TEMPLE PRESS LTD.,

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

Wholesale Agents:

E. J. Larby, Ltd., 30, Paternoster Row, E.C.4

:: Send ::  
for Booklet giving  
particulars of many  
other books on  
:: motoring. ::



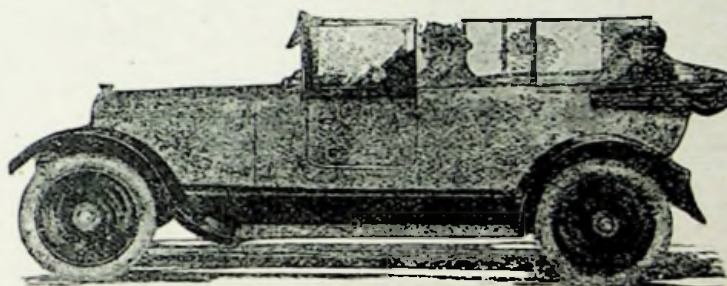


# PRICES REDUCED

10 h.p. SINGER 2 or 4-seater, complete with self-starter, all-weather equipment, speedometer, leather upholstery, etc. £250

10 h.p. COVENTRY-PREMIER 2 or 4-seater, with identical chassis to Singer 10, but without self-starter and all-weather equipment — £210

*The cheapest  
high-grade  
light car  
manufactured.*



*Made by the  
pioneers of  
the light car  
movement.*

10 h.p. SINGER 4 seater - - £250

**Immediate delivery from stock and  
your present machine in part payment.**

**COUNTRY CLIENTS.** For the convenience of clients residing in the country who wish their present cars or motor-cycles taken in part payment, we are prepared to make a DEFINITE ALLOWANCE OFFER by post, including delivery and collection anywhere in the United Kingdom, on receipt of full particulars of vehicle to be exchanged.

**DEFERRED PAYMENTS IF REQUIRED.**

**THE NEWNHAM**

**Motor Co.**

223 & 245,  
Hammersmith Rd.,  
London, W.6.

PHONE: HAMMERSMITH 1325 & 80.

*By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,  
you will be working for the cause of the new motoring.*

B11



There is a suitable "K.L.G." Plug for every motor vehicle. The following is a list of some Light Cars and Cyclecars with the type of "K.L.G." Plug recommended :

#### TYPE G.1.

A.C.  
Amilcar  
Bleriot-Whippet  
B.S.A.  
Calcott  
Clyno  
Coventry-Premier  
Crouch  
Deemster  
G.W.K.  
Hampton  
Hands  
Humberette  
Jowett  
Palladium  
Phoenix  
Singer  
Standard  
Tamplin  
T.B.  
Warren-Lambert

#### TYPE G.2.

A.B.C.  
Albert  
Calthorpe  
Gwynne  
Morris-Oxford  
Morris-Cowley  
Stoneleigh

#### TYPE J.1.

Ashton Evans  
Austin "Seven"  
Bayliss-Thomas  
Belsize-Bradshaw  
Carden  
Citroen  
Humber  
Lagonda  
McKenzie  
Palladium  
Rhode  
Riley  
Wolseley

#### TYPE K.6.

Talbot-Darracq

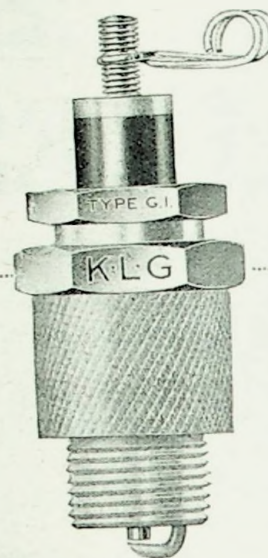
#### TYPE H.S.1.

Alvis  
Bugatti  
Enfield-Allday  
Eric Campbell  
G.N.  
Hillman  
Marseal  
Mathis  
Mercury  
Morgan  
Rover "Eight"  
Salmson

The retail price of each of the Plugs recommended is

**6/-**

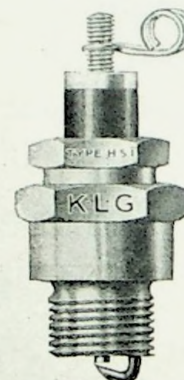
Renewable insulated centres,  
**3/-**



Type G.1



Type J.1.



Type H.S.1.

**6/-**



Sole Manufacturers:

THE ROBINHOOD ENGINEERING WORKS, LTD.  
PUTNEY VALE, LONDON, S.W.15.

Sole Export Agents:

S. SMITH & SONS (M.A.) Ltd.,  
Cricklewood, London, N.W.2.





**PERILOUS  
CORNERING.**

The top and worst bend on Balkum's Hill, Goudhurst, where the Kent A.C. ran off a successful hill-climb last Saturday. Lewis Humphries (G.N.) is seen rounding the corner with the invaluable assistance of his passenger. After the event a non-competing car, swinging round too fast, completely overturned.

## Notes, News and Gossip of the Week.

### Summer Time.

Before retiring to-morrow, Saturday, night put the clocks forward one hour. Summer time comes into force officially on Sunday, at 2 a.m.

### The Solution?

At a recent meeting of the creditors and shareholders of Cubitts Engineering Co., Ltd., Sir Arthur Whinney suggested that the solution of the difficulties of the company and, indeed, of the whole motor engineering industry, might well lie in a policy of amalgamation and concentration of production in place of the present system of producing a variety of different small cars.

### 'Ware Spare!

A brisk business is being done by the spare-wheel thief, who does not wait for the cover of darkness, but boldly "lifts" the goods in broad daylight. In certain districts pedlars are calling at small garages with "spare wheels to sell." They should be questioned as to where the wheels were obtained and, if necessary, their names and addresses should be taken.

No. 543. Vol. XXI.

### LIGHTING-UP TIMES

for Saturday, April 21st, 1923.

London ..	7.34	Edinburgh ...	7.59
Newcastle..	7.49	Liverpool ...	7.51
Birmingham	7.43	Bristol ...	7.44
Dublin ..	8.34		

Lighting-up time in Ireland is one hour after sunset and in Scotland half an hour after sunset.

Moon.—First Quarter, 24th.

### Roads Development Exhibition.

An interesting announcement is made by the Society of Motor Manufacturers and Traders. From November 22nd to December 1st a Commercial Motor Transport and Roads Development Exhibition will be staged in the recently enlarged Olympia, London. It will be divided into four sections: (a) Commercial motor vehicles and bodywork, (b) accessories and components, (c) tyres, and (d) road plant, machinery, and road-making materials.

### "Hail," Smiling Morn!

Unless one's car is fitted with a Triplex windscreen or no windscreen at all, it is decidedly unwise to drive in the teeth of a hailstorm, as more than one motorist discovered to his cost last weekend.

### Car or Motorcycle Size?

The vexed question of car or motorcycle-sized number plates for three-wheeled cyclecars forms the subject of an editorial in this issue. Weight is the ruling factor, and the majority of three-wheeled cyclecars, as well as many motorcycles and sidecars, should be fitted with the larger plate, according to the letter of the law.

### In Hertfordshire Lanes.

Perfectly surfaced, gently undulating, and surrounded by England's fairest scenery, the Hertfordshire lanes form an ideal route for an idle afternoon. Potters Bar is an excellent jumping-off point, and, after passing Northaw, the motorist may turn left or right as fancy dictates. A camera and a tea-basket will greatly add to the enjoyment.



### The Tour de France.

There is only one British entry, namely, Ian Macdonald (Calthorpe), in the 2,500-mile Tour de France, which starts on Monday next from Paris. The two separate trials which were to have taken place have been merged into one.

### London-Land's End Result.

The following addenda in connection with the London-Land's End trial results are announced:—No. 242. W. A. Hirst (10 h.p. Hands), disqualified; No. 355. V. Loyd (12.20 h.p. Loyd-Lord), gold medal; S. A. McCarthy (8 h.p. Morgan), bronze medal.

### Trapping in the Park.

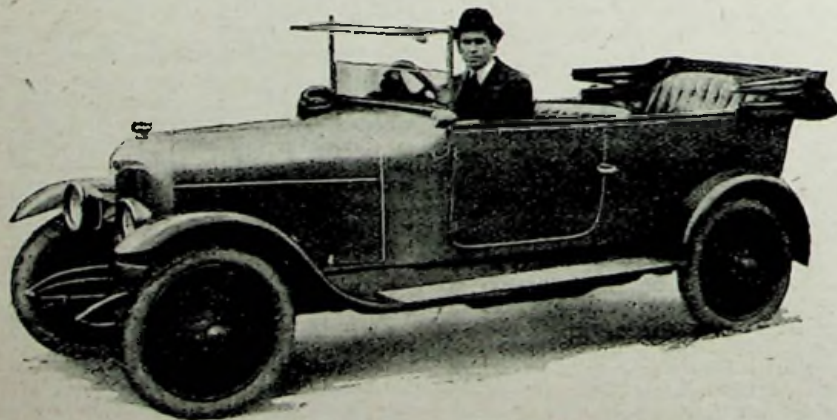
The police are very actively engaged in trapping in Hyde Park. Timing is carried out by two plain-clothes men, and a policeman in uniform stands farther along and pulls up the offenders who exceed 20 m.p.h. The measured furlong is sometimes on the road parallel to the Bayswater Road and sometimes between Marble Arch and Hyde Park Corner.

### Road Repairs in Croydon.

A notice from New Scotland Yard points out that the repairs in the main road through Croydon, between the Norbury tram terminus and Broad Green, are likely to be in progress for some considerable time. It is unavoidable that a certain amount of traffic obstruction will occur, and drivers who can make use of alternative routes are advised to do so.

### A Severe Test.

We recently conducted a simple but interesting experiment with two Bramco mend patches—a new commodity, sold complete with special cement at 5s. 6d. per tin by Bramco (1920), Ltd., St. Nicholas Street, Coventry. The canvas was partially pulled off two patches, which were then pressed together between the fingers, no cement being used, for 20 seconds. All efforts to tear or rip them apart were then unsuccessful, a joint of surprising strength having been made between them. Each tin contains sufficient patches of various sizes to last the tourist afflicted with frequent tyre trouble a whole season, or longer.



NEARLY  
60 M.P.G.

Mr. J. Russell-Sharp at the wheel of his Riley. The car covered 118½ miles on two gallons of fuel, under R.A.C. observation. (See report in our previous issue.)

El14

### LIGHT CAR-ICATURES.



#### RAYMOND MAYS.

An A-maz-ing Bugatti Exponent.

Neither helmet nor cap, and why not?—a hat he  
Considers *de trop* in his sporting Bugatti.  
Overalls, too, one has heard Raymond state,  
Are luxuries which merely add to the weight!

### Cheaper Suspension.

Owing to lower manufacturing cost, the makers of the A.F.S. suspension announce reductions in the price of this special form of springing.

### Big Farnborough Hold-up.

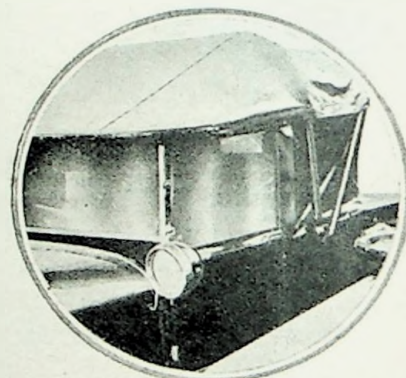
There was a big hold-up by Farnborough (Kent) police with their new ½-in. rules quite recently. A big haul was made, the majority of offenders being discovered amongst motor-cycle and Morgan drivers.

### Inner Tube Developments.

According to Reuter, a message from Colombo states that an interesting invention has recently been patented which covers the manufacture of inner tubes from raw rubber. One of the features of the invention is the ease with which punctures and bursts can be mended. It is stated that the tubes have already been tested, and it is hoped to place them on the market in the near future.

### Handy All-weather Equipment.

The erection of side curtains is, as a rule, a nuisance, but when once in position they are certainly a boon. When, however, the side screens can be left in situ and the three-cornered filling in or



"One man" all-weather equipment. Hood and side curtains can be erected without either driver or passenger leaving his seat.

gusset pieces can be lowered or raised with the hood, the whole operation being performed without leaving the car, all-weather equipment really is appreciated. We recently tested such equipment on a 1923 Unit, and, although we understand that it is not standard, it can be fitted at small extra cost if desired.

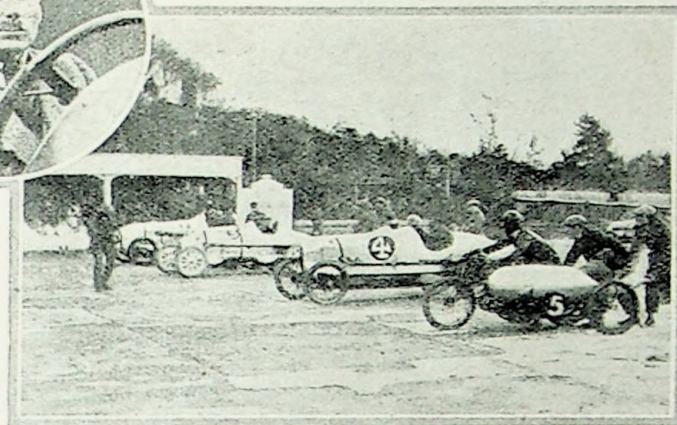
### Authoritative Running Figures.

A certificate issued by the Royal Automobile Club in connection with the recent 5,000-mile test of a 10-23 h.p. Talbot car provides some illuminating running figures. The total distance covered was actually 5,005 miles, at an average speed, running time only, of 19.9 m.p.h. The petrol consumption worked out at 43.39 m.p.g., or 48.21 ton-miles per gallon; the oil consumption was 1,314 miles per gallon, and the total amount of water consumed throughout the trial was just over 3 gallons. The car was a four-seater, fitted with a four-cylinder water-cooled engine of a total capacity of only 1,074 c.c., and the total weight unladen was approximately 1,600 lb.





AT THE  
PUBLIC  
SCHOOLS  
MEETING.



After the Public Schools M.C.C.'s meeting at Brooklands last Saturday an impromptu race was organized, Mr. Eyston (Aston Martin) proving the victor after a well-fought struggle.

### Punctures ad lib.

The makers of puncture repair outfits may expect an immediate demand for fresh supplies, judging from the number of motorists, motorcycleists, and cyclists who were afflicted with tyre trouble last week-end.

### The "Tyre King."

It is probable that Sir Eric Geddes will in future be known as the "tyre king," in view of the hustle which he promoted in the completion of the Dunlop Rubber Co.'s new American headquarters at Buffalo. The necessary money for the completion of the works was raised by Sir Eric Geddes between breakfast and lunch-time.

### An Engrossing Volume.

The observant tourist is probably more closely in touch with rural England than the majority of other road users, and he will be particularly interested in a fine, illustrated volume by Mr. Ernest Pulbrook, entitled "English Country Life and Work," which is described as an account of "Some Past Aspects and Present Features." The publishers are Messrs. B. T. Batsford, Ltd., 94, High Holborn, London, W.C.1. and, bound in cloth, gilt, the price is 16s. net.

### The Cup Tie Final.

As already announced, the Cup Tie Final will be played in the new Empire Stadium at Wembley on April 28th, and arrangements have been made to cope with the invasion which is expected from all parts of the country. Motorists would be well advised to remember that on this day the roads leading to the Stadium will probably be congested. It is anticipated that the new roads, as promised by the Ministry of Transport, will be ready, in which case there will be a big fleet of motor omnibuses patrolling them at 30-sec. intervals. By arrangement with the British Empire authorities, the Royal Automobile Club will take over the control of the motorcar and char-a-bancs parks. Parking space for 1,600 private cars has been arranged, and there will be a special reserved enclosure for motorcars at a charge of 10s. each. All inquiries should be addressed to the R.A.C., Pall Mall, London.

### Women's Engineering Society.

The first qualified lady engineer, Miss C. Griff, A.M.I.A.E., chairwoman of the Council of the Women's Engineering Society, recently attended the inaugural



The road sweepers. A rural cameo from Northumberland. Note the cartload of thorny hedgegrowth.

conference of this body, which was held in Birmingham. Part of the proceedings were devoted to a visit to the Wolseley works, where the ladies displayed a lively interest.

(In circle) Miss C. Griff, A.M.I.A.E. (Below) The Women's Engineering Society, of which Miss Griff is chairwoman, inspecting the works of the Wolseley Co.



### B.M.C.R.C.

The second members' meeting of the British Motor-Cycle Racing Club will take place at Brooklands on Saturday, May 5th. As usual, there will be events for three and four-wheeled cyclecars under 1,100 c.c.

### For the Disabled.

That friction-driven cars should appear in force at the Saffron Walden hill-climb on Saturday last was not surprising in view of the ease with which they can be handled by the disabled. The G.W.K.s were surprisingly fast and "nippy"; the Units also acquitted themselves creditably.

### No Change in Motor Taxation.

No reference to motor taxation was made by the Chancellor of the Exchequer in introducing his Budget on Monday afternoon in the House of Commons. In view of the Royal Commission, perhaps no lengthy statement was to be anticipated, but many people interested in the industry had hoped that some indication of future action might have been made. Instead of this, the only allusion of the Chancellor to the motor duties was when, speaking of the estimated income for the year, he said the motor vehicle tax was expected to produce £13,250,000. No doubt, when the Finance Bill comes to be considered, motoring members will press the Government for a statement as to its intentions.

### A Debatable Question.

Trouble is brewing for those motorists who fail adequately to illuminate their rear number plates. As the Automobile Association points out, however, the regulations do not prescribe the distance from the car at which the index marks and numbers should be readable after lighting-up time. In their own interests all motorists should satisfy themselves that the rear plate is properly and reasonably illuminated. On many cars the tail light is wired up in series with the headlights, with the switch in the dim position. The light thus obtained at the rear is often totally inadequate, and the cure is to wire up the tail light in parallel, which can be effected by connecting it via an additional tumbler switch direct to the accumulators.



FIRST  
QUALIFIED  
LADY  
ENGINEER.



### The Modern Ad.

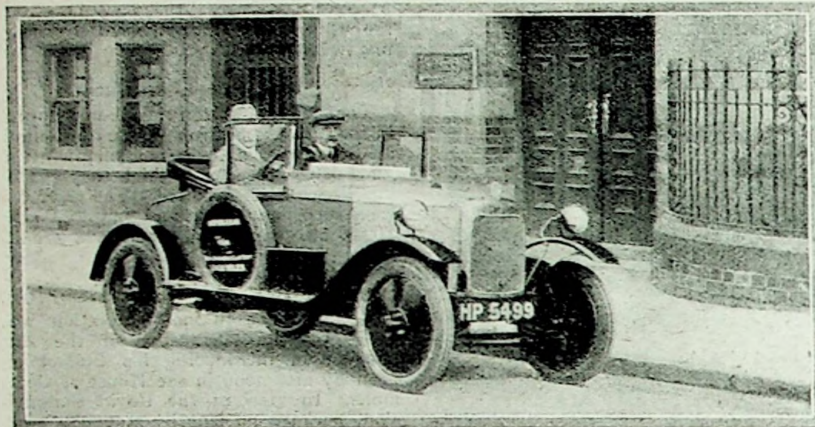
A garage advertisement in the West Country bears the wording, "If you

### Ladies' Hour Record.

We hear that Miss Lilian Roper, of Leamington, has aspirations to attempt

### R.A.C. and Competitions.

Club secretaries and trials organizers should at once apply for a copy of the Royal Automobile Club's Competitive Rules, which deal with open and closed events.



ANOTHER 5,000-MILE TRIAL.

Commencing the run. A 10 h.p. B.S.A. car leaving the Daimler Works, Coventry, on Monday last, in charge of the official observer appointed by the R.A.C.

want a thyroid gland given to your car send it in to —."

### Popular Personalities.

Having received several requests for copies of the drawings of well-known personalities published as "Light Caricatures" in this journal, we have made arrangements for postcard size copies of the originals, to be sold at 1s. 6d. each, post free. Letters should be marked "Caricatures," and addressed to this office. The copies can be obtained on plain paper or on postcards, whichever is desired. Larger reproductions, mounted, can also be supplied.

the ladies' hour record at Brooklands, which now stands at about 70 m.p.h. Knowing Miss Roper, we would imagine she could put up a six-hour record as easily as the one-hour.

### Light Car's 5,000 Miles Official Test.

A 1923 model two-cylinder B.S.A. is about to undergo a 5,000-mile road trial under R.A.C. observation. Interest is added to this test by the fact that the car has been picked out of the makers' stock by an R.A.C. official, so as to ensure it being an absolutely standard vehicle.

### Important Brooklands Rule.

With reference to a dispute that arose at the Easter meeting of the B.A.R.C., we understand that in the racing rules of the club it is stated on page 4 that "Every vehicle shall be considered as having started which has left the paddock and is on the course."

### Christening the Triumph Car.

On Tuesday last the Triumph Motor Co., Ltd., gave a luncheon in Coventry, at which Lord Leigh presided, in order to introduce their new 10 h.p. car to agents and the Press. The gathering was well attended. Mr. Rennie, in proposing the health of Mr. Bettmann, the managing director, dwelt upon the quality, reliability, and efficiency of the Triumph products, whilst Mr. Bettmann, in reply, stated that he thought the visitors would consider that the Triumph car maintained Coventry's reputation for excellence of workmanship. So much had been expected of the machine, he said, that some people thought it would almost be able to fly and be purchasable for next to nothing! Sir James Percy, in proposing the chairman's (Lord Leigh) health, stated that the car should almost be able to run without petrol on its reputation alone, and wound up by emphasizing the importance of the introduction of the petrol tax in place of the horse-power tax. Both the motorcycle and car works were visited by the company, who were favourably impressed by the cleanliness of the premises and high quality of the workmanship of the products displayed.

## THE 1,000 MILES MERIT BADGE.

### Further Details and Conditions of Performance.

AS we announced in our last issue, we are co-operating with the York and District Motor Club in connection with the award they give for the feat of covering 1,000 miles in 50 consecutive hours, which performance we consider to furnish real proof of driving ability and, on the part of the car, true road-worthiness. To the driver of every light car or cyclecar that accomplishes the necessary 20 m.p.h. average for 1,000 miles we award an aluminium radiator plaque, the design of which is reproduced herewith.

In order to ensure satisfactory organization and to keep within the rules governing motor competitions, all those who intend to endeavour to earn our badge must become members of the York and District Motor Club and abide by their supplementary regulations governing the trial. The route covered may be circular, starting and finishing at a point chosen by the competitor, but we insist on at least three well-known hills being included. The same driver must handle the car throughout, and intimation of an attempt must be received at this office at least a week before the run is made and the proposed route must be approved by us. During the run proof must be afforded that the car has covered the route; checking books will be provided.

The secretary of the York Club is F. T. Cleveland, Kiosk, Lendal, York, and from him all information

regarding the run can be obtained. Already several owner-drivers have expressed their interest in the scheme, and propose to undertake the run in the near future.

The first thing necessary is for the driver to have been a member of the York Club for at least a month. The entry fee for the trial is one guinea, and observers can also be provided for £1 per day and expenses. No driving may be done on Sundays.

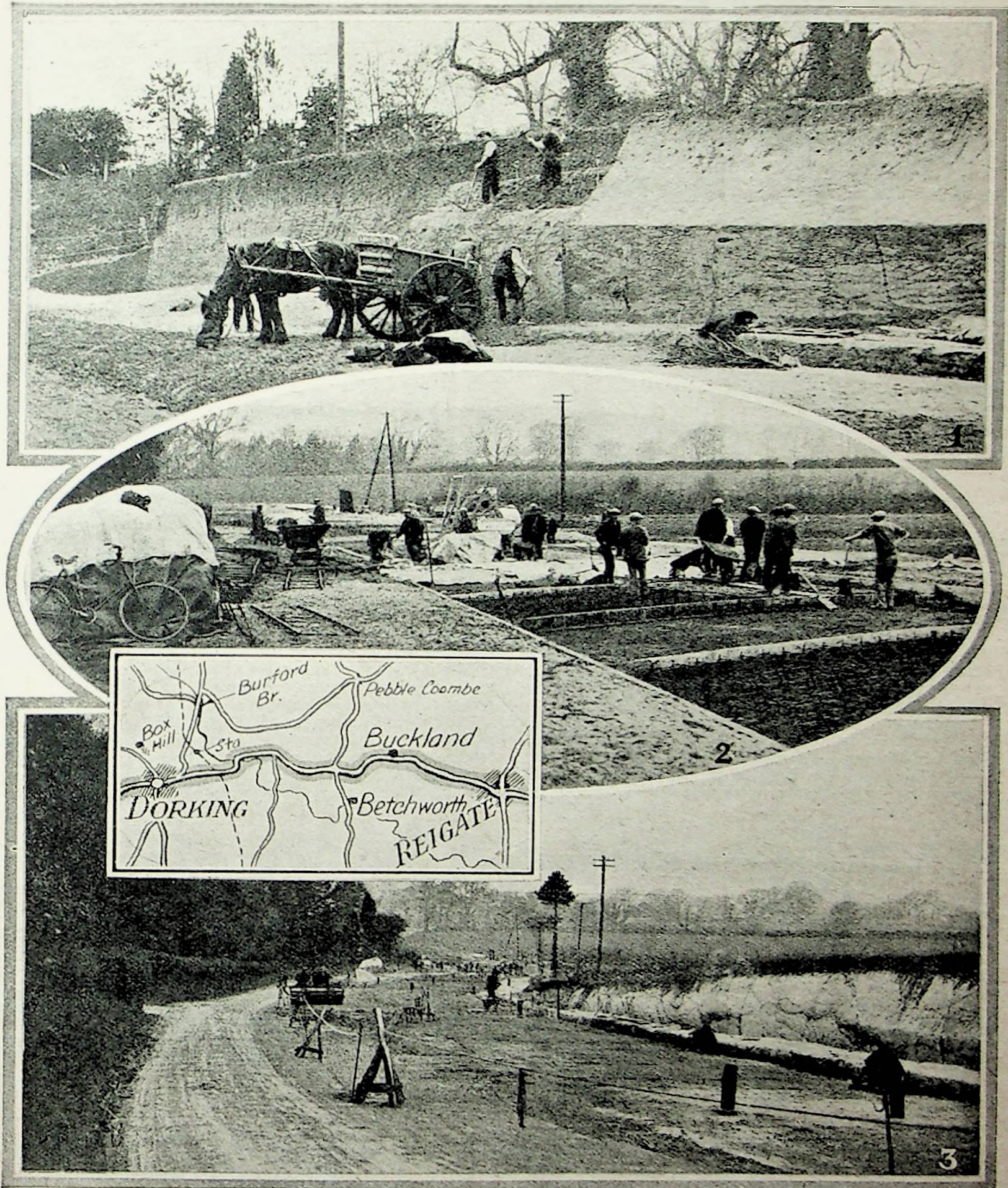
Everyone entering for our merit badge must keep us advised as to causes of failure, etc., etc., and failures as well as successes will be reported. In case there is any doubt as to what are considered to be well-known hills, we give herewith a list that provides some indication of the type of gradient meant. At least three have to be included in the itinerary. The hills are Kirkstone (from Ambleside), Sutton Bank, Lynton, Countisbury, Porlock, Amulree, Kenmore, Trinafour, Spittal of Glenshee, Mow Kop, Bwlch y-groes, and Cairnwell.



A replica of the badge.



## NEW AND BETTER ROADS.

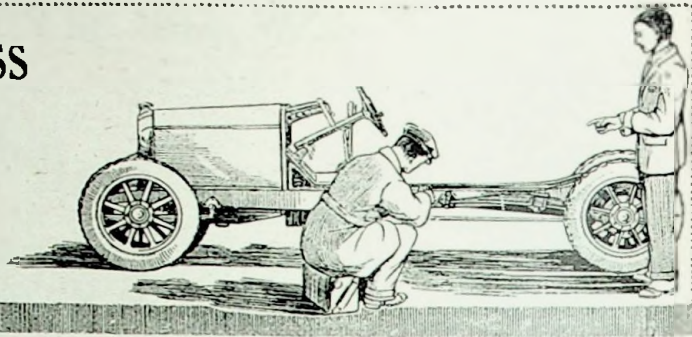


Extensive road improvements are being effected between Dorking and Reigate. (1) Shows the great amount of excavation which is often necessary in order to carry out a small section of widening. (2) This photograph clearly shows a ferro-concrete road in course of preparation. The metal reinforcement is plainly visible on the right. (3) It would be difficult to convey a better impression of the benefit conferred on road users by a widening than that given in this photograph. The old narrow road can be seen on the left. (Inset) A key-map showing the stretch over which operations are being carried out.



## TORQUE-TUBE OR HOTCHKISS DRIVE ?

Interesting and Important Facts  
Connected with Chassis Layout—  
Decreasing Unsprung Weight and  
Improving Suspension.



**I**N small cars of all types the majority of interest is usually centred around the engines, but, since the speed of any automobile is limited by the quality of its suspension, it is very necessary that the prospective purchaser should know something about the pros and cons. of different types of chassis and back-axle layout. In the first place, therefore, let us understand clearly what are the torque tube and the Hotchkiss drive systems.

Inside the back axle are fitted "final drive" gears, which transform the rotary motion of the propeller shaft into motion at right angles thereof in the back-axle driving shafts. There is a large gear known as a crown wheel on the axle shafts in mesh with a smaller pinion on the propeller shaft. As the latter is turned by the engine it naturally turns the former. Now, every action has an equal and opposite reaction, and, therefore, when the rotary motion of the pinion endeavours to turn the axle shafts, the pinion tends to "climb" up the crown wheel, as it were, and, by reason of the fact that it has a bearing in the axle casing, there is a tendency for this casing to turn in the direction opposite to that in which the axle shafts revolve.

### The Meaning of Torque.

This tendency is known as "torque," and rapid realization of how it is evolved can be obtained by placing a small and a large coin edge to edge and endeavouring to turn one with the other, when it

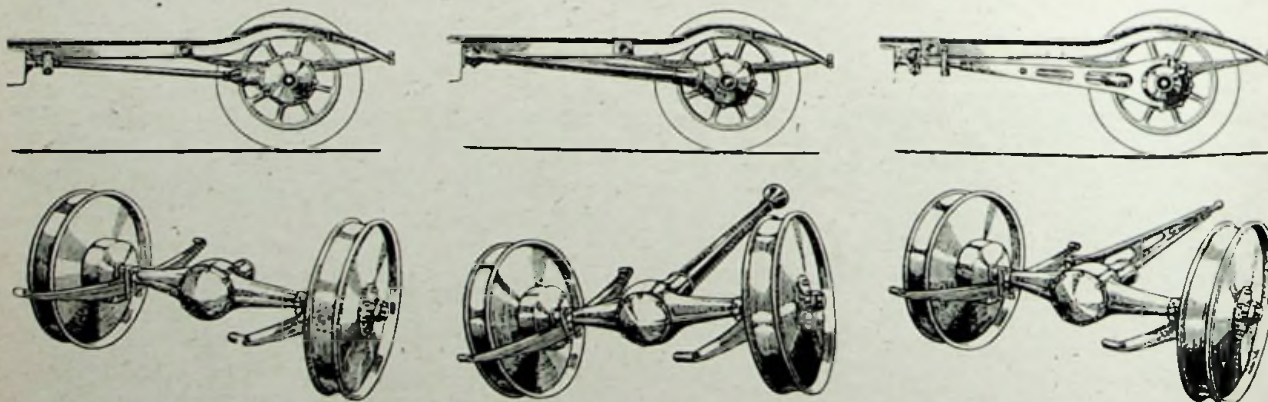
absorption consists of rigidly attaching a tube to the back-axle casing, so that it encloses the propeller shaft, and providing it with a universal bearing at its front end on some part of the chassis. The place of the tube is sometimes taken by a torque arm, which is similarly attached to the chassis by a universal joint (usually spring loaded), as is shown in one of our sketches.

### The Hotchkiss System.

In the Hotchkiss system semi-elliptic rear springs alone are utilized to counteract the turning tendency of the axle casing, the inherent stiffness of the springs being utilized to this effect.

We can now consider the advantages of each system. In the first place, any reduction that can be made in the weight of unsprung parts, such as axles, wheels, etc., is beneficial to the suspension. As will be appreciated from the illustrations reproduced herewith, a very low unsprung weight is obtained when the Hotchkiss drive system is used. With the torque tube or torque arm method of absorption there is half the weight of the torque member to be considered as an unsprung mass, which may not be altogether inconsiderable.

There would appear, however, to be a tendency at the present time for designers to favour the torque-tube system, by reason of the fact that, among other advantages, it gives smoother action of the clutch. Car comfort demands very supple springs,



THE SYSTEMS  
COMPARED.

From these six drawings the salient features of the various systems of back axle construction can clearly be grasped. On the left is the Hotchkiss drive, in the centre is the torque-tube system, and on the right the torque arm principle is shown. The lower illustrations indicate the unsprung weight involved in each system.

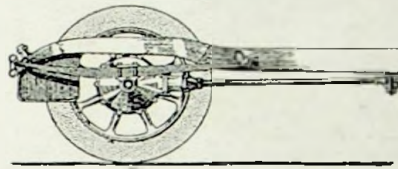
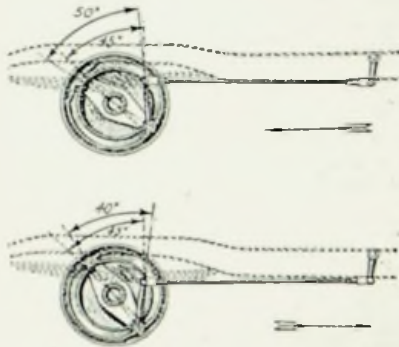
will be found that the one through which the power is originally applied will try to crawl round the edge of the other; by using non-technical language the action is made clearer to the novice. This torque naturally must be absorbed, otherwise the car would not move forward, and the torque-tube principle of

and if very supple springs are used with the Hotchkiss system, they will "give" a little as the clutch is let in and the torque comes into effect, the result being that the rear of the chassis "heaves," which is not desirable. Another very important point in connection with the Hotchkiss drive system is that

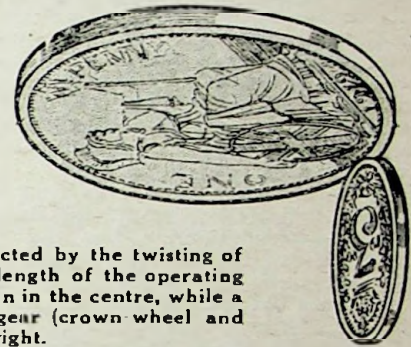


**TORQUE TUBE (contd.).**

the brake mechanism has to be very carefully laid out, otherwise, as the axle casing turns slightly with the springs, the effective length of the brake rods will be either reduced or increased, so that either very harsh or very indeterminate braking is obtained. On at least one make of light car we handled during the past year this effect was so pronounced that the brakes practically seized on so soon as they were touched when the car was moving forward, whereas they had no grip whatsoever in the reverse direction. With the torque-tube system this particular defect is non-existent. Again, the illustrations show how this effect is produced more simply than do words.



(Left) Showing how braking is affected by the twisting of the axle casing, altering the virtual length of the operating rods. Flexure of the springs is shown in the centre, while a simple analogy of the final drive gear (crown wheel and pinion) is on the right.

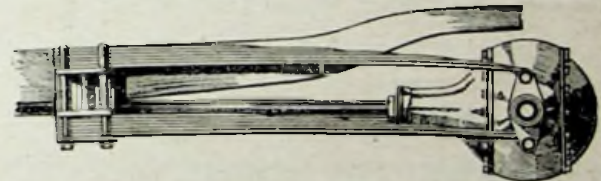


As to the question of cost, this is a little difficult to decide which is preferable, owing to the fact that it is not only the back axle and torque tube that have to be taken into consideration when reviewing the matter, but the layout of the chassis as well.

**Different Types of Springing.**

Where a torque-tube system is used, quarter-elliptic or cantilever rear springing can be adopted, so that the chassis frame need not be made so long (thus decreasing overall weight), and, again, instead of the rear universal joint in the propeller shaft being exposed and subjected to considerable flexion, it is enclosed, and only works through a small angle (in

when under load, for it will readily be appreciated that they take the drive strains as well as the torque, both of which are dealt with better if the spring leaves are straight than is the case when they are curved.



Superimposed quarter-elliptics, as used on the Citroën, do not need any separate torque-absorbing device as the axle casing cannot turn.

**PARLIAMENT AND THE MOTORIST.****Congestion at Kingston. Use of Tow-ropes.**

**D**ESPITE the exciting events in the House of Commons of last week, members interested in motoring subjects were able to elicit valuable information from Ministers. As all motorists will agree, a matter which requires immediate attention is the congested state of the traffic at Kingston, and an endeavour to improve the conditions prevailing there will be heartily welcomed. Useful service was rendered by Mr. Penny, the member for Kingston, on Wednesday, when he pressed the Ministry of Transport to state what progress was being made with the construction of the Kingston by-pass road. He inquired if every effort would be made to expedite the completion of the scheme, in view of the growing volume of motor traffic passing along the main thoroughfares of the Royal borough, which caused dangerous congestion, particularly on Saturdays and Sundays. Col. Ashley, who replied, gave some hope of progress soon being made. He stated that the surveys, plans, and specifications were now completed, and that advertisements had been published inviting tenders for the execution of the work.

The Government have been considering the use of tow-ropes by motor vehicles, in view of the report of the Departmental Committee. Replying to Sir Walter de Frece, who asked if steps could be taken to ensure that better warning should be given to the public and cyclists when tow-ropes were used, Col. Ashley said the report of the Committee had received careful consideration. He was awaiting a favourable opportunity of introducing a Bill to give effect to the more important of the Departmental Committee's recommendations.

Workpeople in the motoring trade are bestirring themselves to get Government assistance in their business. Mr. Penny, last Thursday, presented a petition, signed by 4,761 workpeople engaged in the manufacture of components used in the building of commercial motor vehicles, praying that the exemption from import duty of foreign commercial vehicles should be abolished, and the same import duty should be imposed on these vehicles as on foreign touring cars. The petition was signed by workers in all parts of Great Britain.



*A View Worth Visiting.*

## CLEE HILLS, SHROPSHIRE.

SHROPSHIRE is not frequently quoted as a general touring ground for motorists, yet it boasts of excellent roads, interesting villages and hamlets, and several large towns which well repay a visit. Situated for the most part on very high ground, in places above 2,000 ft., wonderful views are obtainable, whilst the air cannot be rivalled for its keenness and invigorating properties.

Clee Hill is only one of many surrounding peaks, but, as can be gathered from our sketch, the road over the summit is wide and interesting in view of the fact that the edge is lined with white stones, which serve as invaluable guides to motorists on dark nights.

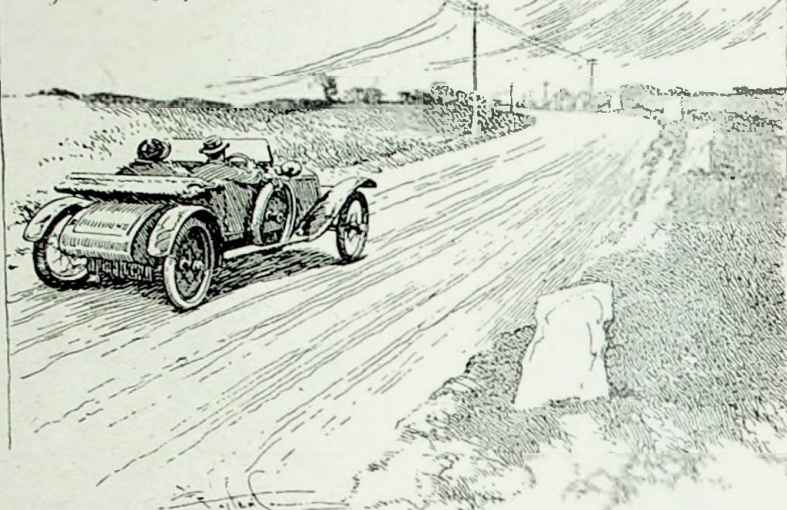
Cleobury Mortimer itself somewhat belies the artistic sound of its name, which is derived partly from its situation in the Clee Hills and partly from an historical connection with the Mortimers, who were old manorial lords. It boasts, however, of an interesting Gothic church.

One might make an interesting itinerary, branching off from the centre of many main roads, namely, Kidderminster, and running through Bewdley, thence by a secondary road over Clee Hill to Ludlow, an ancient and historic town and the one-time seat of government of the Marches of Wales. Here Ludlow Castle—admittedly one of the finest fortresses of England, although now a roofless ruin—calls for a halt and tour on foot.

Leaving Ludlow and once more regaining the main

CLEE HILLS  
Salgo

*The white stones serve to define the edge of the road on dark nights.*



road, the motorist takes the left fork at Bromfield, passing through Leintwardine, Knighton, turning right to Clun, Bishops Castle, doubling back via Lydham to Craven Arms, thence via a direct and interesting route through Church Stretton to Shrewsbury. Now turning southward, a return to Kidderminster is made via Much Wenlock and Bridgnorth.

The above itinerary will necessitate straying from the borders of Shropshire on to the edge of Wales, and, therefore, combines a tour in some of England's most pleasant country, together with a glimpse of the Principality.

*A Hint Worth Knowing.*

## ANCHORING THE MAGNETO.

A COMMON method of securing the magneto to its platform is by means of a flexible brass strap, the open ends of which are drawn together by a set-screw working in universally jointed collars.

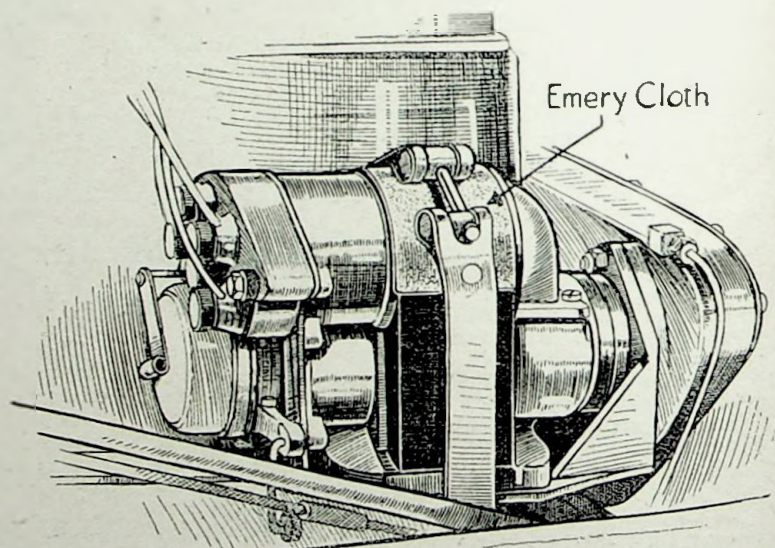
This represents an excellent fastening, for it enables the instrument to be fixed in position or removed in a moment; but it suffers from one disadvantage, inasmuch as vibration is liable to slacken off the screw, with the result that the magneto eventually will come adrift.

No serious harm will be done, but, obviously, the engine will immediately cease firing, and retiming will become necessary. In the majority of cases this is easily done, for it is not a difficult matter to reintroduce the driving pins into the holes made for them in the fibre coupling, which is usually the type of connection.

If it be found that the pins register in any of the various possible positions, the magneto may be retimed by a system of trial and error, but it must be remembered that six different positions are possible.

An easy method of preventing a recurrence of the trouble consists of introducing a pad made of emery paper between the strap and the top of the magneto. This should take the form of a strip doubled so that both the strap and the tops of the magnets bite into the roughened surface of the emery cloth.

B20



**SIMPLE BUT  
EFFECTIVE.**

A strip of emery cloth arranged as shown prevents the brass anchoring band from slackening off.

Sometimes it may be found that even this is ineffective and that there is not sufficient room to introduce a lock-nut on the end of the set-screw. It has been discovered by experience, however, that slackening off is effectively stopped if another strap be introduced, and, as it is not an expensive item, it will repay the fitting. Both straps should be tightened up firmly with a powerful screwdriver after the magneto has been accurately set on its platform.



# The Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.

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## LIGHT CAR & CYCLECAR

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sistently encouraged the development of this new  
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Should any difficulty be experienced, we should  
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## Topics of the Day

### A Wily Taxation Suggestion.

AT a recent gathering of influential users of commercial vehicles a suggestion that needs very full consideration was made by one who holds a responsible position in the industry. Rightly assuming that automobiles of all types in this country were over-taxed, the proposal that there should be an all-round reduction of one-sixth of the present Fair Play for Small Cars. amounts paid was put forward. At first glance this is acceptable, but only is it so until we consider that, whereas a light car owner would have his burden reduced by some £2 per annum, the heavy vehicle would gain to the extent of £14 or more. In other words, it would make less fair an already inequitable tax. From every point of view the heavy vehicle and "big-mileage" interests are already having far too much say in the taxation affairs in this country, and we are strongly opposed to this suggested reduction in their taxes. The tax on all motor vehicles *must be proportionate* to the amount of damage done to the road. Nothing else is fair to the great majority of road users at the present time

### Number Plates for Three-wheelers.

IT has been an accepted fact in the economical motoring world that motorcycle-sized plates—i.e., those in which the dimensions applying to car plates are halved—meet the requirements of the law in connection with three-wheeled cyclecars, and, although in many parts of the country the local authorities raise no objection, prosecutions are taking place elsewhere, and owners of three-wheelers are being called upon to fit car-sized plates forthwith.

An investigation of the whole matter points to the fact that the police have shown a certain amount of very commendable latitude in administering the law, and it should be understood at the outset that, even although the three-wheeler be regarded as a motor-cycle for the purposes of taxation, this in itself is not sufficient to justify the use of small plates, which is governed strictly by weight.

Readers who have any doubts on this question are referred to the Motor Car (Registration and Licensing) Order, 1903, Fourth Schedule, Paragraph 7, which reads as follows:—

"In the case of the plates for a motor-tricycle or bicycle of a weight unladen not exceeding 3 cwt., each of the dimensions mentioned above—i.e., car sizes—must be halved, and the shape of the plate need not be rectangular so long as the minimum margin between any letter or figure and the top, bottom, and sides of the plate is preserved."

The meaning of this stipulation is strengthened by a paragraph which appears in the addendum to the Motor Car Registration and Licensing (England) Order, 1903, an extract from which is as follows:—

"It may be mentioned that the term motorcycle is not defined in the Act, and the Board have no authority to define it: but they understand that, though the term might sometimes probably apply to other vehicles, it would be generally considered as limited to motorcars designed to travel on not more than three wheels and weighing unladen not more than 3 cwt."

Bearing in mind the fact that the average three-wheeler does not conform with the weight limit given, it seems clear and unquestionable that car-sized plates are essential, and we recommend that the necessary alteration should be made from small to large plates unless it be definitely ascertained on a weighbridge that they are within the limit. It should be added that the issue in no way affects the tax on three-wheeled cyclecars, which, up to 8 cwt. unladen, cost only £4 no matter what the horse-power.





### A Critical Causerie of Light Car Comment.

#### A Neglected Touring Centre.

**F**OR some obscure reason or other the average tourist—and apparently, also, the average writer on motoring matters—penetrates as far west as Lynton, explores Devonshire, and then comes home. Few have a wide experience of Cornwall as a touring centre, which is curious, for Cornwall is very delightful country.

As I have oft repeated, as each Olympia Show, year by year, reveals new and better light cars, the map of England shrinks. But a little time ago few would have considered Cornwall as a week-end rendezvous, yet last week-end I proved that it is within comparatively easy access of the Metropolis on a 1,500 c.c. three-seater.

Between lunch in London on Friday and dinner-time on Sunday I covered 680 miles, allowing ample time for all meals, breakfasting at a gentlemanly hour and closing down at 7 p.m. each night. My mount was not particularly fast, and, as a matter of fact, was far from being free from trouble. I quote the trip to provide an instance of what can be done perfectly easily on a present-day light car.

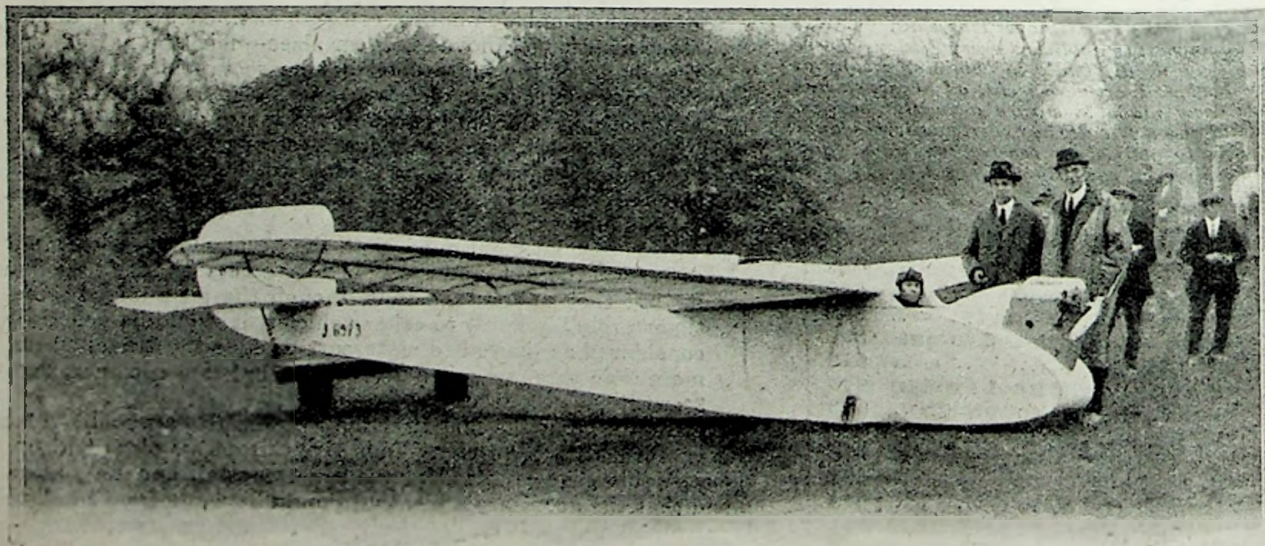
#### The Charms of Cornwall.

**I** MUST revisit Cornwall. The roads are good—the main routes straight, while the by-lanes hold sufficient attraction to make interesting the negotiation of the myriad twists and rises. The scenery is gorgeous. We followed the main road through Exeter, Bodmin, and Redruth, on the outward journey; turned on to the worst roads just before reaching Hayle, and hugged the seaboard as closely as possible on the way back.

Cornwall is an artists' playground. Vast, rugged cliffs thrust out against the rolling surges that come in from the Atlantic swells and break spraying and spuming over their feet. The road dips into secluded little bays and coves or rises up into the heather-clad moor tops, where the clean, salty air is more invigorating than finest wine of France.

#### True Motoring.

**C**LEAREST sunshine alternated with driving rain, but, clad in mackintoshes and snug behind a wide windscreen, one enters into the spirit of the elements and finds only exhilaration—no discomfort.



THE  
AVIETTE.

The equivalent of the cyclecar in the aero world is the aviette. Fitted with a 3 h.p. engine, this little machine, the "Wren," flies successfully at 50 m.p.h. There is to be a big competition organized for aeroplanes with engines under 750 c.c. capacity in the autumn.



*RICH MIXTURE (contd.).*

Such is real motoring—none of your effeminate luxury behind the glass panels of a town saloon.

Newquay, with its tropical plants, is fascinating. Pude offered excellent nights' lodging at the Grenville Hotel, and lunch at the Valley of the Rocks hostelry at Lynton heartened us for a chainless slither down the slimy slopes of the famous hill and the following climb up Countisbury, where wheel-spin nearly brought us to a standstill. Porlock, too, was greasy. The passenger had to lie over the back of the car to give better adhesion—a hint worth knowing.

**Valve Troubles.**

A RATHER interesting mishap was experienced during the trip. At about 300 miles the engine developed an intermittent "clish"-ing sound when it was running slowly, and an inspection revealed a broken valve spring. The breakage was such that the valve was not returned to its seat when the engine was stopped or was running slowly, and yet once it got under way and was revving at anything over 1,000 r.p.m. it fired perfectly on four cylinders up to what was its ordinary maximum rate of revolution. There was no noticeable loss of power, which gives one to wonder whether the supposition that super-strong valve springs are very necessary on high-speed engines is correct or not.

**Tappet Derangements.**

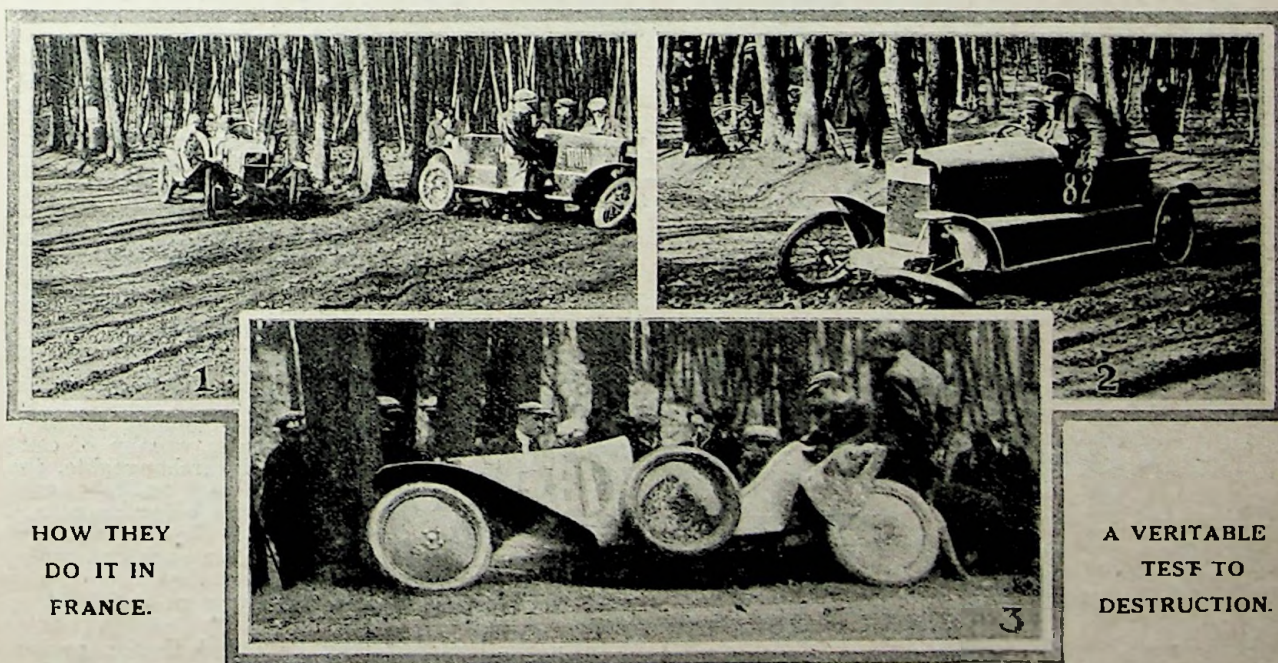
A LITTLE later another valvular incident occurred. The exhaust note became woolly, and a few seconds afterwards a most alarming series of bangs and pops came from underneath the bonnet. The engine continued to fire on three cylinders and the noise was regular, occurring apparently about once every eight revolutions. It seemed that nothing less than a blown-in piston crown could have caused the noise,

yet, when the valve cover was again taken off, it was nothing worse than an exhaust tappet that had slacked right back, so that the rocker was only opening the valve to about one-thirty-second of an inch, instead of giving it its full lift. The push-rod-operated type of overhead-valve engine seems to be rather delicate as regards its tappet adjustment, but it makes up for this shortcoming by its extreme accessibility.

**The Aviette.**

AVIATION seems to be following closely the lines of progress that characterized the development of the automobile, and now we have a counterpart to the cyclecar movement in the development of the Aviette. I hear that in the autumn of this year the Royal Aero Club are holding a competition for aeroplanes with engines not exceeding 750 c.c. capacity, the marks being awarded on the basis of petrol consumption, each competitor being given a gallon of fuel and the winner being he who does the longest flight.

Already several of the best-known aeroplane concerns are designing these Aviettes, and the one illustrated on the opposite page has already made several successful trial flights. Made by the English Electric Co., Ltd., of Preston, and named the Wren, it is fitted with a 3 h.p. motorcycle A.B.C. twin-cylinder engine and its monoplane wings are built on the cantilever principle. Some idea of its dimensions are given by the following figures:—Span 37 ft., height 5 ft., and weight 205 lb. The pilot sits just ahead of the main plane, the engine, fuel and oil tanks are carried forward on a tubular steel cabane, and the landing wheels, fitted with pneumatic tyres, are partially enclosed in the fuselage to reduce wind resistance. It is expected that speeds of about 70 m.p.h. will be obtained by a 750 c.c. single-seater, and that a better m.p.g. will be recorded than would be possible with a light car. S.S.



HOW THEY  
DO IT IN  
FRANCE.

A VERITABLE  
TEST TO  
DESTRUCTION.

No cyclecar trial in France is complete without a few accidents. Atrocious roads are chosen and a high speed is maintained. (1) Gives some idea of the course of the recent Concours d'Endurance. (2) Shows a Bedelia on the point of retiring, and (3) is the air-cooled four-cylinder S.A.R.A. hors de combat. Its English driver, W. F. Bradley, was injured.



## EFFECT OF WHEEL DESIGN ON SPRINGING.

Limitations of the Leaf Spring. Possible Auxiliaries Which Would Improve Suspension

ONE has only to take a run in what is acknowledged to be a well-sprung car over a badly pot-holed road to realize that the system of suspension adopted on the modern small car is very far from perfect, and the writer questions very much whether it will be possible to solve the problem solely by devoting attention to spring leaves, shock absorbers, etc.

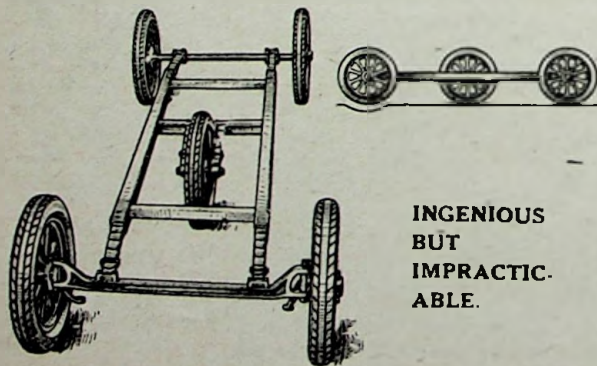
The spring leaf is called upon to meet so many different conditions of stress that, in being perfected in one direction, lamentable shortcomings are obvious in another, and it would appear that the problem must be tackled from a separate point of view—i.e., wheel design.

At the outset it will be apparent that the multi-wheeled vehicle—a very fine example of which is provided by the steam locomotive—is as near perfect as possible, for the simple reason that, with so many individual points of support, the frame must necessarily take what might be described as an average path along a horizontal plane, this average being struck between the various upward and downward movements of each and all the wheels as inequalities in the road surface are encountered.

### Are Five Wheels Impossible?

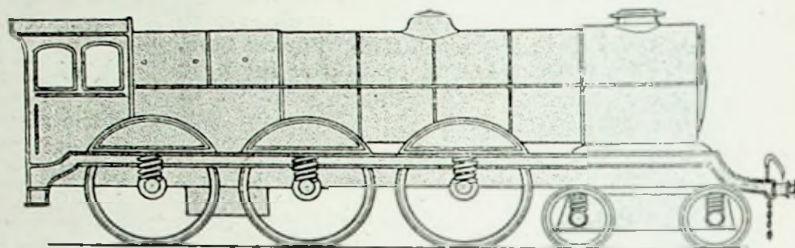
It is true that the locomotive runs on a very smooth road surface, in the shape of steel rails, but it must not be forgotten that points and crossings have to be negotiated at very high speeds and that, therefore, the onus of providing shock-proof running does not devolve entirely on the rails.

An ingenious arrangement, and one which would go far to solve the springing problems in light cars, is that depicted in one of the accompanying sketches, which shows the introduction of a fifth wheel midway along the chassis.



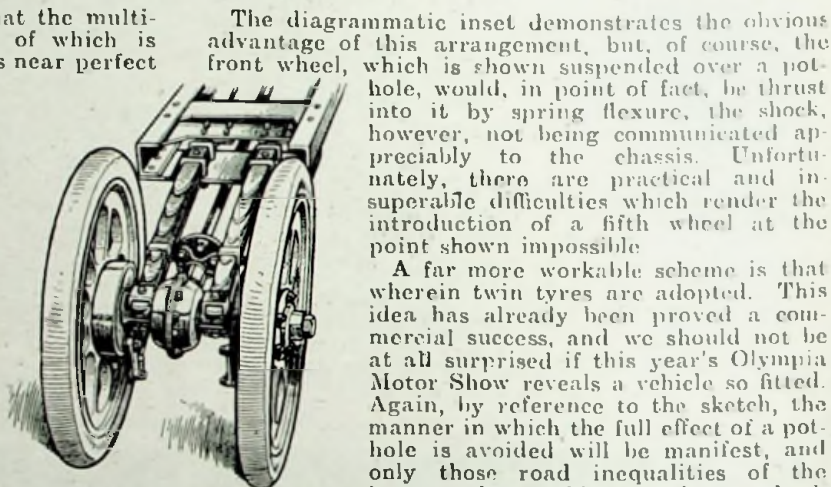
A floating fifth wheel, disposed as shown, would certainly improve the running over rough surfaces, but the idea is impracticable from the constructional point of view.

B21



MULTI-WHEEL SUSPENSION.

A 4-6-0 express locomotive, the springing being shown diagrammatically. Apart from rail adhesion the advantage of multi-wheels is obvious, the frame riding easily over rail inequalities such as points and crossings.



A narrow rear track has been tried as a means of improving the rear suspension of a three-wheeler. Virtually, however, the car at once becomes a four-wheeler.

The diagrammatic inset demonstrates the obvious advantage of this arrangement, but, of course, the front wheel, which is shown suspended over a pot-hole, would, in point of fact, be thrust into it by spring flexure, the shock, however, not being communicated appreciably to the chassis. Unfortunately, there are practical and insuperable difficulties which render the introduction of a fifth wheel at the point shown impossible.

A far more workable scheme is that wherein twin tyres are adopted. This idea has already been proved a commercial success, and we should not be at all surprised if this year's Olympia Motor Show reveals a vehicle so fitted. Again, by reference to the sketch, the manner in which the full effect of a pot-hole is avoided will be manifest, and only those road inequalities of the larger order would transmit any shock to the car.

### Carrying Two Spares.

The arrangement, moreover, has a double advantage, for it can be regarded as one by which spare wheels are carried—not in an ugly and useless position on the running board, but where they share the hard work which one tread is usually called upon to perform, and where, in the event of a puncture, they are in position, and would eliminate the necessity for changing a wheel on the spot.

The additional adhesion when climbing or when negotiating greasy surfaces is also worthy of comment, whilst, all wheels being interchangeable, the car would not be crippled in the very unlikely event of the two side-by-side inner tubes being punctured together. It is suggested that the arrangement should figure, to begin with, on the back axle only, but there is no reason, apart from that of cost, why twin-tyred wheels should not figure at the front as well.

In parenthesis, it may be noted that a praiseworthy endeavour was made by the manufacturers of the Merrall-Brown to eliminate the inconvenience occasioned by the single driving wheel of a three-wheeled cycle by adopting an extremely narrow track at the rear. This practically amounted to twin



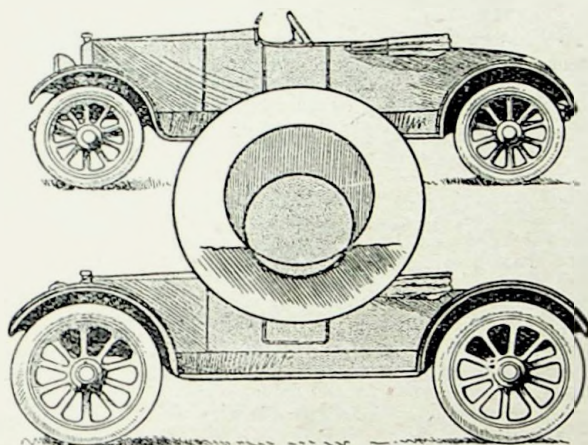
**WHEEL DESIGN AND SPRINGING (contd.).**

tyres, but, whereas it certainly improved the car when regarded in the light of a three-wheeler, it was obviously more practical to adopt a standard full-width back axle.

**Conventionality the Stumbling Block.**

Convention, it is to be feared, will be the stumbling block in many designs calculated to improve the running and comfort of the modern light car, and for this reason it seems doubtful whether larger diameter wheels will be entertained.

The fact remains, however—to carry the idea to extremes—that half the jolting to which the occupants of a car are subjected over our present roads would instantly vanish were the road wheels made twice the diameter. Appearances, of course, would



Large diameter road wheels would look unsightly and unconventional, but they would go far to solve the difficulties of modern suspension systems.

be all against such a revolutionary change, but it is all a question of that to which one has become accustomed.

**Advantages of the Endless Track.**

The larger wheel, if boldly adopted by small car manufacturers, would soon cease to be strange and would be accepted in exactly the same way—without comment—as is the present small-diameter wheel.

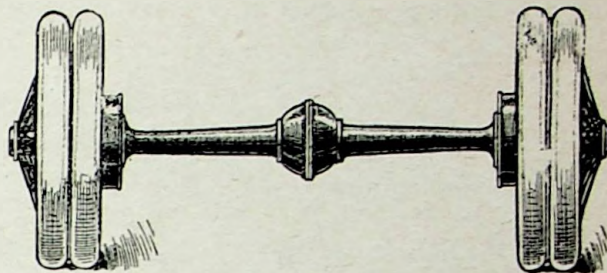
The obvious claims of the caterpillar track must not be overlooked. In the past this was always regarded as being extremely slow-moving and suitable only for vehicles wherein speed did not matter but hauling power did.

The latest type Keggresse has dispelled this idea, for 25 m.p.h., a speed at which many light cars are constantly driven to-day, is well within its range, and, further, can be maintained over surfaces which would bring the average light car down to 4 m.p.h., if, in actual fact, it could traverse them at all without danger of breakages.

One does not suggest that the tractor attachment should be slavishly copied and regarded as being possibly a future system of light car springing, but in a modified form it is worthy of discussion.

It is anticipated that the average owner-driver would cheerfully sacrifice the ultra-efficiency of the

Keggresse tractor if, whilst still providing far better suspension than that found on the average light car yet not being able to accomplish all of which the Keggresse is capable, a modified form of Keggresse en-



Adopted with success on commercial vehicles, twin-tired wheels suggest possibilities in connection with small cars.

abled the car to be driven, say, at 30 m.p.h. over the worst possible roads and, say, up to a limit of 40 m.p.h. over medium roads.

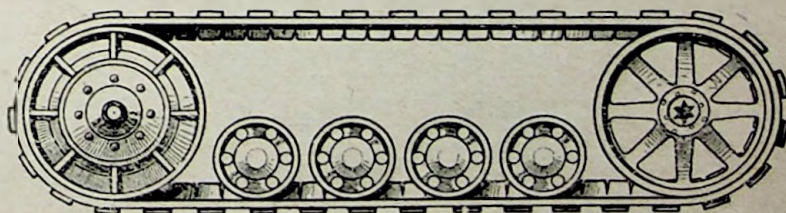
**A Future Development?**

After all, maximum speed is not everything, and, as every motorist knows, a good average, which is far more important, depends on the elimination of long and short stretches of slow running, with the inevitable deceleration and acceleration.

It seems probable that developments will take place with regard to the sprung wheel—i.e., a wheel which in itself gives a certain cushioning effect, due to its peculiar construction. Again we have to refer to patents which have been worked out in connection with commercial vehicles.

This type of wheel presents a wide field to the inventor, and although a very small amount only of peripheral distortion is permissible, every little helps, and the self-sprung wheel would materially assist in solving many of the present-day difficulties of suspension.

The advantages of this type are best demonstrated by comparing the functioning of an imaginary wheel made of hard solid rubber, shod, of course, with pneumatic tyre and tube, with a modern disc wheel. The give in the rubber wheel undoubtedly would be marked in contrast with the same quality in the steel disc. A rubber wheel is impossible, but the same effect can be obtained by introducing what may be described as a spring-loaded floating rim.

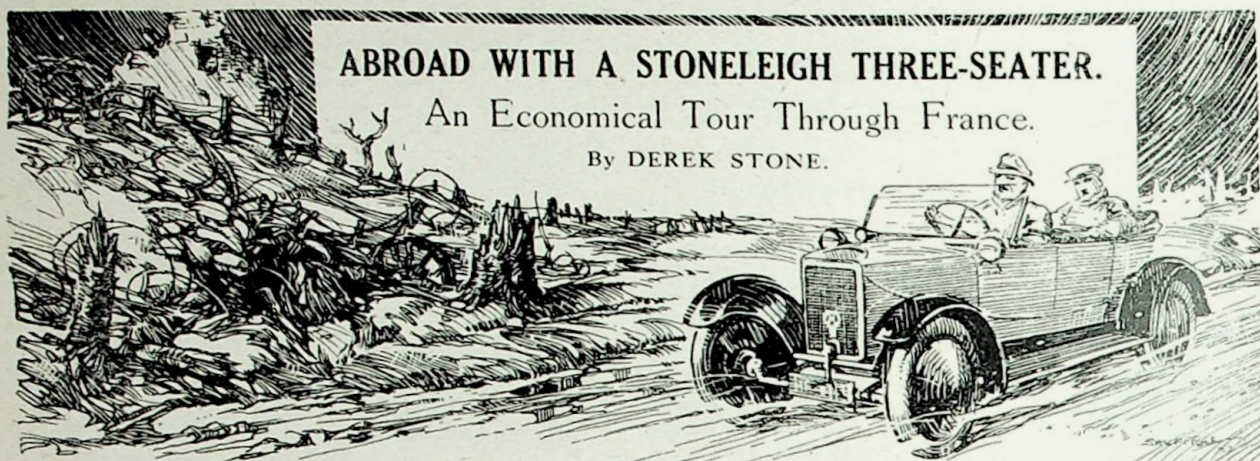


THE ENDLESS TRACK.

There is a noticeable similarity between the endless track for road vehicles, as exemplified by the Keggresse, and that of the locomotive. A Keggresse can travel at 25 m.p.h. over the worst-surfaces.

It is to be hoped that the effect of wheel design on springing will seriously engage the attention of manufacturers who have, be it said to their credit, devoted a great deal of successful experimental work to the improvement of the present basis of suspension, i.e., the leaf spring.





## ABROAD WITH A STONELEIGH THREE-SEATER.

An Economical Tour Through France.

By DEREK STONE.

*In our previous issue our contributor dealt with the earlier portion of his journey, describing in detail the various formalities to be observed prior to embarkation. The following article is a continuation and forms an interesting guide to touring conditions as they now exist in France. From the list of expenses mentioned at the conclusion of the article, it is evident that an excellent holiday can be enjoyed for quite a modest sum.*

**A** CURIOUS point one cannot fail to notice in France is the consideration shown by all other classes of road users to automobilists. At the first root of his horn they make way and no wilful obstruction is encountered. Everybody, from children to policemen, seems to take a lively interest in cars as cars. The Stoneleigh was at once recognized as a new type everywhere. Even when one pulled up at the village "essence" pump one had to answer friendly inquiries as to this "nouveau type Anglais."

### Rain and Snow.

Returning to our journey, we reached Auxerre (133 miles) about 5 p.m. and found good food and every comfort at the Grand Hotel l'Epee.



... Upon our arrival the A.A. man greeted us cheerfully.

Arriving on a stormy winter evening one found a most courteous reception, public rooms most tastefully decorated and furnished with ample illumination. Floors of polished golden oak everywhere, and warm, airy bedrooms with radiators and hot and cold running water.

There are many large provincial English towns in which no such standard of comfort is available. I feel sure that a visit to some of these French towns would cause English hotel owners to modernize their ideas.

B26

On the morrow we resumed our southward journey, but the weather continued bad, and, moreover, the weather forecasts were most gloomy.

We lunched at Avallon while the rain poured down.

Resuming, we climbed steadily along semi-flooded roads to Saulieu (Côte-d'Or). The road rises to about 1,800 ft. above sea-level, and there are some very heavy gradients.

### The Banks of the Yonne.

I felt that in such abominable weather and on such roads we were putting the little car to a very heavy test, but she stood up to it wonderfully, and on most heartbreaking hills kept up a good rate on second speed, rarely dropping below 20 m.p.h.

Between Saulieu and Autun we encountered mist and some snow, and we were glad to reach Autun without mishap. Our mileage for the day was only 80, but, as I have said, my passenger is an invalid, and I found the continued bad weather was telling on his nerves.

Autun is a charming little town high up in the mountains, and a great motoring centre. Seven main roads enter the town, and cars are continually arriving and departing.

At Autun I felt that if we went on farther south the object of our trip might be defeated, so I proposed a rest and a more leisurely return northwards. The enthusiastic reception of this proposal sufficiently confirmed its wisdom.

We revisited Auxerre and spent another night at the Grand Hotel de l'Epee.

En route we passed the Grottoes d'Arcy, and we photographed the tunnel by which the road passes under the precipitous cliffs.

### Arrival in Paris.

The Yonne flows alongside, and the scenery is most interesting. In the evening we went to the theatre, where a travelling revue gave an excellent performance, with very good music and amusing dialogue. They really worked very hard, and although the Auxerrois turned out in full force the seats were so cheap that I feared the reward of the company could not be commensurate with their excellent performance. Moreover, they began at 8.30 and went on till midnight. The Auxerrois are energetic people. Next day we journeyed leisurely northwards and stopped at Sens for lunch. The cathedral here is



### ABROAD WITH A STONELEIGH THREE-SEATER (contd.).

very fine, and we visited it. The guide was rather shocked because we decided to leave just when he was about to show us "the treasure." There was a deathly chill in the atmosphere of the building, and we were glad to escape it for that reason. It is, however, a beautiful Gothic building dating from the twelfth century. From Sens we went on to Fontainebleau and found rest and comfort at the Cadran Bleu. In the morning we walked round the



Arras as it now stands. From here the tourists made via St. Pol for Boulogne.

beautiful palace gardens, watched the huge carp swimming and jumping in the pond, and, having waited for the late opening hour of 11 a.m., we entered the palace and followed a most able guide round the magnificent apartments. After lunch we re-entered the forest and moved on the capital, as a general would put it. Here the road was good, but the rain came down again harder than ever. It nearly washed off the car all the sand and clay we had brought from farther south. We entered Paris by the Porte d'Italie and, thanks to the careful use of a plan we had bought at Fontainebleau, we reached our hotel near the Opéra without a wrong turning. Here, again, even in Paris, we found a well-managed hotel, with central heating, electric light, hot and cold water and telephone in each bedroom, with free telephone service all over Paris at 16 francs per room per day. With petit déjeuner in one's room for three francs and déjeuner and dinner at 11 francs each. A Paris friend who came to see me complimented me on my choice and made careful note thereof. Anyone anxious to know further should write to me. We spent the week-end in Paris. I love it, but it still rained and I was beginning to hate rain. After lunch on Sunday we invited a Parisian airman friend to drive us out in the Stoneleigh. He took us to the Eiffel Tower, the Longchamps, and to Versailles, and was full of praises for the performance of the "voiturette."

### Returning Home.

On Monday morning we collected letters at the Poste Restante and found that there had been more sunshine at home than had fallen to our share. We left Paris about noon by the Porte St. Denis and made our first call at Le Bourget, the great French air port. It was raining hard and we found a small crowd of weather-bound Britishers who had just

been informed that there would be no flight and who were returning gloomily to Paris. We lunched at the air port restaurant and pursued our way to Amiens. The roads north of Paris were much better, and we made good time. At Amiens we found comfort, good food, and an obliging proprietor at the Hotel de l'Univers. With his assistance we mapped out for the morrow a route to Boulogne via Thiepval, Albert, Pozières, Bapaume, Arras, and Vimy Ridge, which would include interesting features of the Hindenburg Line. This last day of our tour in France gave us a new set of impressions.

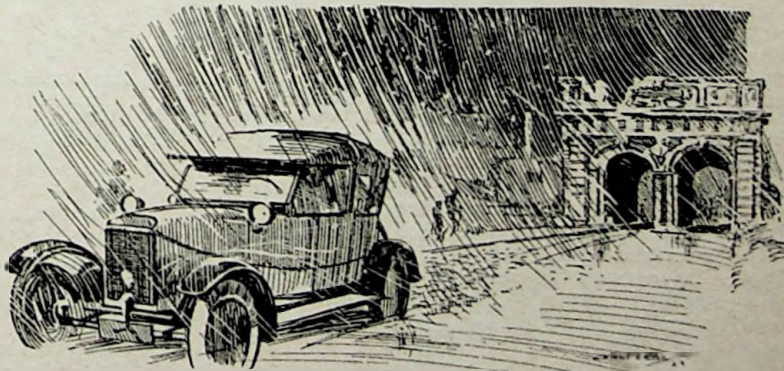
### Tatters of War.

At Albert we saw the ruins of the cathedral where the image of the Virgin had hung up above the altar during two years of shot and shell. We passed many cemeteries of British dead, with gardeners employed by the War Graves Commission, keeping them in order. At Pozières we saw the fine monument recently erected to the memory of the Tyneside Scottish and the Tyneside Irish. We made a tour of Arras and lunched at the Hotel de l'Univers, along with numerous Britishers, most of whom seemed to be engaged in the melancholy duty of visiting graves of lost loved ones. We had proposed visiting Lens and Bethune and returning to Boulogne via St. Omer, but the weather worsened; from rain it changed to snow, so we got "wind-up" and made for Boulogne by way of St. Pol and Montreuil.

From Arras to St. Pol Route N 39 is mostly pavé, but it is in fine order, and we did a steady 40 in spite of driving snow. I had rigged up a wiper which enabled me to clear the windscreen at intervals. As previously the hood and curtains protected us perfectly.

Back on English roads, we resumed driving on the left. We enjoyed the improved surface, and we noted the sudden turns and twists and bends which made the roads unsuitable for high speeds and yet beautifully picturesque. We had sunshine from Dover to Charing and thought we had found at home what we had sought in vain for abroad, but it was only for a short time. At Canterbury the rain recommenced, and we returned to find London still wet, but with its glittering electric lights sparkling in the raindrops.

The cost of such a trip can be reduced to quite a low figure. We carried oil sufficient for our journey, and petrol cost us about 6s. per hundred miles—that is less than 3d. per mile for two people with ample



The exit from Arras by the St. Pol Road. During this portion of the journey the rain changed to snow.

luggage. Food and lodging cost us about 30 francs to 40 francs each per day. So long as the exchange continues at its present rate it is evident that an excellent holiday can be enjoyed for quite a modest expenditure. I will conclude by quoting, as an example of the effect of the exchange, the cost of purchasing Michelin maps. In England they are three shillings each, in France only eightpence.



## COMPACT NEW AIR-COOLED FLAT TWIN.

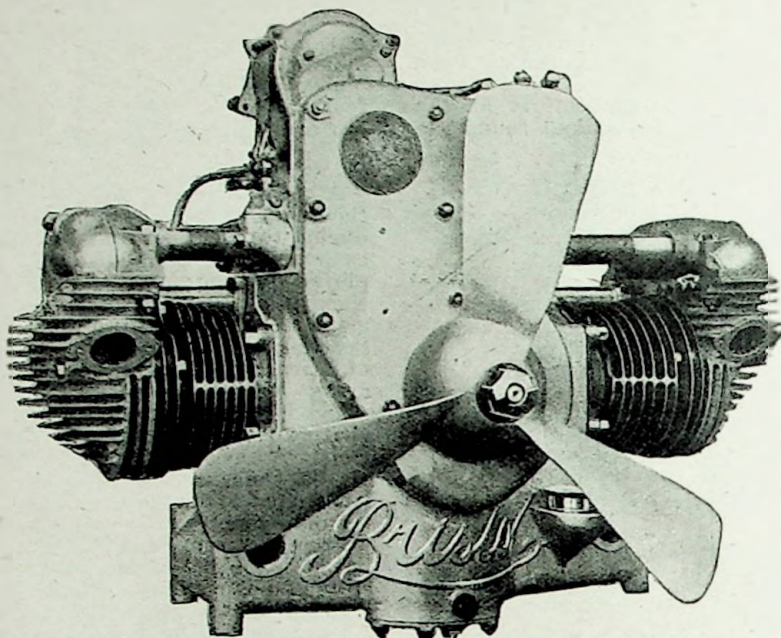
Remarkable 10 h.p. Cyclecar Engine by a Famous Aeroplane Constructor.

**I**N the flying world the Bristol Aeroplane Co., Ltd., of Filton, Bristol, is one of the oldest pioneer aeroplane constructors. After the war the concern took over the manufacture of the Cosmos air-cooled aero engines, which have since proved their qualities under the severest Government tests. It is, therefore, interesting to note that the same concern has produced an air-cooled flat twin suitable for engineering light cars and cyclecars.

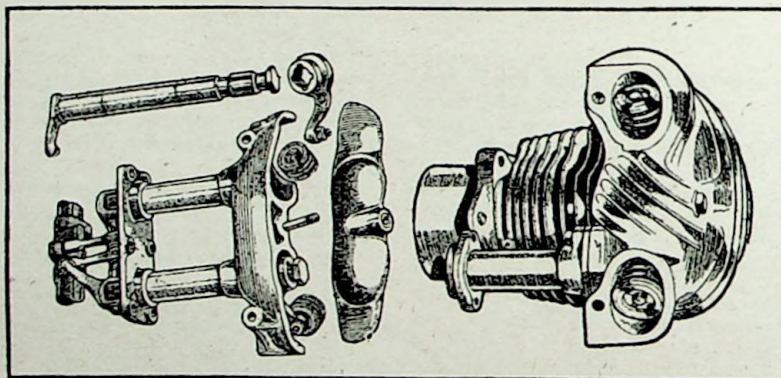
This twin possesses a number of novel features. Its compactness is such that it can be fitted in a standard Morgan frame, since its overall width is only 2 ft. 1½ ins. This compactness has been obtained by fitting the overhead valves in the side of the detachable head instead of in the top, and operating them by means of special mechanism, which will be described later.

The second feature of interest is that the valve driving gear is such as to eliminate excessive clearances and the development of noise when the engine is hot, this being all the more interesting in view of the fact that an aluminium head is attached direct to the cast-iron barrel. A cooling fan is fitted to the front end of the crankshaft, and lubrication is effected by means of a simple type of plunger pump. The weight of the engine, without magneto or carburettor is 96 lb., and 16 h.p. is developed at 2,000 r.p.m.

Coming now to detail, the cylinder barrels, the fins of which are united front and back in order to prevent ring, are held to the one-piece crankcase in the usual manner. The bore and stroke measure 85 mm. and 91 mm., the capacity working out at 1,066 c.c. The cast aluminium heads, the finning of which is disposed at right angles to that of the barrels, are held to the latter by means of four bolts of sufficient length to withstand the strains of expansion. The long-reach plugs are screwed direct into the back of the aluminium head, the valves being inclined in the top side, with their springs and



A general view of the Bristol engine, showing the location of the valves and the rocking valve operating rods (see text.)



The cleverly made valve gear in detail. It is claimed that it is particularly quiet in action and free from vibration.

operating gear entirely enclosed in an easily detachable aluminium case.

As aluminium expands about three times as much as cast-iron when heated, it has been necessary to design a special form of valve-operating gear which shall be independent of this expansion, and thus maintain the correct clearance between valve stems and striking gear. This desideratum has been attained in the following manner.

The camshaft, which is mounted on plain bearings, is located immediately above the crankshaft, taking its drive through helical spur gears from the pinion mounted on the front end of the shaft. Four cams are used to actuate the valves through the medium of enclosed rocking shafts and rockers, short fingers being interposed between the cams and the rocking arms, the other ends of which carry the necessary means of adjustment and rest direct on the valve stems. The rocking shaft itself is carried on two bronze bearings, extra springs

being provided on the ends remote from the camshaft to keep the shaft back against their bearing faces, and also to keep the tappet tips silently in touch with the valve stems.

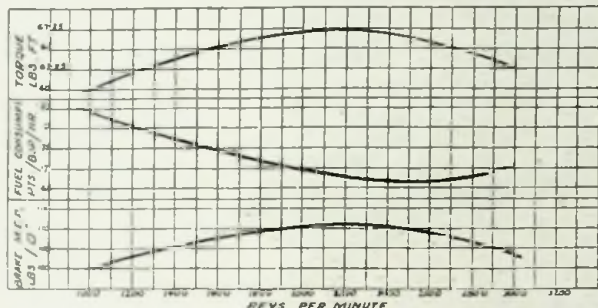
The rocker shafts are contained in oil-tight steel tubes, a rubber joint making good the union with the crankcase. The valve seats are cast into the aluminium, the guides themselves being pressed in when the cylinder is warm.

The two-throw crankshaft is of sturdy construction, being supported on three ball bearings, the front one of which takes the load of the fan. An external flywheel is used, and when the rear crankcase cover plate is removed, both crankshaft and connecting rods can be withdrawn, the light cast-iron pistons, which are furnished with two rings, each being accessible when the barrels and heads are withdrawn. As the H-section connecting rods are designed with their distance pieces on the outside, there is very little "couple" in this engine.



**NEW AIR-COOLED FLAT TWIN (contd.).**

Substantial roller bearings are used for the big-ends, whilst the gudgeon pin is floating. The oil sump contains one gallon of lubricant, a spring-loaded plunger pump, driven from an eccentric on the crankshaft, delivering oil to the camshaft from



Graphs showing the main performance characteristics of the Bristol engine.

which it is splashed to the interior of the engine. An accessible oil filter is provided, and a special form of sight feed is fitted in a convenient position on the crankcase, whereby, when a plug is removed by hand, the pulsations of the pump can be judged from the rise and fall of the oil—a feature common to certain aeroplane engines. The oil filler is situated low down on the front of the crankcase, and, when full to the brim, indicates the correct level.

The engine can be fitted in the frame either by means of four arms or else by means of tubes passing through holes cast in a fore and aft direction through the sides of the crankcase.

The timing case, which can be easily and quickly detached, is situated in front of the engine, and contains a train of helical spur wheels to drive the camshaft and Lucas Magdyno, the latter being mounted on a platform almost midway along the topsides of the casing. A special vernier adjustment is used to enable a fine setting of the ignition, and is also available when the magdyno has to be moved without disturbing the driving mechanism. An unusual refinement is a spring loaded brake on the camshaft wheel, adopted with a view to eliminate rattle.

**A Well-made Unit.**

The carburetter is set alongside the magneto, and feeds the engine through the medium of two pipes of unequal length located parallel with the cylinders.

The engine has been under test during the past twelve months, and recently completed successful bench tests under A.I.D. supervision. A power curve was first taken, the engine developing 20 h.p. at 2,300 r.p.m. It was then run at 15 h.p. for 50 hours, non-stop, and then for one hour at full throttle, which concluded the test. Throughout the endurance test the throttle was not touched, and the revolutions did not alter in any way. At the conclusion of the test the engine was stripped down, measured, and found to be in perfect condition. Present or prospective constructors of light cars and cyclecars on the lookout for a power unit of this type can obtain further details from the Bristol Aeroplane Co, Ltd., Filton House, Bristol.

**HARDNESS TESTING APPARATUS.****New Instrument which Simplifies and Expedites Laboratory Tests.**

**A**FTER a gearwheel, crankshaft, or other similar part has been heat-treated, it is necessary to test the metal for hardness; in fact, such a course is of vital importance, even before the metal is machined. There are various methods of doing this, but hitherto it has been a somewhat lengthy process, and, moreover, in most cases the mass or inertia of the specimen under test has to be considered in the readings obtained.

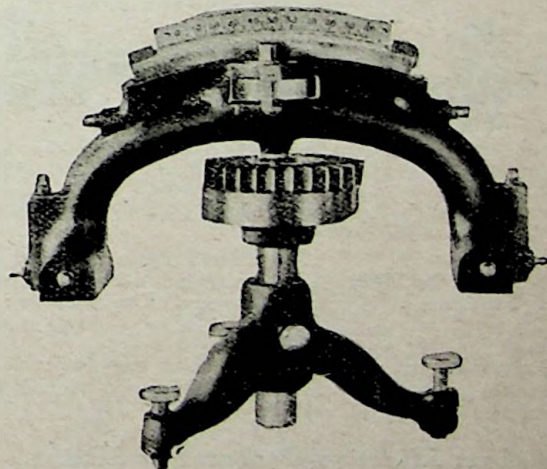
Edward G. Herbert, Ltd., Atlas Works, Chapel Street, Levenshulme, Manchester, have just introduced a new piece of apparatus for this purpose, known as the Herbert Pendulum hardness tester. Apart from the simplicity of the instrument, no special skill is required to operate it, whilst a test can be carried out in a matter of seconds only.

The principle of working depends upon the natural oscillations of a pendulum, which has for a pivotal point a ball of ruby or steel one millimetre in diameter. In what is known as the "time test" the pendulum is moved out of balance until the bubble in the level indicator rests at or near 50 on the scale, when the pendulum is set in motion by a feather. The time taken in making 10 swings is taken on a stop-watch, and as examples of the times registered on different metals it is interesting to note that the pendulum takes 100 seconds to make 10 swings on glass, 50 to 85 seconds on hardened steel, soft steel 20 to 40 seconds, and on lead 3 seconds.

**A Simple Principle.**

The reason for this difference is easily explained, for the softer the surface on which the ball rests the greater will be the indentation made in that surface by the weight of the apparatus, which is about 9 lb. As the pendulum swings, the ball will roll out or clon-

gate the indentation, the energy thus absorbed in displacing the metal being taken from the potential energy of the pendulum, with the result that the softer the specimen the shorter and quicker the oscillations. As an illustration, it may be mentioned that



The Herbert Pendulum hardness tester in use. The point of balance may be a ball of ruby or steel.

in what is termed the scale test, wherein the degree of oscillation of the pendulum is read off the scale affixed to the instrument, such a substance as lead will not allow the pendulum to swing, so relatively heavy is the indentation made by the ball.

There is, of course, no limitation to the application of this instrument.



## IMPROVING A 1920 SINGER.

### Practical Running Hints to Owners of "Gearbox in the Back Axle" Models.

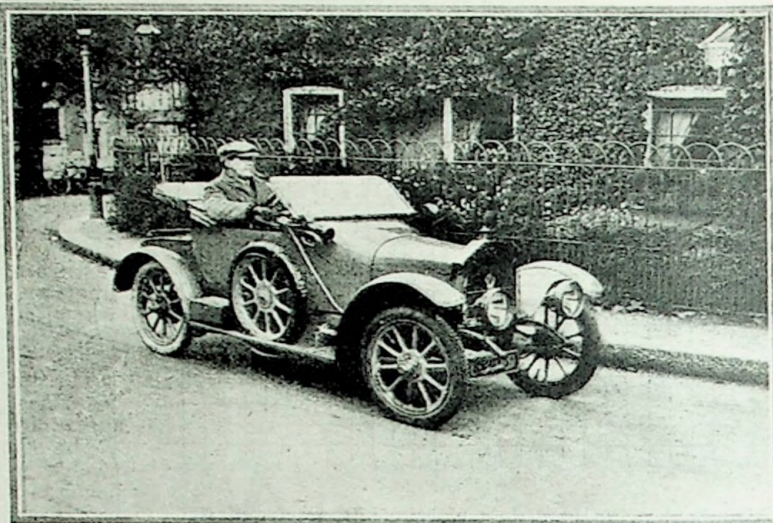
**T**HE following practical notes have been compiled for the benefit of owners of 10 h.p. Singer light cars made between 1914 and 1920. The writer has covered 20,000 miles on this type, and the troubles that have arisen and been cured are described below. The Singer is not of the "super-sports" type of light car, but is designed for general utility and service at the hands of the average owner.

#### Reducing Engine Noises.

Dealing first with the engine. The three-bearing crankshaft gives excellent balance throughout all engine speeds, so that 5 m.p.h. is impossible on top gear—4.3 to 1—and up to 30 m.p.h. on second—7.5 to 1. The engine is rather noisy, and the following adjustments will probably improve matters in this direction. The tappets ought to be set to 61,000 in. and 4-1,000 in. for exhaust and inlet respectively. (They have fibre insets which deaden clatter fairly well.) The magneto drive should be tested for backlash, as should the timing-gear pinions. Flexeks fitted to the valve stems give good results, preventing much wear

#### FAMILIAR LINES.

The Singer has always been one of the most popular of economical cars, and was, until recently, distinctive by reason of the location of the gearbox on the back axle.



periodic care this component can be made as reliable as any other type, over which is has several advantages. It is of the constant-mesh order, and when adjusted properly it should be dead quiet on all gears and at all speeds. It will be found that most noise can be traced to loose bevel pinion bearings, which allow the pinion to mesh "anyhow" with the crown wheel. These bearings are adjustable by a locking nut, on the principle of a cycle axle. The nut should be screwed up until no shake can be felt in the shaft, and then drilled and pinned to prevent slacking off. The drive is adjustable in mesh.

#### An Important Point.

Proper adjustment of the gear-operating rods is most important. It will be found that after much use they sag at the telescopic spring joint, with the result that the dogs for engaging the gears do not mesh deeply enough—often with disastrous results. These rods should be set to give an equal amount of movement each way to the bell crank lever of the striking arms—i.e., the dogs for first speed and reverse must engage an equal amount. Double-clutching will prolong the life of the dogs.

The tie-rod should be kept tight, also the nuts securing the axle casing to the gearbox, to prevent broken axle shafts. A mixture of Ambrolean and gear oil should be put in through the inspection cover: it is not safe to trust to

the filler cap to show the correct level of lubricant, as the latter is flung up by centrifugal force to the back of the box, whilst the front may be almost dry.

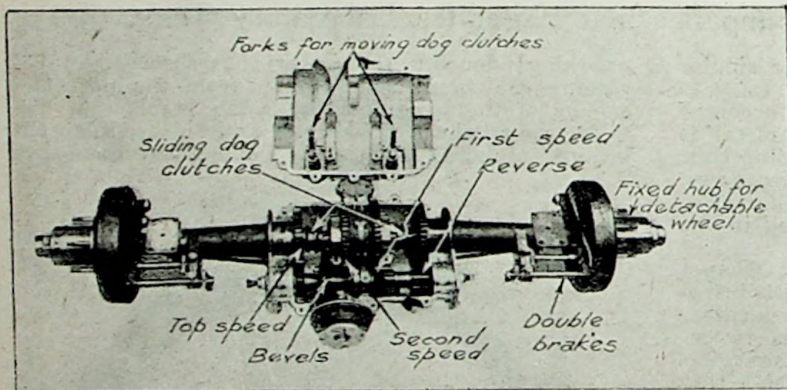
The back universal joint wears rather rapidly, and to prevent the hollow cardan shaft magnifying any noise, it can be wrapped round with an old cycle inner tube.

The clutch spigot bearing and front universal should be regularly oiled, as per maker's booklet.

The road springs if often greased will improve the rather poor springing due to the short wheelbase.

Brakes can be cured of squeaking by swilling the drums with paraffin, a practice which does not impair the efficiency of the system. Finally, follow the makers' instructions as to when and where the chassis should be lubricated.

X.B.5770.



#### THE DISTINCTIVE FEATURE.

Details of the combined gearbox and back axle, an outstanding feature of early model Singers. The gears are of the constant-mesh type.

and stopping air leaks. Renewal of valve springs is desirable every 5,000 miles. Variable ignition is not worth the trouble of fitting.

#### The Most Effective Carburetter Setting.

The Claudel-Hobson carburetter, with an 85 jet, gives 42 m.p.h. and 40 m.p.g., but, for starting from cold, the air intake should be closed. Vacuum "A" is suitable for the engine, and the sump should be cleaned every 1,500 miles and all connections tightened. Failure of the oil indicator on the dashboard can usually be traced to air leaks or a choked filter. It is essential, therefore, that the oil-lead pipe joints should be periodically examined and the filter cleaned.

The back axle is reputed to give trouble, but by





## CLUB NEWS AND FIXTURES.

### Kop Hill-climb.

Sporting motorists should make a point of being present at the now famous Kop Hill on Saturday week, April 28th, when the North London M.C.C., on behalf of the South Midland Centre of the Auto-Cycle Union, will hold a hill-climb. The proceedings will start at 2 p.m., and a number of light cars have been entered. Kop Hill is near Princes Risboro', and is, therefore, easily accessible from London and the provinces.

### Wessex Centre A.-C.U. Speed Trials.

The Wessex Centre A.-C.U. included only three classes for cyclecars in their speed trials last Saturday. The distance measured half a mile, with a flying start of 50 yds., the course being run over a concrete strip some 17 ft. wide at one side of the remarkable new road now being built between Avonmouth and Shirehampton, near Bristol.

An enormous crowd lined the narrow strip and watched the racing with interest for six hours. Results:—

Touring light cars up to 1,100 c.c.: A. R. Passey (G.N.), 57½ secs.; P. Bonnett (G.N.), 1 min. 33½ secs. Sports models up to 1,100 c.c.: A. J. Sgonina (G.N.), 35 secs.; Lord Cheddar (G.N.), 57½ secs. Any model up to 1,100 c.c.: A. J. Sgonina (G.N.), 33 secs.

### Angel Bank.

An excellent and representative entry has been received for the Sutton Coldfield and North Birmingham A.C.'s annual hill-climb, which takes place to-morrow, Saturday, at Angel Bank, near Cleobury Mortimer. Angel Bank lies on the road from Cleobury Mortimer to Ludlow, on the slopes of the Clew Hill. Straight for the distance of half a mile and with ample pulling-up room, it provides a good situation for the purpose, especially in view of the difficulty of obtaining a suitable hill in the Midlands. The event will be run on the now generally accepted plan of allowing each competitor not more than two ascents of the hill, and as there are only 15 classes, comprising motorcycle, cyclecar, and car entries, the minimum of time should be occupied in running them off. A feature of the classification is that three-wheelers will compete against both sidecars on time and against the low-powered four-wheelers on formula.

### B.S.A. and Wycliffe Cups.

At a meeting of the Redditch and District Motor Cycle Club (affiliated to the Auto-Cycle Union) it was decided that the first reliability trial open to the Centre should take place on April 21st, the premier awards being the B.S.A. and Wycliffe Cups. We are informed by the hon. Press secretary that cyclecars are welcome, and usually figure in the club's events.

### FORTHCOMING EVENTS.

FROM APRIL 21st to APRIL 29th.

**April 21st.**—Disabled Drivers' Motor Club A.G.M. A.-C.U. Eastern Centre Closed Reliability Trial, Start Ipswich. Redditch and District M.C.C. Reliability Trial. Sutton Coldfield and N. Birmingham A.C. Closed Hill-climb. Angel Bank, Cleobury Mortimer, Salop. North-West London Motor Club's Hill-climb. Meet Northaw Church, near Potters Bar.

**April 22nd.**—Surbiton Motor Club's Social Run. York and District Motor Club's Run to Sutton Bank.

**April 26th.**—Worcester and District and Worcestershire Motor Club's Social Run.

**April 27th.**—Ealing and District M.C.C. London-Holyhead, A.-C.U. Eastern Centre Social Run and Picnic.

**April 28th.**—York and District Motor Club's Sutton Bank Hill-climb. Middlesex County Automobile Club's Opening Run to Brooklands. Junior Car Club's Spring Meeting at Brooklands. Junior Car Club (Northern Centre) Hill-climb. Essex County and Southend-on-Sea Automobile Club's Relay Hill-climb. South Midland Centre A.-C.U. Hill-climb at Kop.

**April 29th.**—Italian Cyclecar Grand Prix, Monza, Milan. Surbiton Motor Club's "Find-your-way" Trial. York and District Motor Club's Rosedale Chimney Freak Hill-climb.

### In the Lake District.

The Cumberland and Lake District motoring season has commenced, although the weather during the past weeks has not been exactly ideal so far as the Lake District is concerned. Generally speaking, the roads are in fairly good condition, although narrow at places, and, of course, very hilly. The recently formed Whitehaven and District (Cumberland) Motor Cycle and Light Car Club, had a trial run on Easter Monday, when a hill-climbing competition was held under the auspices of the Auto-Cycle Union.

### J.C.C. Spring Meeting.

Eleven events are down for decision at the Junior Car Club's Spring Race Meeting, which takes place at Brooklands on April 28th, when racing begins at 1 p.m. This year there will be races for individual makes of cars, one definite event being a Rover scratch race for standard as catalogued 8 h.p. Rovers in full touring trim. The ladies' handicap, the disabled drivers' handicap, and the ten-lap handicap will also figure as usual. Entries closed on Wednesday last, April 18th, at ordinary fees, and were accepted at double fees up to first post this morning, Friday, April 20th—rather quick work, as the entry forms were not received by the majority of the members of the Club until April 13th. As the entire entry is made up of small cars of 1,500 c.c. and under, the event is of more than ordinary interest to light carists.

### The London-Holyhead

The Berkeley Arms Hotel, Cranford Bridge, Middlesex, will be the starting-point of the Ealing and District Motor Cycle Club's fourth annual 24-hour London-Holyhead trial, the first man leaving at 12 o'clock midnight on April 27th. The following is the route:—Maidenhead, Reading, Wantage, Faringdon, Cirencester, Birdlip, Gloucester, Hereford, Kington, Radnor, Rhayader, Devil's Bridge, Llangurig, Llanidloes, Stay-a-Little, Machynlleth, Cemmaes, Dinas Mawddwy, Bwlch-y-Groes, Bala, Ffestiniog, Bettws-y-Coed, Capel Curig, Bangor, Mearai Bridge, Moio, Holyhead. The principal award is the Maude's challenge shield, but, in addition, there will be gold, silver, and bronze medals. Cups will be awarded to the best trade team performance, and for the best club or privately nominated team performances.

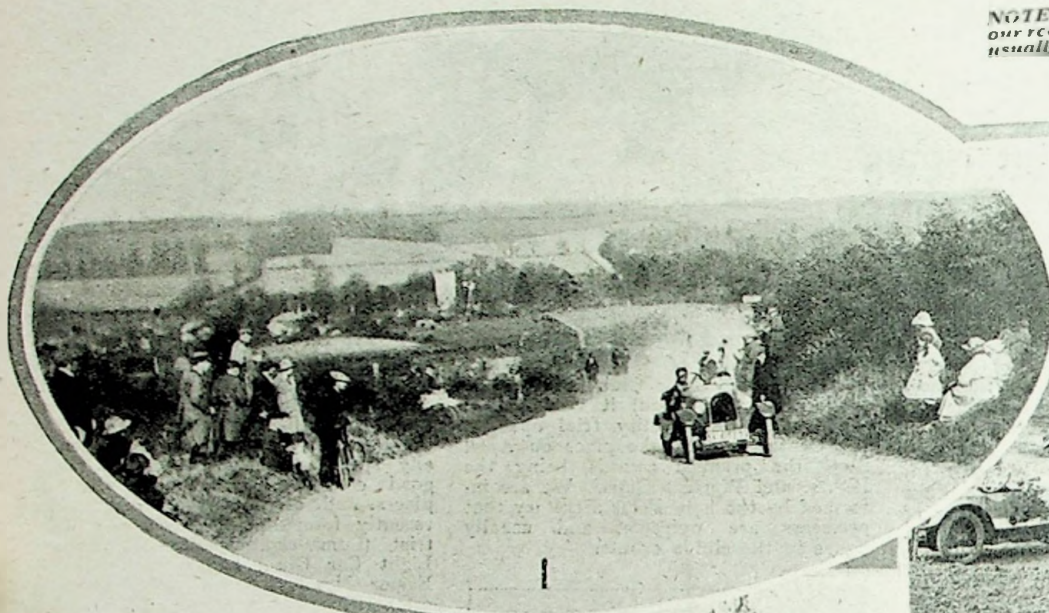
### The Scottish Six Days.

The Edinburgh Club's Scottish "Six Days" trial, from May 8th to 12th, promises to be one of the most interesting events of the year. Although the route is not yet announced, we can rely on Campbell McGregor and his lieutenants to discover roads that will thoroughly test the capabilities of the competitors and their mounts, and already in motoring circles this trial is being discussed with liveliest anticipation. The entries have not yet closed, but we understand that a very representative selection of small cars is already down to face the starter. The "Six Days" is an event worthy of the full support of manufacturers, and is usually regarded as a classic event.



## WEEK-END EVENTS IN DETAIL.—Disabled Drivers Battle Again at Balkum's Hill.—C

NOTE.—Club competitions and events are created for our readers are especially referred to the special usually figures in each issue of this journal. of particular



### ABLE-BODIED TEAM WINS THE DAY.

WHEN disabled drivers pit their strength and skill against an able-bodied team they must be credited with no small amount of optimism and a vast amount of pluck, but it is not altogether surprising if they fail to win the day.

Last Saturday's hill-climb at Saffron Walden, organized by the Disabled Drivers' Motor Club, proved extremely interesting, and the disabled team suffered what must really be regarded as a very fine defeat in the face of difficult odds.

The results in brief are as follow:—Time: Able-bodied team, 61 points; formula, 57 points. D.D.M.C.: Time, 46 points; formula, 50 points.

In parenthesis, it may also be mentioned that the D.D.M.C. were handicapped, first, by the non-appearance of N. Fielden, a particularly capable G.N. driver; and, secondly, by the fact that, owing to some cause which we were unable to ascertain before leaving, Gordon England's racing A.B.C., which put up a very fine performance, was disqualified.

### Mayor Acts as Starter.

The venue was Deemster Lane, about a mile and a half from Saffron Walden. It is a fairly easy climb, averaging perhaps 1 in 12, and finishing up with a short stretch 1 in 9. In length it is less than half a mile, whilst, apart from a bend near the start, it is practically straight. High-speed work, therefore, was the order of the day, and even those cars heavily loaded, with an eye on formula, made quite speedy ascents.

Mr. D. Miller, J.P., Mayor of Saffron Walden, acted as the starter, and electric timing was adopted. The organization was somewhat disappointing, and the cars did not follow one another so



Disabled Drivers' Hill-climb. (1) The Derby photographed on the final fairly easy bend of Deemster Hill. (2) In the paddock, an animated scene previous to the departure of the cars for the starting line. (3) Class I parked at the start, awaiting the instructions of the Mayor of Saffron Walden.

quickly as is necessary to maintain the interest of the spectators, but accidents will happen even in the best-regulated hill-climbs, and, as the officials had worked long and hard in the first instance to ensure that the event should pass off without a hitch, one refrains from further criticism.

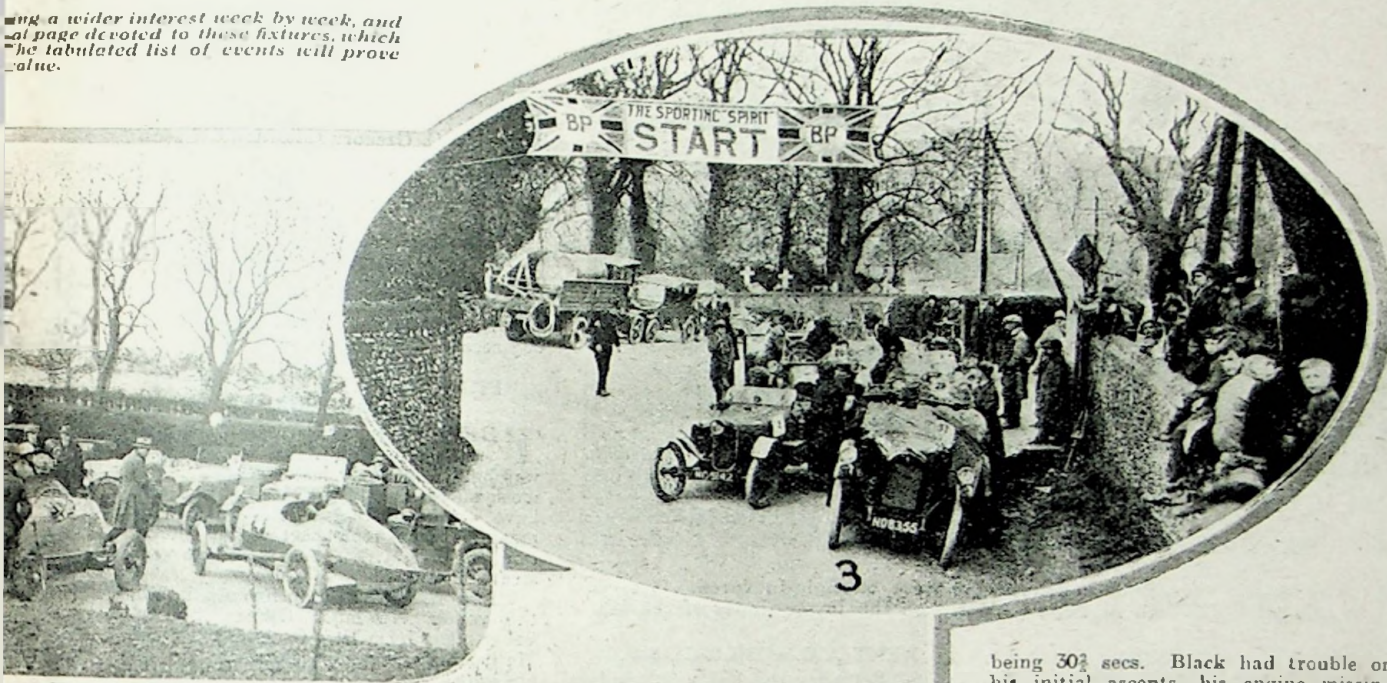
For the edification of the reader, it will probably be more satisfactory to give individual performances rather than to treat each class separately, the results





# At Odds at Saffron Walden.—Kent A.-C.'s Hill-climb Creates Much Local Interest Civil Service Motoring Association Makes Big Success of Inaugural Rally.

ing a wider interest week by week, and  
al page devoted to these fixtures, which  
he tabulated list of events will prove  
alue.



At Balkum's Hill. (4) C. Gregory (Mathis) cuts in as close as possible to the near side of the top bend. (5) R. M. Cleaver (K.R.C.) puts a big strain on his chassis as he corners at speed. Note the cant of the body. (6) Winterfold Hill. Members of the C.S.M.A. watching fellow members' ascents.

being deemed sufficient to show how the cars fared in this respect.

There were ten classes altogether, ranging from standard touring two-seaters under 1,100 c.c. to racing cars unlimited, the list of entries including several of the speediest cars in the competition world.

The fastest time of the day was made by Norman Black's G.N. (H. R. Godfrey's old belt-driven "Blue Bottle," which has changed hands), the time

being 30½ secs. Black had trouble on his initial ascents, his engine missing spasmodically; but, on his final attempt, he streaked up the gradient faultlessly, skidding the first corner in fine style and raising a cloud of dust which somewhat robbed the spectators of the enthusiasm which they would otherwise have felt at such a fine performance!

B. H. Austin's Bugatti, a reference to which appeared in our previous issue, was disappointing. It never really got into its stride, owing to plug and pressure-feed troubles, and, unfortunately for its driver, undoubtedly the fastest ascent which it made had to be cancelled, owing to the failure of the electric timing apparatus. Austin, however, clocked 37 secs., and more will be heard of his Bugatti when it really settles down in its stride.

## Performances in General.

The remaining cars may be summed up as follows:—R. J. Lockyer (G.N.) battled against odds, owing to a partial loss of compression on one cylinder, and his performance, therefore, was not surprising. Eric Longden (Eric Longden) made consistently good ascents, as did also F. Payze (Derby). J. W. Walley (Rover) was none too fast, but Gordon England's Austin Seven slipped up at a surprising speed with three aboard, amidst murmurs of approbation from those lining the road.

G. N. Macintosh (Service model Unit) was distinctly good, but his team mate, F. Harris, on the Standard model Unit, was slower than anticipated, owing to magneto trouble. A. Hatch (Gwynne Eight) ascended easily and without fuss, whilst A. Walsgrove (standard four-seater Riley) put up a surprisingly good performance.

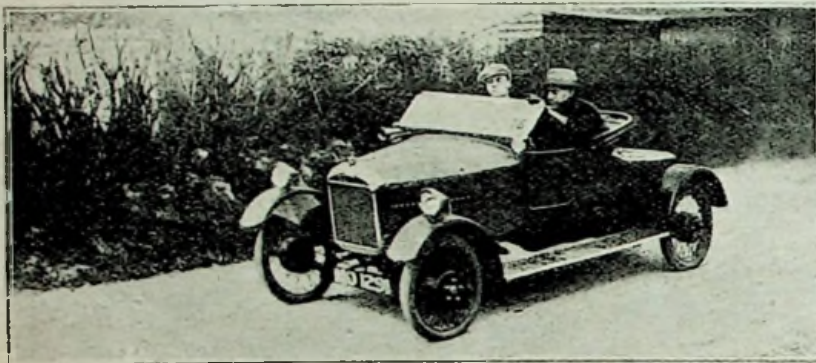
E. G. Jackson (G.W.K.), whose running weight exceeded 1 ton, was fast and silent despite the limitations of a



## WEEK-END EVENTS (contd.).

1.368 c.c. power unit when thus loaded; R. S. Prior and G. A. Pope (standard two-seater G.W.K.s) showed what a difference a lighter load can make by ascending at least 5 m.p.h. faster than was anticipated by our observer.

A. H. Doherty (Eric-Campbell) was good, whilst C. Finch (G.N. Vitesse—the same car which made the fastest time of the day at Simms Hill) ran B. H. Austin (Bugatti) very close for the second fastest time of the day.



AT SAFFRON-WALDEN. — Friction-driven cars were strongly in force. Here is G. A. Pope (G.W.K.) on the lower slopes of the hill.

A. Walsgrove (sporting Riley) handled his car in excellent fashion, came steadily but at a fine speed round the bottom bend, and reached the summit without a falter, but D. Drummond (Silver Hawk) slithered somewhat alarmingly around the same bend, otherwise making an excellent climb. Gordon England, looking supremely happy at the wheel of his famous 200-mile racing A.B.C., handled the car wonderfully, despite his disablement, making a fast, spectacular, and faultless climb.

In the class for standard touring cars unlimited there were several entries over 1,500 c.c., but it was noticeable that, generally speaking, the small cars were far better on time and formula, a statement which is borne out by the results, W. T. Rees (Hampton) being the only "big" car driver to figure in the results of the "first three."

In conclusion, it may be mentioned that there was a great deal of local enthusiasm, the prominent part taken by the Mayor of Saffron Walden no doubt contributing in a great measure. The police also rendered valuable and courteous assistance, and the event certainly must rank as a successful and well-attended hill-climb.

## PROVISIONAL RESULTS.

Class 1.—Standard touring two-seaters under 1,100 c.c. Time: 1, F. Payze (Derby); 2, E. Longden (Eric-Longden); 3, R. J. Lockyer (G.N.). Formula: 1, F. Payze (Derby); 2, Gordon England (Austin); 3, A. Hatch (Gwynne Eight). Class 2.—Standard touring four-seaters under 1,600 c.c. Time: 1, A. Walsgrove (Riley); 2, E. G. Jackson (G.W.K.). Formula: 1, A. Walsgrove (Riley); 2, E. G. Jackson (G.W.K.). Class 3.—Standard touring two-seaters under 1,500 c.c. Time: 1, R. J. Lockyer (G.N.); 2, G. A. Pope (G.W.K.); 3, R. S. Prior (G.W.K.). Formula: 1, R. J. Lockyer (G.N.); 2, R. S. Prior (G.W.K.); 3, F. Harris (Unit). Class 4.—Standard sporting cars under 1,100 c.c. Time: 1, N. Black (G.N. Vitesse); 2, C. Finch (G.N. Vitesse); 3, E. Longden (Eric-Longden). Formula: 1, Gordon England (Austin); 2, C. Finch (G.N.); 3, F. Payze (Derby). Class 5.—Racing cars under 1,100 c.c. Time: 1, N. Black (G.N. Vitesse); 2, C. Finch (G.N. Vitesse); 3, E. Longden (Eric-Longden). Formula: 1, C. Finch (G.N. Vitesse); 2, F. Payze (Derby); 3, N. Black (G.N. Vitesse).

Class 6.—Standard sporting cars under 1,500 c.c. Time: 1, N. Black (G.N.); 2, A. Walsgrove (Riley); 3, D. Drummond (Silver Hawk). Formula: 1, A. Walsgrove (Riley); 2, D. Drummond (Silver Hawk); 3, C. Finch (G.N. Vitesse). Class 7.—Racing cars under 1,500 c.c. Time: 1, B. H. Austin (Bugatti); 2, E. Longden (Eric-Longden); 3, A. Walsgrove (Riley). Formula: 1, A. Walsgrove (Riley); 2, B. H. Austin (Bugatti); 3, E. Longden (Eric-Longden). Class 8.—Standard touring cars unlimited. Time: 1, H. T. Rees (Hampton); 2, R. S. Prior (G.W.K.); 3, A. Walsgrove (Riley). Formula: 1, A. Walsgrove (Riley); 2, Gordon England (Austin); 3, W. T. Rees (Hampton). Class 9.—Racing cars unlimited. Time: 1, N. Black (G.N. Vitesse); 2, B. H. Austin (Bugatti); 3, A. Walsgrove (Riley). Formula: 1, A. Walsgrove (Riley); 2, C. Finch (G.N. Vitesse); 3, N. Black (G.N. Vitesse).

## Results.

Touring two-seaters, not exceeding 1,100 c.c. (amateur):—1, S. H. Constable (Morgan), 70½ secs.; 2, R. M. Cleaver (K.R.C.), 84½ secs.; 3, G. M. Burt (G.N.), 92½ secs.

Ditto (general):—1, S. H. Constable (Morgan), 68½ secs.; 2, J. F. Deverill (Gwynne), 74½ secs.; 3, G. M. Burt (G.N.), 79½ secs.

Touring two-seaters, not exceeding 1,600 c.c.:—1, C. Stanbridge (Albatross), 71½ secs.; 2, R. M. Cleaver (K.R.C.), 80½ secs.; 3, C. Gregory (Mathis), 84½ secs.

Four-seaters, not exceeding 1,600 c.c.:—1, C. Stanbridge (G.W.K.), 1 min. 56½ secs.; 2, J. Tisley (Albert), 2 mins. 1 sec.

Standard sports cars:—1, R. J. Cramp (A.C.), 64½ secs.; — Evans (G.N.), 72½ secs.

Racing cars:—1, L. Humphries (G.N.), 57½ secs.; 2, R. J. Cramp (A.C.), 60½ secs.

## BIG RALLY AT NEWLANDS CORNER.

THE inaugural run of the Civil Service Motoring Association, which was held on Sunday last, was one of the most successful of its kind which we have attended, and if the number of members who took part is an indication, the C.S.M.A. should become a very strong body.

There were three contingents in all, the venue, Newlands Corner, Surrey, being made from Kew Green, the Albert Hall, and Clapham Common respectively.

Newlands Corner has perhaps never seen more picnic parties, for at 12.45 over 100 members and friends sought the more protected spots, the air not being particularly warm.

During lunch a party set off to arrow the course to Winterfold Hill, to which spot at 2.30 a move was made. Winterfold Hill, whilst not being a freak gradient, forms a very useful test for a standard car, and nearly 50 per cent. of the members present tried out their machines. The only light cars to make the climb were a Stoneleigh and an A.B.C., the latter making a speedy ascent.

After everyone had had an opportunity of making the climb if he felt so disposed, a move was made to the Bull's Head Hotel, Ewhurst, where tea was provided.

After tea members and friends were entertained by the musical section of the Association, an impromptu concert of about two hours' duration being given.

The rally was in every way a success, the long column of vehicles which eventually made its way back to town bearing testimony to this; we should, however, like to make a suggestion to the organizing secretary. When anything in the nature of a hill-climb, timed or otherwise, is contemplated, it is essential that some means of signalling should be introduced so that confusion may not arise.

The C.S.M.A. represents the biggest purely private motoring body, and, unlike the average club, its social events are likely always to be well attended. In view of the fact that experts are in the minority, hill-climbs and speed trials—if such be held—may not prove so interesting from the spectators' point of view, but standard machine trials appeal strongly to the buying public.



*"Deserve all the praise they get"*

## The Amazing 'A-C'

### 12 h.p. Car

*"Worth more than any other."*



*Delacare Mansions,*

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*"I read with pleasure of the splendid performance of your 'A-C' at Brooklands by climbing the test hill so many times. I really think that 'A-C' Cars deserve all the praise they get. Last June I left London with my 'A-C' for a tour through France and Italy with my wife and daughter and a good supply of luggage, and I covered well over 3,000 miles. I had such confidence in the 'A-C' that I only carried as spares one valve complete with one extra cover, and had occasion to use neither. During the whole journey I had no trouble whatever, the car was the admiration of all who saw it. The Mount Cenis was climbed in fine style and the Maritime Alps, with their many hairpins and steep gradients, were taken splendidly. On the return journey I had the proverbial three punctures, but apart from that I might have carried no tools. On a thorough examination of the car after this rather strenuous journey I found the 'A-C' perfect in every respect and the tyres none the worse for it. I enclose a few snaps and an itinerary of my journey, and if you wish to know more I shall be pleased to give you fuller details.*

*"Wishing you and your cars every success."*

*Yours faithfully,*

*(Sgd.) A. MARLANI.*

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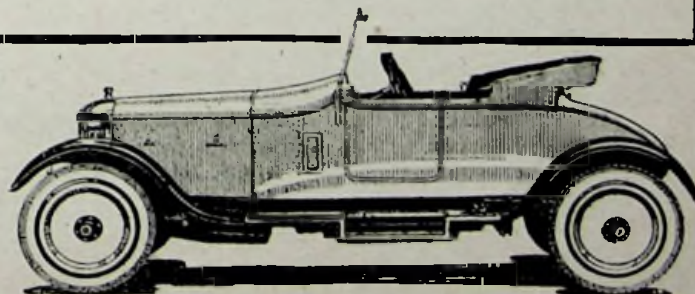
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 'neath the Bough,  
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 —and Thou  
 Beside me singing  
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 And Wilderness is  
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*With apologies to  
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 INVINCIBLE  
**TALBOT**

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Its quality, its comfort, its appearance  
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 We invite you to inspect this invin-  
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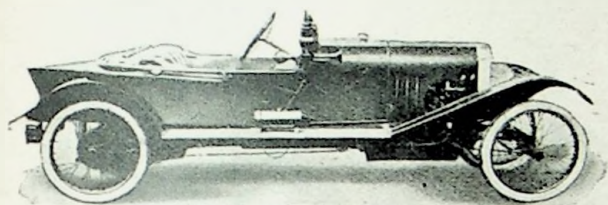


## BACK TO THE REAL CYCLECAR.

Pioneers Getting to Work Again with a View to Producing New and Improved Types.

*The writer of the accompanying article has at heart the interests of a section of the motoring community which, ten years ago, represented the backbone of the cyclecar industry, but nowadays, undoubtedly, is suffering from neglect. There is still plenty of room on the market for the really simple machine, which may be said to represent a step up from the motorcycle.—Ed.*

**T**HERE is at present a large section of the economical motoring public which deplores the present-day tendency on the part of manufacturers to produce small cars which, so far as possible, are replicas of their larger road companions.



The 1921 Popular Model G.N. This excellent little vehicle is no longer manufactured, a gearbox having taken the place of the final chain drive.

The introduction of such improved vehicles must be accepted, it is true, as being all for the good; they are designed on sound principles, are made to last, whilst much scientific thought has been exercised in their construction, so that, from an engineering point of view, they offer no grounds for adverse criticism.

The fact remains, however, that designers are tending more and more to explore new fields rather than to develop those in which their first ideas were worked out—ideas which they might, therefore, have pursued and perfected with great advantage to a big section of the buying public.

### What is Wanted.

One might investigate at this point exactly what are the requirements of the class to which reference has been made. They are as follows:—

In the first place, they wish to motor at the lowest possible cost, and, commensurate with this condition, with the greatest possible comfort. The motorcycle and sidecar, therefore, is ruled out, whilst the average light car is very likely too expensive.

The vehicle which most nearly approaches their ideal is the three-wheeler, and the continued popularity of such simple types as those which still retain

chain drive and two forward speeds only, proves the contention which is made. The three-wheeler, however, does not entirely fill the bill, and a four-wheeler built on much the same lines is urgently required.

The writer takes as a worthy example of the particular type under discussion the 1912 G.N., with its twin-cylinder, air-cooled engine, chain drive to a simple-type Ferodo-faced clutch mounted on a countershaft, thence by twin chains to a second countershaft embodying dog clutches, and a final drive by two large-section belts. The layout of this machine may be compared favourably, from the economical motorist's point of view, with any at present on the market: its particular attraction lies in the fact that nothing is hidden, that everything is accessible, and that expensive repairs are never necessary.

### Will Belts Be Tolerated?

It is the sort of job capable of being looked after and kept in proper working order by any man with only motor-cycling knowledge, and such a machine could be taken over with a mind entirely easy on the score of the possible amounts which would have to be

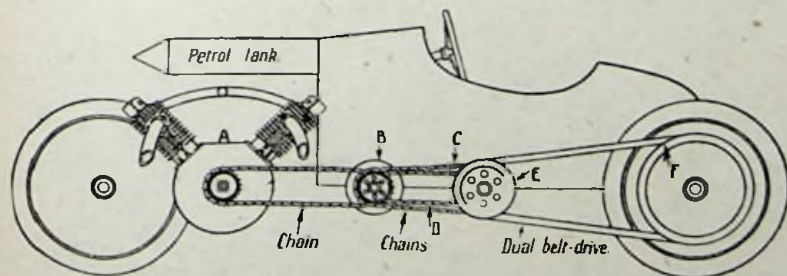


With engine at the rear. The A.V., a notable example of simplicity in design, coupled with low first cost and upkeep.

spent on repairs, etc., in the future. En passant, it is worthy of note that in our own experience a belt-driven G.N. of the earlier type covered no fewer than 18,000 miles with few renewals.

Criticism will, of course, be levelled at the final step in the transmission, but it must not be forgotten that two belts are being used, and that, therefore, the troubles associated with this form of drive are practically non-existent. The differential question is solved in a moment, whilst the construction of the rear axle is as simple as that of the front, because each wheel floats separately on its own hub.

The writer is aware that there are at present on the market simple-type machines which conform, generally speaking, with the suggested condition of simplicity. There are, for instance, the Tamplin, Metro-Tyler, A.V., and Gibbons, to mention only four; but there should be a far wider selection, and the writer is convinced that the specification which he has outlined is the one upon which designers ought to concentrate in order to capture the particular section of



The layout of a simple cyclecar on the lines of the 1912 G.N. (a) 90-degree air-cooled engine. (b) First countershaft, carrying simple-type clutch. (c) Low-gear chain. (d) Top-gear chain. (e) Countershaft with 8-in. belt pulleys. (f) Final drive by belts over large rear pulleys.

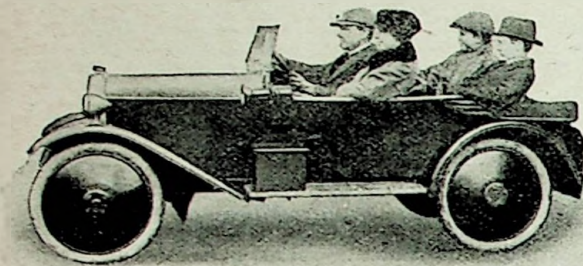
BACK TO  
THE OLD.



*BACK TO THE REAL CYCLECAR (contd.).*

the public which at present is in a mood to favour this machine, but will very soon make up its mind to go in for something more expensive.

It may here be taken as a very significant fact that one of the pioneers of the movement, namely, Mr.

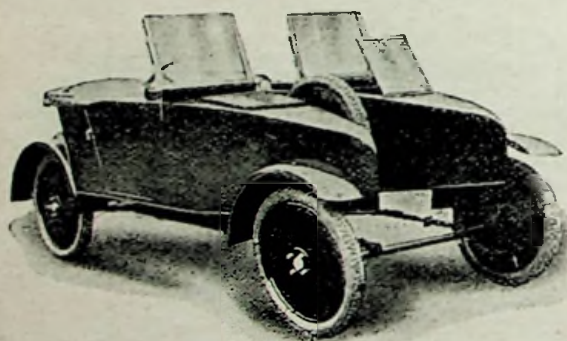


The New Carden, a feature of which is the combined two-stroke engine and gearbox.

H. R. Godfrey, is at present engaged on the design of an air-cooled, chain-driven vehicle, and this undoubtedly is an extremely bold step. His lead unquestionably will be followed by others, and we believe that this season may mark the beginning of a new era in the simple cyclecar movement.

**Manufacturers' Views.**

It will have been noticed that other designers of four-wheelers, such as Messrs. Tamplin, Adamson, Avey, and Carden, also refuse to deviate from their present path and that they continue to concentrate on the most simple type of vehicle.



Unconventional, but with obvious possibilities. The Adamson twin car which is being improved by its designer.

Here are the condensed and recently expressed views of these pioneers:—

Mr. H. R. Godfrey: The machine upon which I am concentrating will appeal directly to the man who wants something better than a motorcycle and prefers four wheels to three; it will have a very high power-weight ratio and will fill what is, in my opinion, a very long-felt want.

Mr. E. A. Tamplin: I certainly feel that there will always be a future for the simple cyclecar, provided that the weight is rigorously kept down and that ample power is provided to avoid engine fatigue. Such essentials, together with good braking and a suitable reverse gear, enable the machine to compare favourably with other types.

Mr. F. Avey: I am still a believer in the light, cheap cyclecar, and I also believe that there will soon be renewed interest in this type, particularly if four-wheeled vehicles under 1,100 c.c. capacity and 772 lb. weight be taxed the same as three-wheelers. With regard to my own plans, I am busy with the

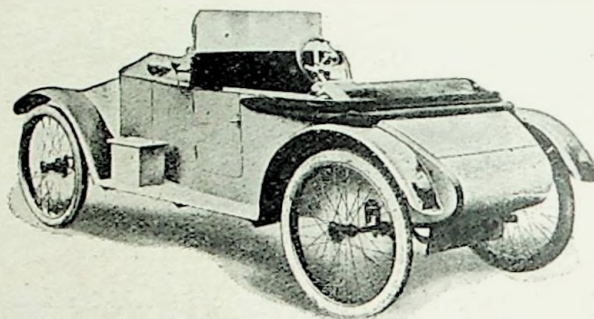
preliminary drawings of a new cyclecar embodying a 1,000 c.c. air-cooled engine.

Mr. J. V. Carden: I quite agree that there is likely to be a demand for the simple cyclecar. It appears to me to be purely a matter of price, and if a cyclecar of unconventional design can be produced at a substantially lower price than the light car, the public will have it.

Mr. R. Barton Adamson: I am still a firm believer in the real simple type of cyclecar with final belt drive. I feel convinced that there is enormous business to be done with the simple machine, and that the future true cyclecar will have a final belt drive.

\* \* \*

The writer hastens to correct the impression which may have formed in the reader's mind that he is criticising modern small economy cars. As has already been stated, these fill their own particular niche very worthily; but, excellent as they are, it must be admitted that they are not built on the lines



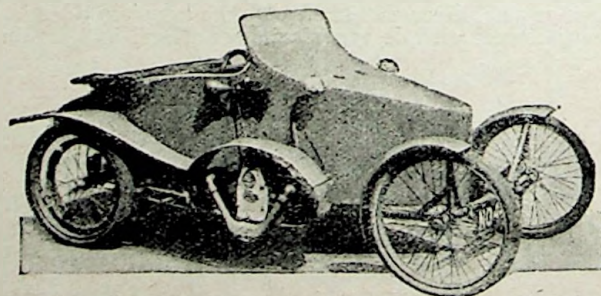
Employing final chain drive and an air-cooled engine, the Tamplin adequately meets the demand for a simple, economical, and reliable mount.

of the cyclecar of 1912, which, after all, started the public thinking, and proved to be the foundation of the whole economical motoring movement.

**The Brighter Outlook.**

There is room for this type of vehicle in just the same way as there is room for such excellent and simple productions as three-wheeled cyclecars, and it is felt that the range of economical motoring vehicles should provide a type to suit the purse and tastes of every purchaser.

Trade is improving, which means not only that production is getting cheaper, but that there is a bigger demand. Hence, in a few years' time it is to be hoped that, thanks to this increased demand, every type of small car will come in for its fair share of



In the Gibbons simplicity is the keynote. Actual experience with this machine reveals its surprising efficiency.

attention. Pending developments in connection with the simple economical vehicle will be watched closely and criticised fearlessly by this journal—a policy in which we know we have the whole-hearted support of our readers.



# A TRADE VERDICT

**M**OTOR manufacturers of to-day leave no stone unturned in order to produce the finest car at its price.

Car equipment has received special attention because they believe that it is as important as the car itself.

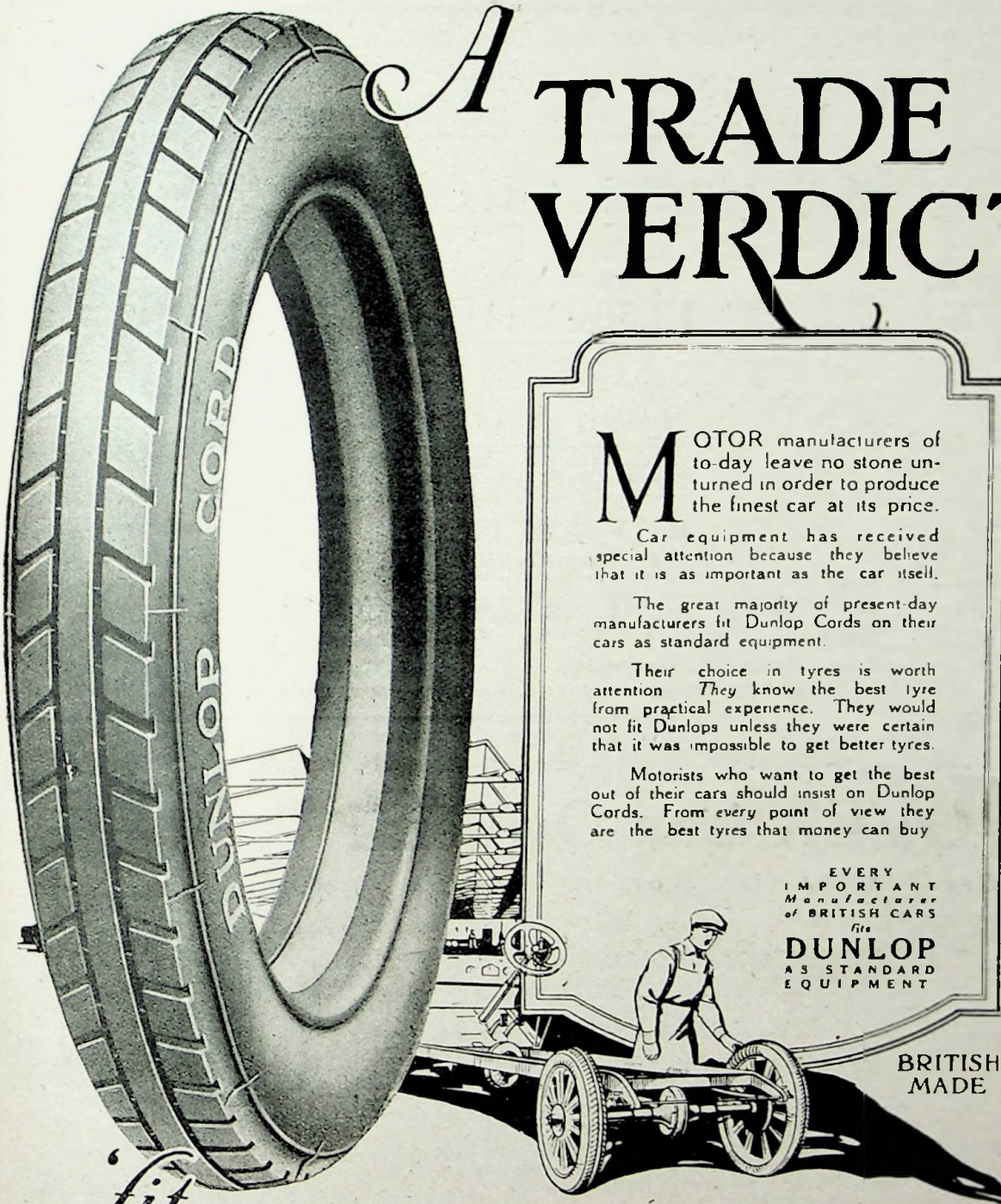
The great majority of present-day manufacturers fit Dunlop Cords on their cars as standard equipment.

Their choice in tyres is worth attention. They know the best tyre from practical experience. They would not fit Dunlops unless they were certain that it was impossible to get better tyres.

Motorists who want to get the best out of their cars should insist on Dunlop Cords. From every point of view they are the best tyres that money can buy.

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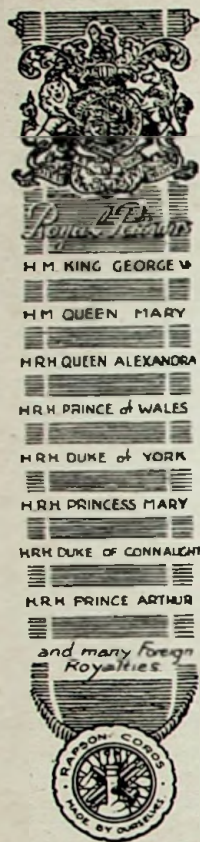
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Heavy Car, **WELL OVER 23,500 MILES** No trouble—Still running!  
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The equivalent to a journey round the World, or four years' motoring, on one set of tyres, without even a change from front to rear.

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Each car averages three hundred miles per day, six days per week.

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NO OTHER MAKE HAS EVER EXCEEDED 5,000 MILES IN ANY R.A.C. OFFICIAL TRIAL OF TYRES.

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He is so pleased with the results obtained from this that he wishes us to give you his opinion. The carburettor has put 15 miles an hour on the speed of his car, and he is doing 5 to 6 miles to the gallon more than he was previously doing. He wishes to congratulate the Solex Co. on the great benefits he has derived from the carburettor.

We thought this information might interest you.

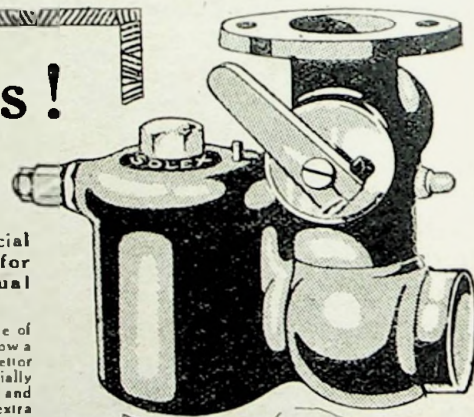
Yours faithfully,

Why not fit a Special Solex Rover Model to your car? You will obtain increased speed and acceleration together with more miles per gallon than you have ever obtained before. You can have it fitted on 30 days FREE Trial and prove our claims without obligation. Why not write for particulars to-day?

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There is a Special Solex Model for each individual make of car.

No matter what make of car you own there is now a Special Solex Carburettor which has been specially designed, tested, and proved to give you extra power and speed together with wonderful economy. Send us the name of your car and we will give you full details by return.



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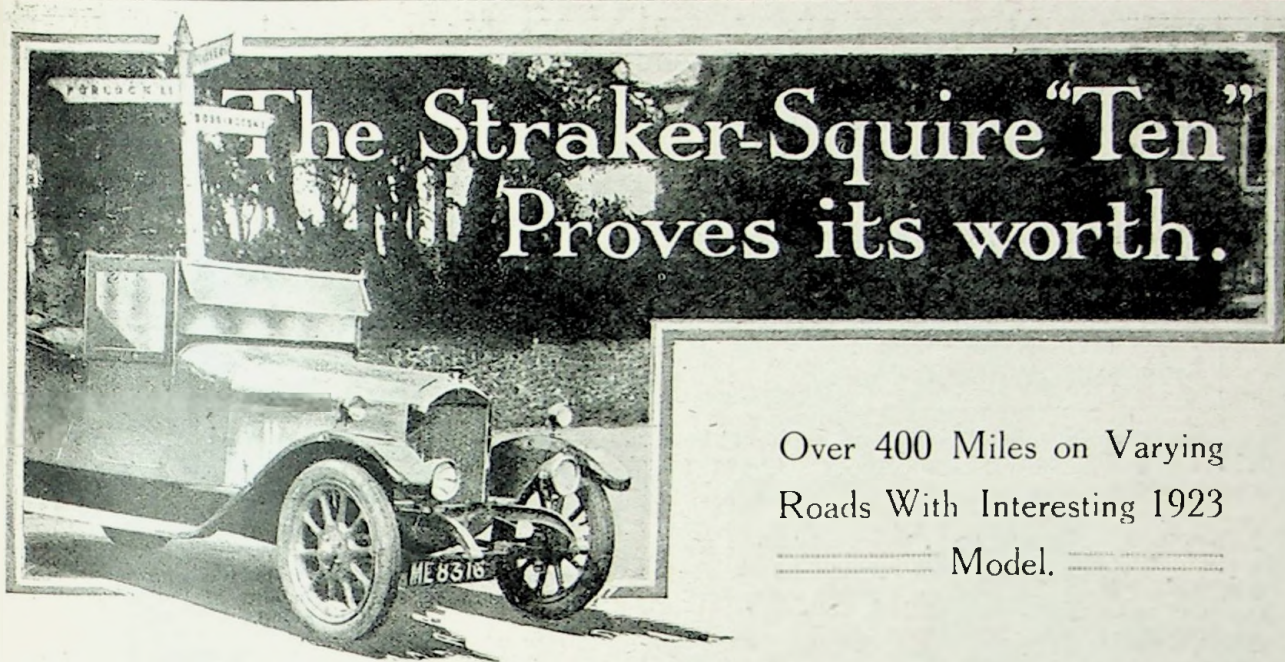
THE NO-TROUBLE CARBURETTOR

**HELP THE  
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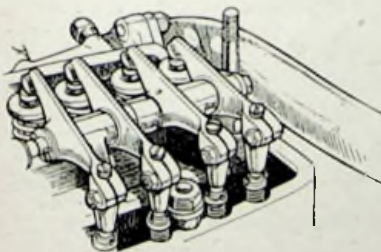
Over 400 Miles on Varying  
Roads With Interesting 1923  
Model.

WHEN a Pressman has to work to schedule times covering an event which takes place a considerable distance from London, he does not wittingly make the journey on any but a car that he knows to be reliable, comfortable, and fairly fast, wherefore our choice of a Straker-Squire light car, as a means of transport to Devonshire at Easter, is in itself a criterion of our opinion of its design, and in the formulation of our choice, no doubt, the reputation of its manufacturers played a certain part.

We have previously given a general résumé of the performance of the Straker-Squire on the open road, and as we were interested in the car we were glad to put it through its paces on an extended journey. Equipped with a four-cylinder overhead-valve engine, unit-constructed four-speed gearbox, and suspended on semi-elliptic springs all round, there is nothing out of the design of the Straker-Squire.

The coachwork appeared to us to be substantial and comfortable, and the detachable side screens, which form a portion of the all-weather equipment, proved themselves to be invaluable as a means of guarding against those chilly mist-laden draughts which one only seems to experience between three and four o'clock in the morning, at which time, in our case, we were wending our tortuous way on the road between Devizes and Bridgwater, having left Slough at midnight.

First and foremost, we must record a certain docility in the way in which the engine behaves that is very pleasing.



A noticeable feature. The overhead rocker mechanism.

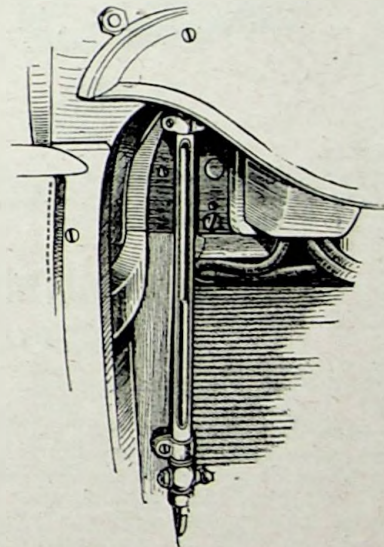
A staunch puller on top gear, it can climb all ordinary gradients such as those found in the Savernake Forest without recourse to the gear lever, but at the same time it revs. healthily, and achieves quite a useful turn of speed when

ascending really steep gradients on second gear.

Third speed permits of 40 m.p.h., and the maximum on top we found was 54 m.p.h. For a heavily laden 1,500 c.c. engine this is quite good, but what makes it all the more praiseworthy is the fact that the contemporary petrol consumption is well over 30 m.p.g.,

due, no doubt, to the efficient design of the valve gear, the combustion head, and the way in which the Solex carburetter and new type M.L. magneto do their work.

Unfortunately, when we took the car over it had come straight out of the body shop, and the springing had not settled down; it can best be described as lumpy, but it gave promise of comfort, and, in fact, improved considerably during the 400 miles we drove the car; it was also appreciably improved by the addition of extra load in the dickey seat. This fitting, it may be mentioned, is of a type more comfortable and roomy than that usually found on light cars, and, except for the absence of a hood and screen, provided really excellent accommodation for occasional passengers.



A useful fitting. The petrol gauge situated under the dashboard.

### Few Criticisms.

All light cars nowadays will climb Porlock, and the Straker did so without any hesitation; in fact, we even had the temerity to climb so far as the middle of the first bend on second gear, depending upon the gearbox to permit of an easy change right on the 1-in-5 gradient, and our anticipations proved to be correct. A difficult gear change in such circumstances is apt to be irksome.

There is no car that cannot be criticised, and if we were called upon to ask for improvements in the Straker-Squire, we would suggest attention be paid to the steering, which was none too light, probably

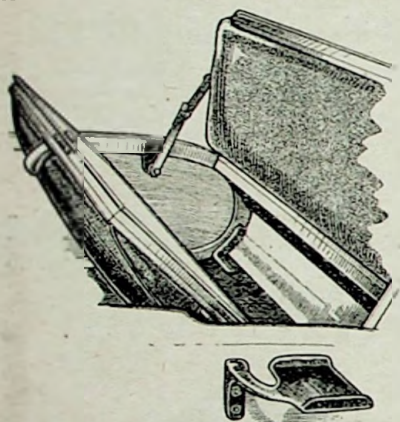


*THE STRAKER-SQUIRE "TEN" (contd.).*

due, no doubt, to the fact that the car was new, while the torque absorption in the back axle might be improved. If both brakes are applied really hard, so that the wheels are locked when the car is travelling at about 20 m.p.h. on a very bad surface, the back axle is inclined to judder a little, and there is by no means such effective braking in a backward direction as is obtained when the car is running forward, this probably being due to the turning effect of the axle on the springs.

**400 Miles Without Trouble.**

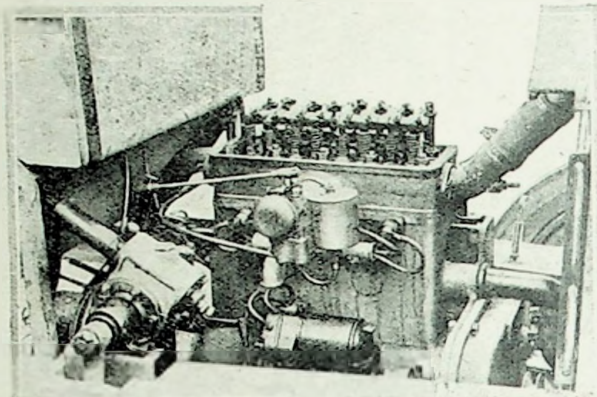
It is comparatively a small point, and would not be noticed unless the car were driven exceptionally hard, with a view to finding out faults. As to the rest, the coach work appears to be very sturdily built, and we covered the 400 miles without a trace of trouble, unless one can put down as a mechanical failing the fact that the fastenings for the all-weather equipment were not quite sufficiently secure.



The front portion of the boot hinges back to form the dickey seat, access to which is gained by a step.

The double-pane windscreen allows good visibility in the worst weather, the fitting of the front portion of the hood is watertight so that the equivalent of a coupé is obtained, the engine is quiet, freedom from vibration, and its response to the accelerator is very pleasing.

At £400 this light car is a notable new-comer; it is one that is already being appreciated by owners-drivers in all parts of the country, and, for a touring car, we should put it down as a lively, substantial, and roadworthy production.

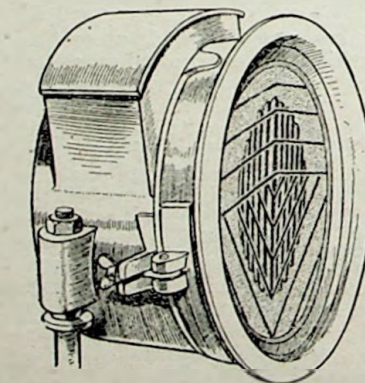


From this view of the engine, which has an exceptionally clean appearance, the accessibility of the carburettor will be noted.

In appearance the car is well balanced and orthodox, the polished aluminium bonnet setting off the radiator to advantage. Standard equipment includes properly an incorporated Ex-a-gun system of chassis lubrication, which simplifies upkeep, and, as a whole, nothing that is necessary is lacking. The makers' address is Straker-Squire, Ltd., Angel Road, Tottenham, London.

On bending down, it could be seen that a powerful and practically uninterrupted beam of light was being thrown from the upper portion of the reflector, and, therefore, a good driving light well below the eye level is provided. A similar demonstration was given with the National lens fitted to a bus lamp, in which

case the current supply was steady. Dazzle was again absent whilst a powerful beam was thrown on to a wall some 20 or 30 yards ahead.



The National anti-dazzle device is in the form of a special lamp-glass lens. The peculiar moulding of the glass is responsible for the effect produced.

**COUNTRY BUSES ADOPT ANTI-DAZZLE LENS.****L.G.O.C. Takes Steps to Make Roads Safer.**

WE have witnessed numerous demonstrations of anti-dazzle devices during the past twelve months, but the most convincing was undoubtedly that recently given at the London General Omnibus Co.'s training school at Milman Road, Chelsea. The L.G.O.C. have been searching for an effective device which would meet with the approval of Scotland Yard, for whilst the painted lens lamp was dazzle-proof, the lighting value was reduced to such an extent as to rule it out for really safe driving on the country routes.

The device now approved is known as the National, and consists merely of a lens to take the place of the ordinary lamp glass. This lens is indented with vertical flutes on the outside, whilst on the inside the glass is stepped in a peculiar manner, as may be seen in the accompanying illustration.

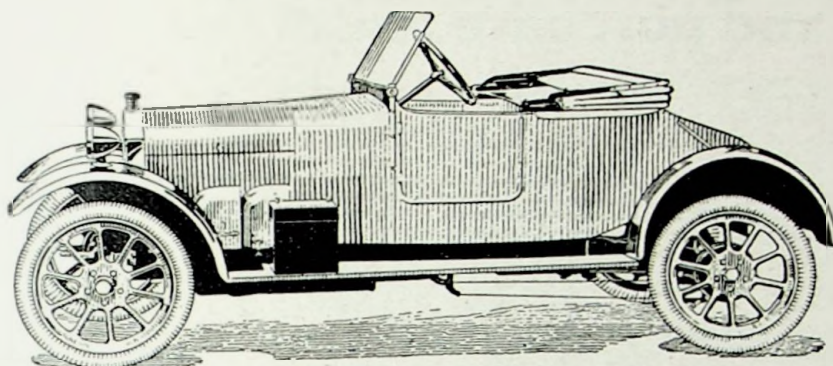
Viewed on the screen in the private cinema attached to the training school, it could be seen that the National lens rendered a lamp dazzle-proof, but although the pictures shown were interesting, the practical demonstration which followed was much more convincing.

**Convincing Demonstration.**

It was proved that whilst the driving light was reduced by about 12 per cent., there was no indication of dazzle, even well below normal eye level. In the case of a Ford car, when the engine was revved right out, when, of course, the lamps became almost incandescent, it was still possible to see the edges of the lamp when looking right into the beam.

The National lens is certainly effective, and in view of the reasonable price—17s. 6d. per pair in any size—it should become popular. These lenses can be obtained from any of the large accessory dealers.





The  
**Wolseley**  
 SEVEN      A High-grade "quality"  
 Car at a low price.

THIS beautiful small two-seater is on an entirely different plane from the numerous cheap cars of cyclecar type—it is a really high-grade car, built throughout to the same high standards as the larger Wolseley models, world-famous for their robustness and road efficiency. The two-cylinder engine possesses marked advantages over the miniature four-cylinder type. It gives a better performance on hills, the water passages are larger and more efficient, and the engine is consequently much more durable.

The coachwork is designed on the most modern lines, and the seating accommodation is roomy and comfortable. The car is easy and simple to control and the springing is delightful.

*Catalogue No. 5, post free.*

WOLSELEY MOTORS Ltd., Adderley Park, BIRMINGHAM.  
 (Proprietors: Vickers, Limited).

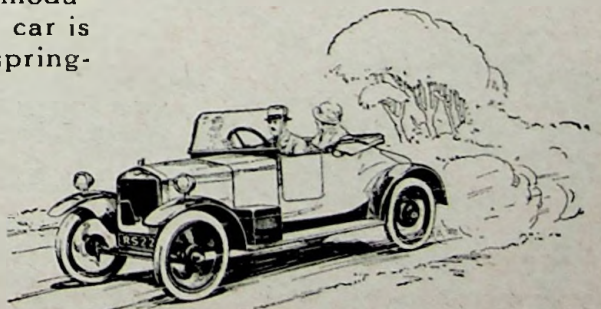
London Showrooms: WOLSELEY HOUSE, 157, Piccadilly, W.

**Price £199**

*The Equipment includes:*

Waterproof canvas hood;  
 Adjustable windscreen;  
 Spare wheel with tyre;  
 Electric horn; Electric lighting equipment, including pair of combined head and side lamps and tail lamp; number plates; tool kit.

*Dunlop Tyres fitted as standard.*



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 1922, Bleriot Whippet, electric lighting, spare wheel, hood, screen, petrol tin carrier, brand new, makers' guarantee ... 87 Gns.  
 1922, Salmson, 2-seater, dynamo lighting, brand new (slightly shop soiled) ... 175 Gns.  
 1922, 10 h.p. Hands, lighting and starting, occasional 4-seater (Chummy body), excellent condition throughout ... 175 Gns.  
 1922, Coventry Premier, 4-wheeler, 2-seater and dickey, condition excellent ... 130 Gns.  
 1922, G.N., Standard Model, fully equipped, as new ... 125 Gns.

1922, G.N. Legere Model, all aluminium, year's licence, 2 spare wheels, electric horn, spot light, superb condition... 130 Gns.

1921 delivered 1922, G.N. Legere Model, all aluminium, full equipment, excellent order throughout... 95 Gns.

1920, Morgan de Luxe, MAC engine, repainted, many extras, superb order ... 90 Gns.

1922/23, Warren Lambert, 2-seater with dickey, dynamo lighting, spare wheel, absolutely as new ... 135 Gns.

1921, Rover "8," fully equipped, speedometer, etc., excellent condition ... 95 Gns.

1915, 9 h.p. Horstman, 2-seater, electric lighting, spare wheel ... 70 Gns.

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ANY MAKE OF LIGHT CAR PURCHASED FOR SPOT CASH.

**H. F. EDWARDS & Co., 175-177, Great Portland Street, W.1**



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Motor and Cycle Engineer,  
Botanic Motor and Cycle  
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Hull.

"In my opinion there is nothing on the market anywhere near your 'Ambroleum' for efficiency, and I unhesitatingly recommend it to all my customers, and they, in turn, would refuse anything else offered as a substitute."

From Mr. W. H. Douglas,  
'Wroncrome,' 121, Mount  
Gold Road, Plymouth.

"About 2 years ago I wrote you, and you supplied me with information from whom I could obtain locally a supply of 'Ambroleum' for the gear box of my Swift car, and I am pleased to say that since using 'Ambroleum' I have not only had practically Silent Gears, but that whereas I was always buying other greases because they ran through the box, especially in warm weather, with yours my grease account has been reduced to an infinitesimal figure, only having bought twice in the last two years."

See what they say about  
**AMBROLEUM**  
"CLINGS TO THE TEETH"  
**THE GEAR LUBRICANT**

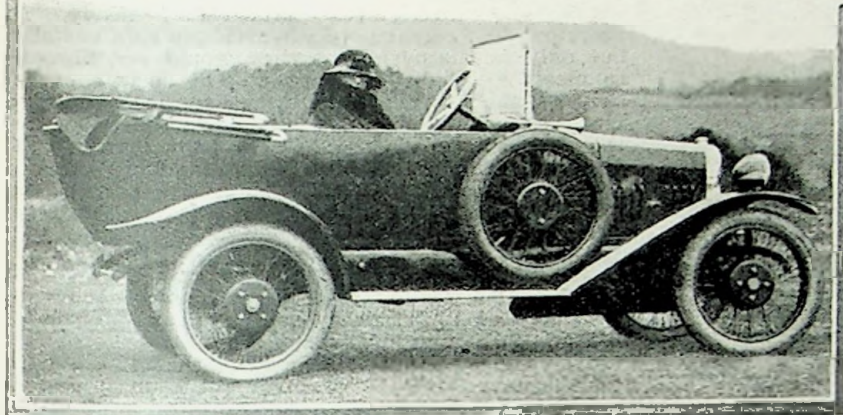
Read the above testimonials. They are only three of many hundreds published in our booklet "Silent Gears." Let us send you a copy.  
STERN'S, LIMITED, 46, Royal London House, Finsbury Square, E.C.

From Mr. A. Thomson,  
Cambuslang, Glasgow.

"I have a Belsize Car, and about 18 months ago owing to the excessive amount of lubricant I was using in my gear box, I decided to try your 'AMBROLEUM,' with the result that my cost per mile for lubricant for my gear box has been reduced to 10% of what it was before I used Ambroleum."



## THROUGH SURREY ON AN 8 H.P. CHARRON.



### IN BRIEF.

Engine: Four-cylinder  
Bore and Stroke: 58 mm. and 100 mm.  
Capacity: 1,057 c.c.  
Gearbox: Centrally controlled.  
Suspension: Semi-elliptic.  
Body: Three-seater clover-leaf.  
Price: £275.  
London Motor Garage Co., Ltd.,  
33-37, Wardour St., London, W.1.

### A Sturdy French Light Car with a Commendable Road Performance.

**T**HERE is no doubt that the small water-cooled four is the most popular type of small car on the Continent, and the French concerns certainly know how to build this type of engine. The 8 h.p. Charron, which is typically French, is fitted with a four-cylinder water-cooled engine of 1,057 c.c. The valves are of the side-by-side type, and the cooling is on the thermo-siphon principle, a fan being used in conjunction with a radiator of generous area. The three-speed and reverse gearbox is centrally controlled through a vertical-type gate, whilst the hand-brake, most conveniently positioned, is on the right-hand side. The body is of the three-seater clover-leaf type, access to the rear compartment being gained through a cut-away portion in the back of the front seats.

Although designed to take one passenger, it is possible to squeeze in two adults with a fair amount of comfort, although, of course, the chassis is not

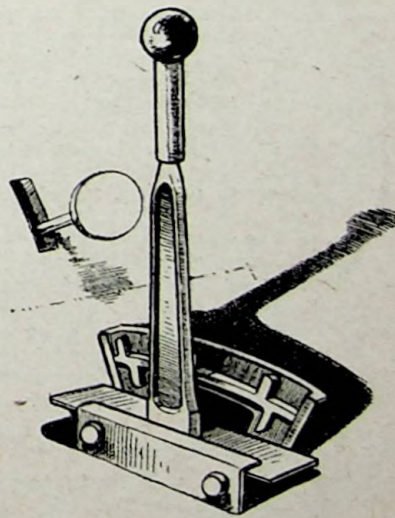
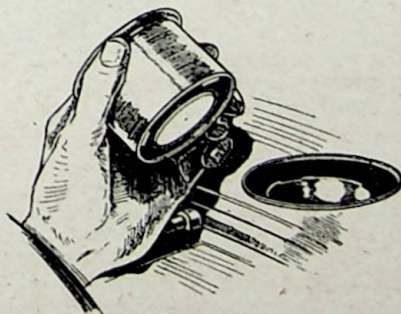
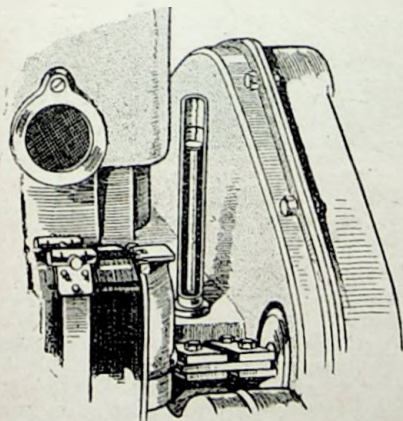
about it, which suggests solidity and the desirable quality of power production at moderate engine speeds.

### First Acquaintance.

On first taking over the driving wheel, a little practice is necessary to accustom oneself to the disposition of the control pedals, which, incidentally, are a trifle on the small side. We found that it was just a little difficult to operate the clutch pedal without touching the accelerator pedal, but this, of course, is only a question of use, as quite early on this feature ceased to cause further inconvenience.

In spite of the fact that the Charron does not boast of the capabilities of a sports model nor make any

### INTERESTING DETAILS.



The crankcase breather and the oil level indicator are shown in the sketch on the left. The petrol tank filler cap is instantly removed or replaced by pushing down and giving a quarter of a turn (centre). The centrally positioned gear lever (right) works in a vertical gate. The minimum amount of room is thus required to change gear.

designed to carry four passengers as a regular thing.

The characteristic of most small French fours is their ability to turn over at a high rate of revolution, and for this reason they are frequently termed "buzz boxes." Although the Charron unit is capable of high revs., there is quite a distinctive feeling

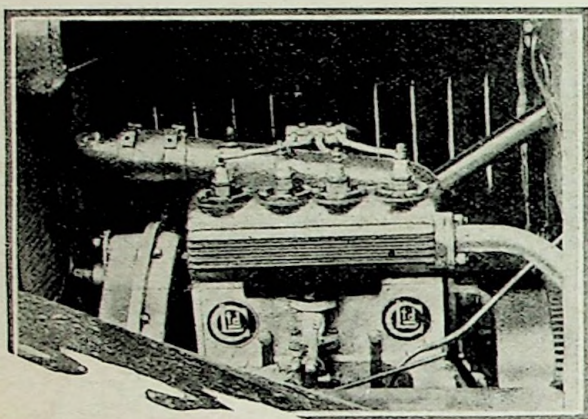
claim to a high maximum speed, it can certainly put up a very creditable average without showing signs of fussiness, a characteristic of many similar types of car. In the absence of a speedometer it is only possible to estimate the speed flat out on the level, and we should say that this was slightly in excess of



*THE 8 H.P. CHARRON ON TEST (contd.).*

40 miles per hour; the steering is so positive and directional and the car so well balanced that it holds the road quite soundly. For the first 20 miles or so gear changing called for a certain amount of finesse, owing to the fact that the clutch pedal was inclined to hang up, and that rather a sweeping movement with the gear lever was necessary to pass through the range of gears. This, again, is only a matter of practice, and one soon forgets that one is not changing with the ordinary type of gate.

The suspension, which is carried out by rather long semi-elliptic springs, is most efficient, but is



The positively driven fan and the combined inlet and exhaust manifolds will be noted. The engine, as is the chassis throughout, is built for hard wear.

certainly at its best when a full complement of passengers is carried, although the difference under varying loads is not so apparent as might be expected. Despite the absence of a controllable magneto the Charron performs exceedingly well on top gear, as no straightforward main-road hill called for a change down to second.

The climb up to Newlands Corner, a rendezvous well known to motorists, from the Shere side was just a little too stiff for top gear, but, even so, second was only engaged for a matter of a hundred yards or so. This must be considered very good going for a 1,000 c.c. engine in a car weighing 12½ cwt. with an additional load of three passengers. Pebble Coombe Hill, near Box Hill, Surrey, is a good example of a single-figure gradient, being 1 in 5½ at the steepest portion. The Charron made quite comfortable work of this on first gear, making two-thirds of the climb on second. Box Hill was then descended, and afterwards ascended at an average speed of about 15 miles per hour on second gear.

The braking system is very efficient, the braking strains being absorbed in such a manner that the car pulls up evenly and progressively from 40 miles per hour in direct relation to the pressure on the pedal or the pull on the lever.

### An Efficient Starter.

When the car was first taken over it was not appreciated that it was fitted with an electric starter, and the engine was therefore cranked over by hand. After stopping and switching off we were somewhat startled on getting out of the driving seat to find that the engine was running. Quite unconsciously the starter motor switch, which is located in the floor and covered with a mat, had been depressed, and it speaks volumes for the starter that we were, for a moment, at a loss to know how the engine had started.

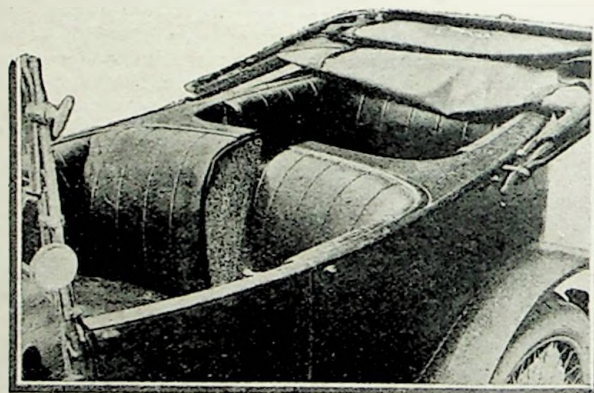
No better test of the efficiency of an electric starter

could be arranged than to leave the car out in a cold east wind for four hours and then, without flooding the carburettor or even touching the accelerator, to get the engine going by the merest touch on the starter pedal. This happened during our test, the engine starting instantly; in fact, one had to be at all times very quick in releasing the switch.

The weather in the South over the week-end was particularly stormy—rainstorms being heavy. We therefore had occasion to unearthe the side curtains, but only to discover that they would not fit quite so nicely as might be desired. The curtain on the driver's side, for instance, when in position, effectively screened the bulb of the horn, and therefore the forward turnbutton had to be released. The windscreen and the hood are commendably effective, the former being of the double-panel type of sturdy build, and the latter a distinctly one-man fitment.

### No Loss of Cooling Water.

The engine was found to be particularly docile and flexible, traffic work being quite a pleasurable undertaking. Although upwards of 200 miles were covered during the week-end, the level of the oil, as shown on the indicator, had dropped but a quarter of an inch, whilst the water in the radiator appeared to be at the same level as when the car was taken over, a fact which speaks well for the efficiency of the cooling system. Incidentally, it may be mentioned that the fan is positively driven from the timing case, the water leads are of large diameter, and that the top of the radiator is carried beneath the bonnet, and thus a large quantity of water is carried. A very commendable feature of the Charron is the large-section tyres with which it is shod, and these, in conjunction with the generous length of springs, combine to render the car a particularly comfortable one in which to ride.



The arrangement of the seating, in which four passengers can, if necessary, be accommodated. The coachwork is very well finished.

Summing up this admirable French production, which bears evidence of sturdiness of construction throughout both body and chassis, the only comments which we have to offer are in respect to the size and disposition of the control pedals and the all-weather side curtains; the former should be a little larger at the business ends and spaced farther apart, whilst the latter should be capable of being erected in the matter of a few minutes, as, of course, it is necessary to get out of the car properly to fit them in position.

The price of this car, which was loaned to us by the London Motor Garage Co., Ltd., 33-37, Wardour Street, London, W. 1, is £275, at which figure it represents excellent value, being a thoroughly well-built vehicle, and one which should give useful service over a long period of hard usage.

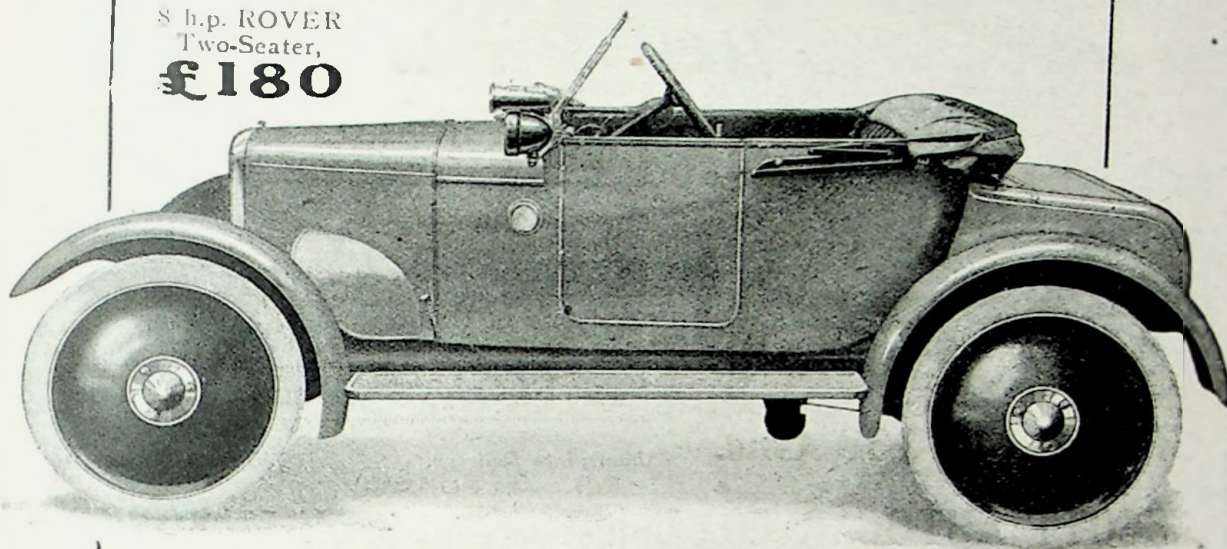


# ROVER

*"The Car that set the fashion to the World"*

8 h.p. ROVER  
Two-Seater,

**£180**



## The ROVER commands the open road *Whatever the Weather*

### APRIL SHOWERS

The 8 h.p. ROVER is transformed into a closed car in a few moments when April showers come on, for all-weather side curtains are part of the standard equipment of every model. No need, therefore, to fear the changeable weather—you can enjoy the sun in an open car, and shelter snugly when the clouds gather.

### COMFORTABLE TRAVEL

Rough roads don't trouble you in a ROVER 8. Potholes are smoothed out by the efficient leaf springing, while the upholstery of the body is equal to that of cars of twice the price. The horizontal twin engine, too, is perfectly balanced, and does not vibrate at any speed.

### NO "EXTRAS" TO BUY

When you pay £180 for a Two-seater ROVER 8 you obtain a fully-equipped car. Dynamo electric lighting, spare wheel and tyre, screen, hood, and all-weather curtains, and horn, are all included in the standard equipment. It is undoubtedly the most economical car to buy and run.

This is the range of ROVER Eights:—Two-seater, £180; Two-seater De Luxe, £200; Four-seater, £190; Four-seater De Luxe, £210; Coupe with self-starter, £240; Self-starter on other models, £15 extra; Dicky Seat on Two-seater, £2 10s. extra.

So far as can be foreseen at present, there is not likely to be any further reduction in the prices of Rover Cars during the 1923 season.

*Catalogue sent post free with pleasure.*

THE ROVER COMPANY, LIMITED, COVENTRY,  
60-61, New Bond Street, London, and Lord Edward Street, Dublin.



H.P.

**TO THE  
READER**

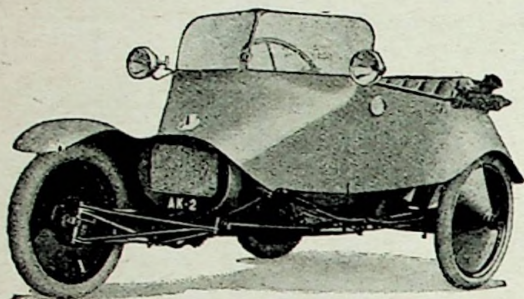
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# The Scott Sociable

## Tried & Proved



Price - 168 Gns.

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Out of 230 Starters only  
177 finished—the **Scott Sociable**  
was one of them.

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## OUR READERS' OPINIONS

We welcome at all times letters sent us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a nom de plume if desired. Letters should be as brief as possible and, preferably, typewritten. We reserve the right to make any alterations or deletions which we deem necessary.

### An Innovation for Brooklands—The Land's End and Prospective Light Car Owners—Fast Main Roads—An Economical Easter Trip—115 Miles on a Tin of Spirit.

#### Selling Races at Brooklands.

We notice with interest your article re standard cars racing at Brooklands and in hill-climbs. As we have always raced on standard productions, the various components being drawn from our stock, we are quite prepared to dispose of any car entered by us at any meeting at our catalogued standard price, before or after a race, providing the sale does not interfere with any immediate future event.

#### Why Not?

As we are very interested in the question, we should like the fact known that we are all in favour of the British Automobile Racing Club promoting events at Brooklands in the form of selling races. Why not? ERIC-LONGDEN CARS.

#### Standard Gears and the Land's End.

I was at Lynton at Easter, and as an enthusiastic owner-driver I was greatly interested in watching the cars climb Lynton Hill. What a great pity it is, however, that special gear ratios are allowed. Interesting as the trial was, it shows nothing in the way of the ability of standard cars to climb such hills. It would be most interesting

#### Freak Hills Not Wanted.

—and, I believe, enlightening—to know how many of the cars had special ratios.

Beggar's Roost is a freak hill, and I cannot see that any reasonable motorist would want to climb a hill with such a gradient and surface when it is off the main road. Lynton and Porlock are, however, main-road hills, and every car as supplied to the public ought to climb them. If the trial showed which cars would and which cars would not, it would be more interesting to me and probably to the majority of other car owners.

It seems to me that the trial would be far more informative if the M.C.C. excluded Beggar's Roost and stipulated that only standard gear ratios were used. W. H. RICHARDS.

#### Another Fast Stretch.

I have just been reading with interest *The Light Car and Cyclecar* of April 6th. You mention the Bath Road, Reading to Savernake Forest, as a fast and good stretch.

You say: "Is there a longer stretch and one equally as fast," etc.

#### From Baldock to Norwich.

I know this road very well, but in these respects it absolutely does not compare with Baldock to Norwich, via Royston and Newmarket (78 miles).

I am very doubtful if any of your readers can mention a more perfect stretch than this: it is the usual route to Norwich from London, at any rate from Royston onwards; but many motorists follow the Great North Road to Baldock, and then bear to the right (or east), as I have indicated.

E. J. MOERAN.

#### Reliability and Economy.

I think the following details of an Easter trip may be of interest to readers of *The Light Car and Cyclecar*. For the satisfaction of the doubters, not only am I prepared to swear an affidavit as to the accuracy of the times, etc., but can prove them by independent witnesses.

#### A Good Average Over a Long Distance.

Car: 1923 Rover 8 h.p. de luxe four-seater.

Left Acton, 7 a.m., Good Friday, self, wife, child, and luggage aboard.

Arrived Frizinghall, near Bradford, 4.25 p.m.

Total distance checked by route (A.A.) and speeds, 216 miles.

Two stops for meals, totalling 48 mins.

One stop to fix spare wheel after nail puncture, 8 mins.

Stop at garage to repair spare tyre, 36 mins.

Actual running time, 7 hrs. 52 mins., or an average of 27.46 m.p.h.

The return journey on Easter Sunday was made over the same route and the average m.p.h. worked out at 27.23, but we were delayed by rain and mist for the first 40-odd miles at least.

I might add that I took delivery of this car last November, and have since done 3,800 miles with exactly three involuntary stops—two for nail punctures and one for oily plug, due to intentional over-oiling.

Petrol consumption, working on Carburine (which I find the most suitable spirit), has never been below 50 m.p.g. Usual disclaimer. N.H.H.

#### 57½ Miles to the Gallon

In reply to "J.S.B., Accrington," in your issue of March 30th dealing with the Jowett car, as I am driving my second Jowett—"Coo-ee"—I think I can speak as to its capabilities. Forty-five miles per hour is, I find,

#### 45 m.p.h. Under

#### Maximum.

somewhat under the maximum. My advice is—go to an expert Jowett agent, and I can recommend Mr. Saxon Jefferies, of Manchester; and if you will apply to Mr. David Thomas he will put the car absolutely "O.K."

This week-end I have done over 500 miles, and "Coo-ee" could not have performed better, either uphill or on the level. On one journey of 115 miles, witnesses can certify that it did the distance on a tin of petrol, but I was travelling fast along the long Holyhead road, and that, no doubt, lent some assistance, because my average consumption is about 38 miles to the gallon on town work and 40.45 miles in the open country.

Having now got my second Jowett, that speaks for itself, and "Coo-ee" seems happiest when bowling along at 35 m.p.h.; but treat it like a car should be treated—gently—with a visit periodically to a first-class mechanical doctor.

F. WELDRON-WILLING.

B49



## OUR READERS' OPINIONS (contd.).

## Improving the Morgan.

Noticing the recent discussions on the Morgan in your columns, and as a staunch Morgan enthusiast, having owned two G.P. models, amongst various light cars and cyclecars, I

## Suggestions of an Enthusiast.

cannot help offering a few criticisms of an otherwise delightful little vehicle that well suits my ever-empty pocket. In my opinion, if certain minor points in design were altered, the machine would be even more fascinating and generally useful than it is at present, without any great increase in cost of manufacture.

First, there seems to be only one trouble that spoils one's peace of mind where reliability is concerned, and that is chains. One chain is always too loose or too tight, either through wear of the chain or the sprocket. A chain breakage is a nightmare—and they do sometimes break. Why not incorporate a three-speed gearbox with the present bevel gear and have a single final chain drive?

Secondly, front-wheel brakes are fitted as an extra, but are almost essential as a standard fitting in really hilly country. If one does not live in hilly country, one will want to tour in it some time. The hand brake on the rear wheel could then be eliminated, and a more accessible detachable device for the foot brake band be fitted to facilitate rear-wheel removal.

Thirdly, I have found the rear forks occasionally become bent, either by applying the brakes hard in an emergency, or by taking a corner very fast and so twisting them.

Fourthly, the direct steering is apt to prove heavy on a long run, and with three wheels there is a tendency to pull to the road camber. Could not the steering be geared down? I admit this is a luxury, and, if necessary, should be listed as an extra. I feel sure many would avail themselves of it, however.

The foregoing criticisms are, of course, merely my own opinion, and, no doubt, have all been thought of by the designers, and perhaps reasons of economy have forbidden their incorporation. But surely the Morgan is so good and popular that a few extra pounds to eliminate its present petty annoyances and weaknesses would be worth the while?

It would be interesting—although, perhaps, humiliating—to hear the manufacturers' reply to these suggestions.

PORLOCKIAN.

## Capabilities of the A.B.C.

Having read with much interest the opinions of some of your readers on the question of maximum and average speeds, I should like to put forward my experience of an A.B.C. light car,

## A Fast Touring Car. which may be of interest.

I frequently make a trip down to Newcastle, Co. Down, a distance of 34 miles, and recently I have been taking accurate records. The last four journeys were made in the following times:—58 mins., 62 mins., 65 mins. and 65 mins.

The road is a good example of a fair "give-and-take" road, with about five villages, through which one must run slowly, but, on the whole, the road is level, with long, straight stretches. Between the villages my speedometer needle was rarely below the 40 m.p.h. mark, and on short bursts I went up to 57 m.p.h., which is 4 m.p.h. or 5 m.p.h. within the car's limit.

The above, I know, only shows that 34 miles can be accomplished in the hour by an air-cooled "flat twin" engined car, which "Rover Morris," in your issue of March 30th, appears to think impossible.

I quite agree with "Leon," whose letter appeared in the same issue, when he says that "the average speed of a car should only be taken over distances greater than 100 miles." I frankly admit that I should not have liked to have com-

pleted 100 miles on end at the same speed, and doubt if the car would have stood up to it.

On the other hand, I am convinced that a "flat twin" air-cooled car, like the A.B.C., can easily maintain an average of 30 m.p.h. The best running speed of these admirable cars is about 37-38 m.p.h., at which speed they will go on indefinitely, the driver knowing he has another 20 m.p.h. in hand. With their four-speed gearbox and good springing, they make exceptionally fast touring cars.

Co. Down.

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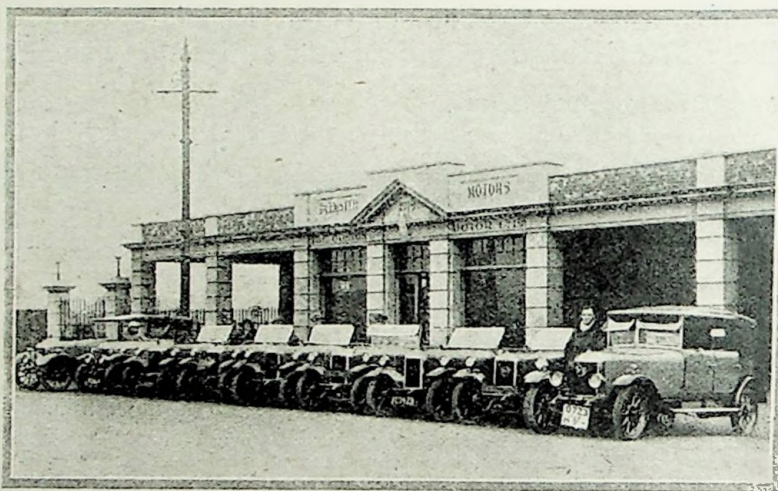
## Driving for Safety.

A paragraph "Ware of Forked Roads," in your article, "Driving for Safety," which appeared in your issue dated April 13th, moves me to comment.

I maintain that the driver of any car bearing across a potential line of traffic at a fork should always hold out his right hand, whether or not he sees any vehicle approaching from the other (left) leg of the fork. He should, at the same time, drive more to the right of the road to give room for traffic approaching from the left leg of the fork to pass.

BUGATTI.

\* \* Whilst appreciating our correspondent's remarks, hand-signalling can never eradicate the danger due to the formation of the road which is always attendant. It was, of course, assumed that the driver taking the right-hand fork would signal his intentions.—ED.



## A USEFUL CONSIGNMENT.

This fine array of nine Deemster models represents a delivery by the Ogston Motor Co., Ltd., to their agents in Wallington, Surrey. The call of the open road is never more insistent than in the Spring.

## Three Up on a Rover.

We note in your issue of April 13th, page 588, that Mr. H. Swift, of Bakewell, Derbyshire, asks whether it is possible to carry a third person (weight 10½ stone) in safety on a standard 8 h.p. Rover car fitted with dickey seat, the combined passenger weight being about 33 stone.

## Dispelling Doubts.

In reply to this gentleman's query, we should like to say that many hundreds of users of 8 h.p. Rover cars carry as a matter of habit three persons approximating to the total weight mentioned, and that we list as standard both the two-seater and a four-seater model capable of carrying two adults and two children, or even four adults, if necessary.

We think that this should satisfy your correspondent as to the practicability of carrying extra passengers.

Coventry.

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D. H. NOBLE, Advertising Manager.

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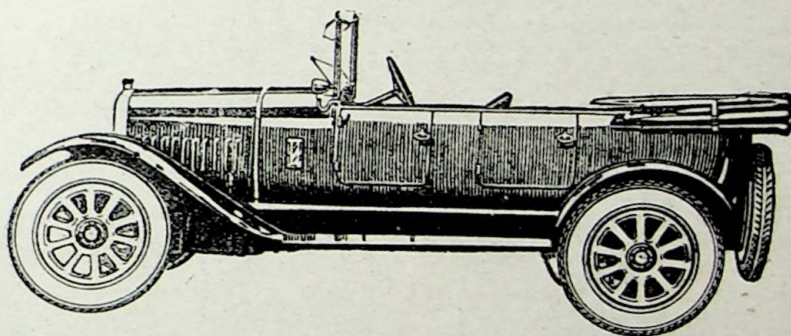
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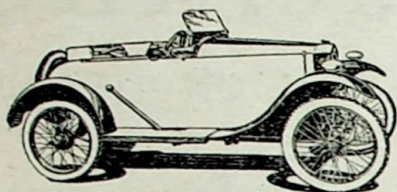
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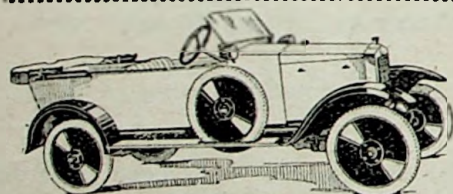
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A service manager with excellent credentials and a very sound business knowledge is seeking a situation with a reputable small car concern. Inquiries addressed to this office and marked "Service" will be redirected.

The dependability of British-made tyres in speed and road grip was again magnificently demonstrated on Easter Monday. In the Foxhills and Octon Hill-climb the fastest car of the day was fitted with Spencer-Moulton cord tyres.

No fewer than 52 tours in Gloucestershire and the adjoining counties are outlined in a new route guide recently published by Messrs. L. A. Smart and Son, 65, Northgate Street, Gloucester, priced at 2d. Four circular tours are also appended.

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for the demands of motorists in London. Such a central position should render this garage eminently suitable for storing a car during shopping or a theatre visit.

The success achieved by the Stoneleigh three-seater cars in the Royal Scottish Automobile Club's six days' trial last year has been followed up in the two days' trial of the Scottish Western Motor Club, in which the three Stoneleighs entered, each securing a first-class award.

The body for the racing Bugatti owned by Capt. Austin, and illustrated in our last issue, was built by Compton, Hermon, Ltd., of Walton-on-Thames, and a feature of the fitting is that this concern took delivery of the chassis at mid-day on Monday, April 9th, and delivered the complete car mid-day, April 13th. The usual stricture relative to coach-building delay certainly does not apply to this concern.

It is interesting to note that the New Process oil recently introduced by Alexander Duckham and Co., Ltd., 6, Broad Street Place, E.C. 2, is gaining remarkable popularity, and has already been recommended by no fewer than 14 well-known motor firms. Incidentally, all Duckham's motor oils and greasers have recently been reduced in price, rendering it possible to obtain their oils at prices ranging from 6s. 7d. to 7s. 7d. per gallon, according to the various grades.

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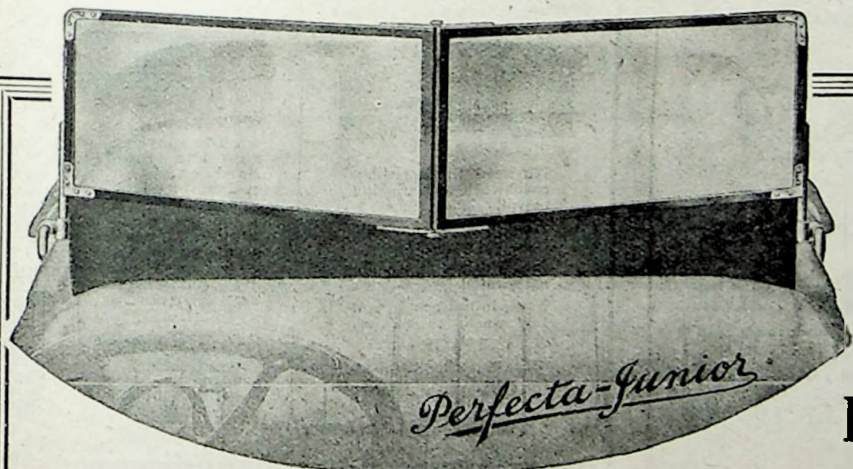
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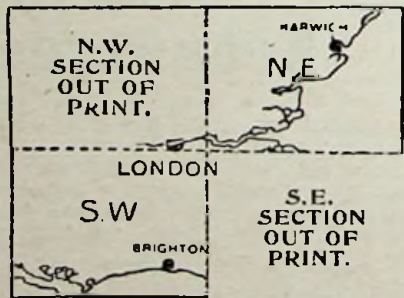
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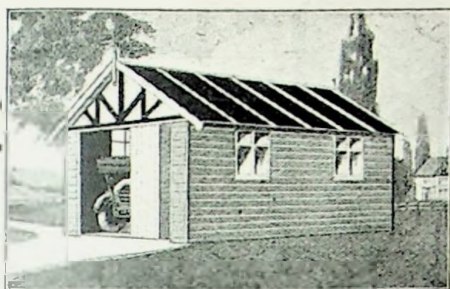
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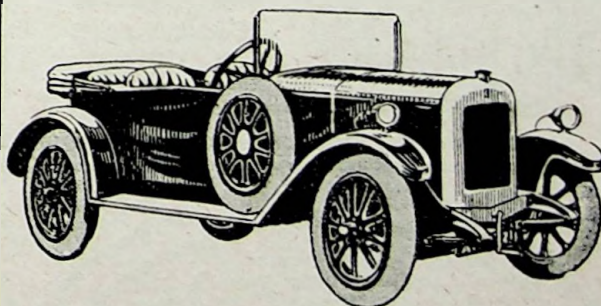
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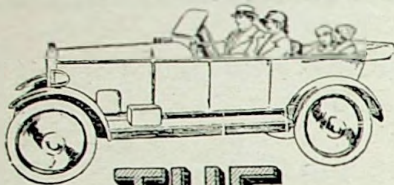
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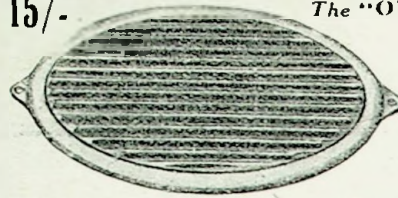
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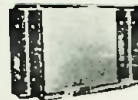
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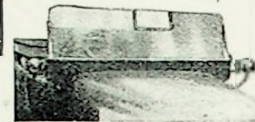
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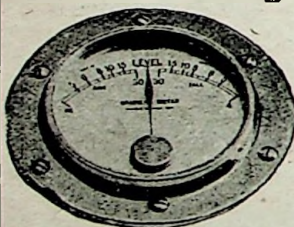
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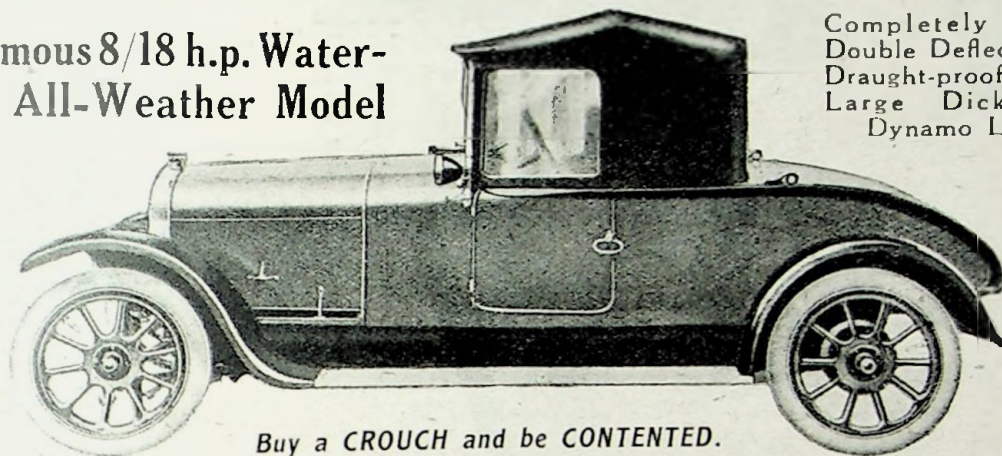
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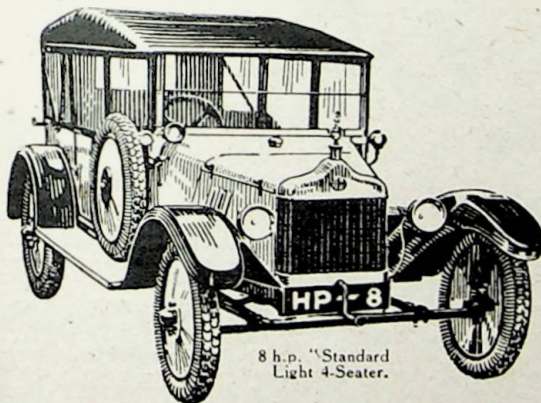
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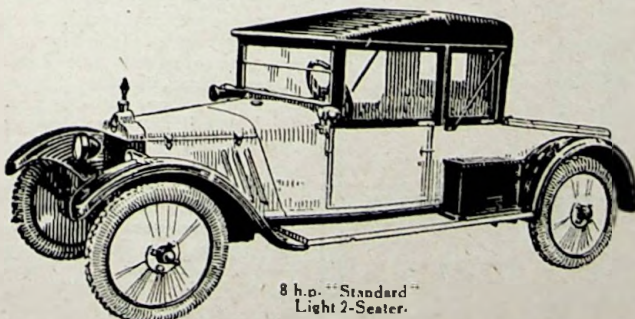
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30, Paternoster Row, E.C.4.

## 24th EDITION.

*Brief Summary of Contents:*

**P** RINCIPLE of operation of the engine. Alternative types of prime mover Lubrication, Carburation, and Cooling, with descriptions of popular carburettors. Ignition, Lighting and Starting. Transmission. Control Devices. Brakes and Silencers. Steering and Springing. Wheels. Tyres and Rims. Accessories and Equipment. What to do with a New Car. Maintenance of the Car. Workshops and Garage. Steam Cars, Electric Cars. Formulae Tables. Law and the Motorist. Touring Hints, etc., etc.



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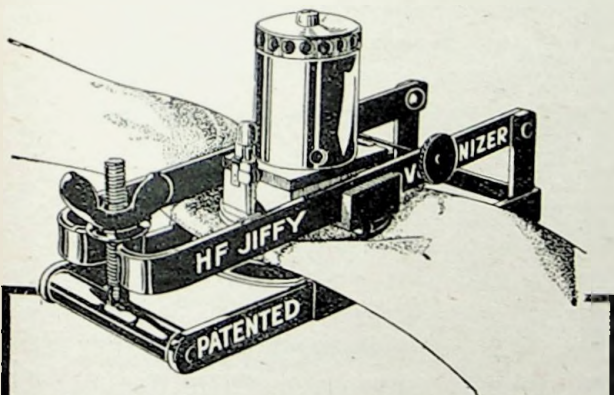
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TO THE  
READER

By mentioning "The Light Car and Cyclecar" when corresponding with advertisers,  
you will be working for the cause of the new motoring.



## SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,  
and ACCESSORIES FOR SALE

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

### RATES.

For advertisements in this section: 12 words, 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 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.

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

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

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

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

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

### DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1½ per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ½ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

### CLOSING TIME.

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

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

[Addresses of Branch Offices and other Business and Editorial Notices will be found on the last page of this section.]

### NOTICE.

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

## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

**A.B.C.** Whether you are buying or selling an A.B.C. second hand, it would pay you to conduct the business through George England, (1922) Ltd., 11 Curzon St., Mayfair, W.1. None but guaranteed second-hand cars are sold. Terms to sellers most reasonable zzz-744

**A.B.C.** Gordon Watney and Co., Ltd., 31, Brook St., W.1 (Phone, Mayfair 2965 and 2966), West End wholesale and retail concessionaires, have several second-hand 1921 and 1922 models, carrying our guarantee, from £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-55

**A.B.C.**, 1922, starting and lighting, special Surbiton 2-seater body, double dickey, and many extras, small mileage, condition as new, £170. Derangate Motor Co., Ltd., Northampton. 543-209

**A.B.C.**, sports, 1921, price £137 10s.; 1922 price, £145; 1922 Regent model, £160; extended terms and cars exchanged. Rey, 378-384 Euston Rd., Phone, Museum 7600. 543-440

**A.B.C.**, 1922, Regent, full equipment, running condition and appearance as new, £145. Bunting's Motor Exchange, Wealdstone, Middlesex. 543-596

**A.B.C.**, 1922 model 2-seater, with dickey seat, in perfect condition, licensed to the end of the year, £145, an absolute bargain. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2651. 543-583

**A.B.C.** 1922 sports model, dynamo lighting, spare wheel, speedometer, tax paid for 1923, £135. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W. 1. Museum 5938. 543-525

**A.B.C.** 1922 sports model, in exceptionally nice condition, £160. Newnham, 223 Hammersmith Rd., W. 6. 543-564

**A.B.C.**, 1923, sports, new, makers' guarantee, owner must sacrifice, dealers invited, £185. Welham, Surbiton Hill Rd., Surbiton. Phone, Kingston 1875. 543-k83

**A.B.C.**, new, shop-soiled 1922 model, bargain price, £175. Maude's, Walsall Garage, Walsall. 543-650

**A.B.C.**, exceptional 1921, Surbiton, dynamo lighting and self-starter, tax paid for year, double dickey, any trial, £135; exchanges. Hubber, 127 St. Mark's Rd., North Kensington. 543-k108

**A.B.C.** 1921 2-seater, Regent body, dickey, dynamo, excellent order, £140. Beon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 543-606

**A.B.C.**, 1923, sports model, brand new, just delivered, dynamo lighting, etc., £185 cash, or second-hand car and cash. 83 Panshurst Rd., Thornton Heath. Phone, 1572. 543-k62

**A.C.** 1921 2-seater, all accessories, recently overhauled and repainted, condition perfect, £240. Smith Motors, Ltd., High Rd., Goolmayes, London. zzz-612

**A.C.**, 1915, 2-seater and dickey, 4-cylinder engine, 5 detachable wheels, good tyres, tax paid, smart, and in first-class mechanical condition, 35 guineas; deferred terms arranged. Hamilton, 69a Ferris Rd., East Dulwich. New Cross 1309. 543-h141

**A.C.**, 4-seater, 1921, 6 wheels, £25 extras, new tyres, £285. Iwawa Motor Works, Lewes. 543-h948

**A.C.**, 1920, 2-seater, dynamo, spare wheel, nice order throughout, price £195. Wellford, St. James St., Brighton. 543-507

**A.C.** Sociable runabout, £30; exchange solo. 4a St. John's Wood Rd., London, W. 543-k10

**A.C.**, 1921 model, delivered late 1920, 2-seater, double dickey, starting and lighting, spring gaiters, electric horn, side curtains, condition as new, 200 guineas. 15 Kendrick Mews, South Kensington Station. Kensington 7276. 543-589

**A.C.** 1921 2-seater de luxe, double dickey, starter, etc., many extras, perfect condition, £245. Vivian, 33 Spencer St., Victoria St., S.W. 1. 543-528

**A.C.** Sociable, perfect running repair, recently overhauled, suit tradesman, £25 or near offer. Allen, Golars, Lingfield, Surrey. 543-k61

**A.C.** 1921 2-seater, double dickey, starting and lighting, in exceptionally good mechanical condition and very fast, just revarnished, £225; exchanges. Beon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 543-607

**A.C.** 6hp 4-wheeled cyclecar, by the A.C. Co., comfortable, reliable, 2-seater, newly painted, acetylene headlights, oil side and tail lamps, hood, screen, etc., trial, licensed. Bradford's, High St., Sydenham. £65 or reasonable offer. 544-k126

**ALBERTS** wanted in part exchange for new 8hp Talbots. Liberal terms. Easy-payment system. Warwick Wright, Ltd., sole London distributors of Talbot cars, 150 New Bond St., London, W.1. Telephone, Mayfair 6504. 543-624

**ALVIS**, exceptional bargain, 2-seater, 10-30hp Alvis, with dickey, lighting and starting, used 8 months only, coachwork unscratched, quick sale, £245, any trial. Brown, 11 Higher Albert St., Chesterfield. 543-h65

**ALVIS**, 2-seater, as new, small mileage, privately owned, owner going abroad, any trial, £275. Putney Bridge Auto Mart, 222 Putney Bridge Rd., S.W. 543-x102

**AMILCAR**, 1923, new French, 8hp, 2-seater, complete equipment, list price, £240.

**AMILCAR**, 1923, replica of above but slightly shop-soiled bargain, £167 10s.; exchanges, deferred payments. Grosvenor Motors, 27 Mount St., W.1. 543-860

**AMILCAR**, 1922, 4-cylinder, coupe, dynamo lighting, spare wheel, taxed 1923, like new, £138. Clark and Co., 7 Exhibition Rd., S.W. 7. 543-677

**ANZANI-MORGAN**, 1922, very late, G.P. model, all accessories, tax paid, as new, £125. Allan Gruzeller and Co., Ulster Chambers, 168 Regent St., W. 543-479

**ARGO** 1916 12hp 2-seater and dickey, excellent condition, dynamo lighting, self-starter, tax and insurance paid, £95. 41 Anerley Rd., S.E. 545-h896

**A.V.** 1922 runabout, exceptionally well equipped, £115. Full particulars of this and other cars, A.V. Motors, 1 Park Rd., Teddington. 543-302

**A.V.**, 2-seater, 1920-21, 8 J.A.P., speedometer, new hood, just overhauled, perfect, £60, near offer. Swanby, Mlerton, Somerset. 543-h959

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



## SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

A.V. Garage, Eleanor Grove, White Hart Lane, Barnes, specialize in A.V. monocars. All cars fully equipped and in perfect condition. See "Exchange." 543-578

A.V., 8hp monocar, with dickey, special upholstery, electric lighting, screen and speedometer, completely equipped, perfect condition throughout. £45. Pharo's Garage, Ltd., The Butts, Worcester. 544-x99

BABY PEUGEOT, 2-seater, disc, very smart, just overhauled, £65; exchange combination. Moredale, The Market, West Kilburn, N.W.6. 543-h965

BEBE PEUGEOT, 1915, 3 speeds and reverse, electric lighting, tools and accessories, in good running order, £75 or near offer. Box No. 1675, care of "The Light Car and Cyclecar." 543-h902

BABY PEUGEOT, 49 gns, near, 1915, all equipment, new tyres, taxed, really smart, deliver anywhere. Argyle Lodge, Newton Rd., Burton-on-Trent. 543-h59

BELSIZE-BRADSHAW, 1922, 9hp 2-3-seater, like new, £140. Surrey Motors, Ltd., Sutton, Surrey. Phone, Sutton 1000. 543-426

BELSIZE-BRADSHAW, Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966), the West End wholesale concessionaires, have several second-hand 1922 models, carrying our guarantee, from £150. Can be purchased on the deferred payments. Cars taken in part exchange. zzz-56

BELSIZE-BRADSHAW 1923 2-seater, unused, shop-soiled, £185; exchanges or extended terms. J. Smith and Co., Motor Agents, Ltd., 52-54 Hampstead Rd., N.W.1, Museum 5938. 543-526

BLERIOT-WHIPPET, F.O.C.H. have 1921 Bleriot-Whippet, Magdno, reverse, bargain, exchange or deferred. 5 Heath St., Hampstead (near Tube). 543-469

BLERIOT-WHIPPET, 1921, electric lighting, nicely equipped, very good condition, £50. Longman Bros., 17 Bond St., Ealing. Phone, Ealing 689. 543-555

BLERIOT-WHIPPET, 1921, side starter, reverse gear, perfect condition, licence and insurance, £60 guineas, seen Saturday, Sunday or evenings after 7. 45 Tolleridge Rd., Thornton Heath. 543-k50

BUGATTI, 1914, 10hp, fitted with luxurious coach-built body, double dickey seat, dynamo lighting, detachable wheels, etc., real bargain, £147 10s. 101 Fulham Rd., London, S.W. 3. 543-254

BUGATTI, 1922 Brescia type, aluminium 2-seater sports, dynamo lighting, hood, screen, etc., new 1925 engine fitted, this car holds record for Pateley Bridge Hill, also many awards, present chassis price £840, will sacrifice £650 for immediate sale; photographs on application. E. R. Hall, Greenhead, Huddersfield. 543-h969

BUGATTI, 1921-2 16-valve, fitted with superb 3-seat boat body, dynamo, clock, speedometer, Klaxon, tax paid, 5 wheels, tyres as new, V windshield, all-weather type hood, opening with door, indistinguishable from new, painted light blue, black wings, £345. Allan Gruzeller and Co., Ulster Chambers, 168 Regent St. Regent 205. 543-480

BUGATTI, 1921, 16-valve, sporting 2-seater, dynamo, detachable wheels, clock, speedometer, perfect condition, bargain, £310. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 543-532

CALCOTT coupe, 10.5, purchased Sept., 1920, 2-seater, royal blue, C.A.V. lighting, 4 new Dunlop tyres, tax and insurance paid, owner-driven, no dealers, no offers, £210. Belmont, Didsen, Purley, Hythe, Southampton. 543-h954

CALCOTT, bargain, guaranteed late 1922 Calcott, 10hp, 2-seater and dickey, electric lighting and starting, licensed for 1923, many extras, guaranteed as new, any trial, quick sale, no offers, £250. Brown, 11 Higher Albert St., Chesterfield. 543-h64

CALCOTT, 1919, 10hp, 2-seater, double dickey, dynamo, tax paid year, 150 guineas. 13 Kendrick Mews, South Kensington Station, Kensington 7276. 543-592

CALCOTT 10hp 2-seater, with dickey, 1914, electric light, fresh coach-painted, perfect running order, tax paid December, little used, £120. 7 Mountlands, Buxton. 543-k57

CALCOTT, 1922, 10hp, tax paid, painted heliotrope, separate magneto and dynamo, side curtains, electric horn, condition perfect, £235, near offer. Maddock, Dedham, Essex. 543-k65

CALTHORPE, special, fast, recently overhauled by makers aluminium pistons, L and S, 6 wheels with v.g. tyres, special streamlined body, 2 seats and dickey, hood, screen, lamps, side curtains, tools, bargain, £220. Buyers' Agents, 170 Piccadilly. Regent 5448. zzz-989

CALTHORPE coupe, 1918, £250. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-397

CALTHORPE, 1922, saloon, upholstered Bedford cord, self-starter, dynamo lighting, practically new, under 1,800 miles, fully equipped, absolutely as new, £325; terms, exchanges. Midland Garage, 303 Broad St., Birmingham. zzz-679

CALTHORPE, 1920, 2-seater, dickey, in very nice order, £150. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2365. 543-518

CALTHORPE, 1922, 2-seater, with double dickey seat, dynamo and starter, in exceedingly fine condition, £220; exchange or hire purchase. The Light Car Co., 331 Euston Rd., N.W.1. 543-652

CALTHORPE 1920 sports 4-seater, electric lighting and starting, very complete equipment, owner-driven, mileage 8,500, good tyres, just repainted and hood recovered, grand mechanical condition, economical and lively, a bargain, £175. Allen, Albourn, near Hassocks, Sussex. 543-k86

CALTHORPE 2-seater, good condition, tax paid, £70 or nearest. 12 Penberth Rd., Cufford, S.E. 6. 543-k34

CALTHORPE, 99 guineas, exchanges, deferred payments; 1914-15, 4-seater, double screen, 5 detachables, one-man hood, electric lamps, smart. Seabridge, 35 Hansard Rd., East Dulwich. Telephone, Sydenham 2462. 543-610

CALTHORPE, 4-seater, 1921, de luxe model, dynamo lighting, self-starter, spare wheel and extra spare tyre, speedometer, perfect condition, owner driven, £215. 15 Blakehall Crescent, Wanstead, E. 11. 543-k82

CALTHORPE 1922 de luxe, 2 seater, dickey, 6 electric lamps, starter, speedometer, spare wheel, splendid condition, £225. Kinmyles, Salvington, Worthing. 543-k70

CALTHORPE 1915 2-seater, 5 wheels, in good condition, smart, £105. Write, C.S., 127 Corbyn St., Stroud Green, N. 4. 543-k124

## CARDEN Official Repair Depot.

We have taken over the whole of the repairs and sale of spare parts from the Carden Engineering Co. Many great improvements to Carden cars. Leaf springing, sight-feed lubrication, side curtains, domed mudguards, hood covers. Send for full particulars to the New Carden Light Car Co., Ltd., 22 Hythe Rd., Willesden, N.W.10. Phone, Willesden 2297. zzz-943

CARDEN, 2-seater, 1921 model, electric light, speedometer and clock, in good condition and running order, £35; trial given if desired. The New Carden Light Car Co., Ltd., 22 Hythe Rd., Willesden, N.W.10. Phone, Willesden 2297. 543-593

CARDEN, 1921 model 2-seater, in practically new condition, £55; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 543-540

CARDEN, 1921, splendid 2-seater, complete, hood, screen, lamps, speedometer, nearly new tyres, only 49 gns.; exchanges; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station) 543-547

CARDEN monocoque, in excellent condition, £35. J. Hebden and Sons, 149 St. James St., Burnley. Tel. 488. 543-540

CARDEN, 1920, 8hp, Rotax lighting, lamps, horn, hood, screen, clear at £50. Maude's, 100 Gt. Portland St., London, W.1. 543-647

CARDEN, 1921, perfect, speedometer, electric lights, all accessories, repainted, £40 or near offer. Ingledew, Broadway, Newbury. 543-k71

CARDEN 2-seater, 1921, good running order, hood, screen, electric lamps, horn, speedometer, £50. Shropshire. Buying larger car. Rhodes, Wye, Kent. 543-k64

CHATER LEA 2-seater, dickey, w.c., 8hp, new engine by Chater Lea, new tyres, lots of spare parts, in best running order, £75, with spare engine, M.A.C. G. Wellington, 113 Northwood Rd., London, E. 543-k60

CITROEN coupe, 1921, 10.4hp, £275. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. zzz-396

CITROEN, £150, 7.5hp, small mileage and in tip-top condition. 25 Cromwell, Peterboro'. 543-k54

CITROEN, 1921, 4-seater, dynamo lighting and starter, 4 new tyres, plus 2 spare wheels, with tyres, complete side curtains, to open with doors, tax paid December, £165. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2935. 543-k100

CLULEY, 1921 model, 10hp, 2-seater, dynamo lighting, exceedingly fine condition throughout, £185; exchange or hire purchase. The Light Car Co., 331 Euston Rd., N.W.1. 543-636

COVENTRY-PREMIER, 1922, 4-wheeler, 2-seater and dickey, side screens, speedometer, dynamo lighting, spare wheel and tyre in good condition, tax paid to December, a bargain, £125. Wilkins, Simpson, opposite Olympia, London. 543-h687

COVENTRY-PREMIER, 1922, 2-seater, dickey seat, dynamo lighting; set, speedometer, bulb horn, paintwork good, licensed to December, in really first-class condition throughout, £145; part exchange arranged with motorcycle or combination. Herbert Robinson, Ltd., Regent St., Cambridge. 543-418

COVENTRY-PREMIER, 1922, late, double dickey, speedometer, tax paid, nearly new, £130. Janica, over Alexanders, 482 Hart St., Rd., Paddington. 543-483

COVENTRY-PREMIER, 2-seater, 1922, 4-wheeler, dynamo, fully equipped, £130. J. Hebden and Sons, 149 St. James St., Burnley. Tel. 488. 543-539

COVENTRY-PREMIER 1922 8hp 2-seater, 5 detachable wheels, dynamo lighting, tax paid for 1923, excellent condition and appearance, £125, or exchange combination and cash. Newham, 223 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 543-573

COVENTRY-PREMIER 1921 8hp 3-wheeler, with spare wheel, dynamo lighting, 3-speed and reverse, dickey seat, tax paid, £95, or exchange combination. Newham, 223 Hammersmith Rd., W. 6. 543-574

COVENTRY-PREMIER, 1922, practically new, 4-wheeler, double dickey, dynamo lighting, speedometer, tax paid, unsoiled condition, £130; earlier 1922, £115; exchanges. Hillier, 127 St. Mark's Rd., North Kensington. 543-k-109

CROUCH, F.O.C.H. have 1921 Crouch, completely overhauled, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube) 543-468

CROUCH 1923 all-weather model, only shop-soiled, a bargain at £190; exchanges, deferred account if desired. All new models on show. Lambs, Ltd., new premises opposite Hog St. Station, Walthamstow (16,000 sq. ft.), 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22. 543-460

CROUCH, 2-cylinder, 1922 model, double dickey seat, licensed to June, in perfect mechanical condition bodywork excellent in every way, a really smart little car, an absolute bargain, £155. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 543-585

CROUCH, 1920, wide 2-seater, fully equipped, spare wheel, tyres all good, fast, reliable little bus, £65. Bunting's Motor Exchange, Wealdstone, Middlesex. 543-595

DEEMSTER, 1922, coupe with dickey, electric lighting (5 lamps and dash), and fitted with the famous 11.9 Auxani engine, fully equipped, perfect condition, any examination, £500. Trevisia, The Grove, Coulsdon, Surrey. Phone, Purley 1171. 543-h886

DE MARCAY 1921 2-seater, £75, or exchange combination. Newham, 223 Hammersmith Rd., W. 6. 543-568

DOUGLAS 1921 10hp light car, had very little use and is in new condition throughout, dynamo lighting, self-starter, etc. £137 10s. 101 Fulham Rd., London, S.W. 3. 543-255

EMSCOTE, 1920, £95, 2-seater, dynamo lighting, 8hp J.A.P. engine, perfect condition; terms, exchanges. Midland Garage, Broad St., Birmingham. zzz-681

ENFIELD coupe, Cass's Motor Mart, Ltd. 9hp 4-cylinder, dynamo lighting, tax paid December, very good condition, bargain, £105; deferred terms, exchanges. Write for list of cars. 243 Brompton Rd., S.W.3. Kensington 2194. 543-602

ENFIELD-ALLDAY, touring 4-5-seater, all-weather body, leather upholstery, excellent condition, complete with 5 wheels and tyres, 3 covers, practically new, special sports engine, Continental type, radiator fitted, 5 lamps, clock, speedometer, spot light, electric horn, etc., lighting and starting set, the whole in excellent condition, engine speedy but economical, well over 30 m.p.g., price £375. Box No. 1683, care of "The Light Car and Cyclecar." zzz-466

## THE BEST BARGAINS

in second-hand light cars and cyclecars are offered in these pages.

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

**ERIC-CAMPBELL**, 1921, all-aluminium body, fully equipped, excellent condition, £145; extended terms and cars exchanged. Rey, 578-584 Euston Rd., Phone, Museum 7600. 543-441

**ERIC-CAMPBELL**, 1922, all-aluminium body, speedometer, extras, taxed, perfect, £150; 1921 ditto, as new, £130, taxed. James, over Alexanders, 482 Harrow Rd., Paddington. 543-481

**FIAT**, 1921, tax £13, fitted with fine English 4-5-seater body, painted dark mauve, 2 horns, hood, side curtains, all spares, excellent condition, any examination or trial, £350 or nearest offer. Tomlinson, 110 Padham Rd., Burnley. 543-k89

**G.N.**, 1920, dynamo, splendid condition, £90 cash, or £18 16s deposit and 11 payments of £6 16s., less rebate. Service Co., 273 High Holborn, W.C. 1. zzz-112

**G.N.**, 1921, dynamo lighting, speedometer, 2 spare wheels, polished aluminium body and bonnet, £95. Maudes' Motor Mart, Walsall. Phone 444. 543-154

**G.N.**, 1922, 2-seater and dickey, dynamo lighting, spare wheel, painted electric blue, soiled only £155; deferred payments. Parker's, Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 543-454

**G.N.**, 1921, 2-seater, dynamo lighting set of 4 lamps, speedometer, clock, special Vitesse engine, Cox-Almos carburettor, complete with special cam wheel, guaranteed over 70 m.p.h., handsome special aluminium body, the whole car in first-class condition throughout, £130. Herbert Robinson, Ltd., Regent St., Cambridge. 543-419

**G.N.**, absolutely unsoiled, hood, screen, speedometer, dynamo lighting, spare wheel, £165, bargain; call, no letters answered. 15 Regenta Parade, North Finchley. 543-h890

**G.N.**, 1921, Legere, excellent condition, aluminium body, rear and spare wheels 700 by 80, Sandum side screens, dynamo lighting, electric Klaxon, speedometer, adjustable exhaust tappets, new hood, licensed to June 30th, £100; letter in first instance. Southcomb May, 543-h891 Place, W.C. 1.

**G.N.**, 1920-21, dynamo, speedometer, clock, extra oil to rear cylinder, Dixon variable jet, tyres good, thoroughly good mechanical order, quantity of spares, £80. Mitchell, Brewery, Chard, Somerset. 543-h912

**G.N.**, 1922, perfect outfit, unscratched, £120. James, over Alexanders, 482 Harrow Rd., Paddington. 543-484

**G.N.**, 1921 model at £115; superb condition; exchanges, deferred payments. Lamb's, Ltd., new premises opposite Hoe St. Station, Walthamstow (16,000 sq. ft.); 587 Euston Rd., London, N.W.1.; 50 High Rd., Wood Green, N.22. 543-462

**G.N.**, 1921, Legere model, dynamo lighting, beautiful condition, £85. Smith and Hunter, 77 Gt. Portland St., W. 543-520

**G.N.**, July, 1922, Popular model, driven 1,470 miles, practically new, sell £150. English, London Rd., Knobsforth. 543-k46

**G.N.**, 1921, de luxe, dynamo, 5 detachable wheels, fully equipped, new condition, spares, £72 10s. 47 Leigh Rd., East Ham. 543-k43

**G.N.**, 1921 (October), touring, dynamo, aluminium discs, clock, Klaxon, several extras, splendid condition, £85. 4 Bertram Rd., Hendon. 543-k93

**G.N.**, 1914-15, good condition, recently overhauled, rebushed, fast, tax, insurance paid 1923, £45. Jones, 1 Priory Rd., S.W. 8. 543-k118

**G.N.**, exceptional condition and appearance, shock absorbers, 1922, brakes and cylinder heads, adjustable tappets, just overhauled, £98. Croydun. Box No. 1693, c.o. "The Light Car and Cyclecar." 543-k32

**G.N.**, belt drive, well kept, good order, £30, or exchange. 3 Stamford Brook Rd., Hammersmith. 543-619

**G.N.**, late 1920, dynamo, dickey, speedometer, clock, splendid order, £68, or exchange. 3 Stamford Brook Rd., Hammersmith. 543-621

**G.N.**, 1922 model, dynamo lighting, dickey seat, in exceedingly nice condition throughout, £125; exchange or hire purchase. The Light Car Co., 331 Euston Rd., N.W. 1. 543-637

**G.N.**, Cass's Motor Mart, Ltd. 1920-21 10hp, dynamo lighting, etc., in very fine condition, bargain, £95; deferred terms, exchanges. Write for list of cars. 5 Warren St., W.1. Museum 625. 543-598

**G.N.**, 1920, dynamo, tax paid, any trial, £70. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2933. 543-k102

**G.N.**, de luxe, exceptional 1922, dynamo lighting, spare wheel, dickey, unsoiled condition, several extras, tax paid, £120; exchanges. 24 Balliol Rd., North Kensington. 543-k111

**G.N.**, de luxe, exceptional 1921-22, dynamo lighting, spare wheel, beautiful condition, £80; exchanges. Hillier, 127 St. Mark's Rd., North Kensington. 543-k112

**G.N.**, 1920, Rotax dynamo lighting, speedometer, good tyres, excellent condition throughout, £68. Cotton, Grafton Mews, Warren St., W. 1. Museum 6980. 543-k67

**G.N.**, 1921, electric, 3,000 miles only, good condition, any reasonable offer taken for quick sale. 3 Handside Lane, Welwyn Garden City. 543-k125

**G.N.**, Godfrey and Earl for reliable second-hand cars.

**G.N.**, late 1920, dynamo, very smart, in cream and black, splendid condition, £85. Godfrey and Earl.

**G.N.**, 1922, special touring model, with Legere engine, dynamo, polished aluminium body, with door and dickey, exceptionally fast, 135 guineas. Godfrey and Earl.

**G.N.**, 1921, standard, grey, dynamo, very good order, £72. Godfrey and Earl.

**G.N.**, 1921 tourer, electric lighting, 4 lamps, spare wheel, speedometer, etc., good condition, £68. Godfrey and Earl

**G.N.**, Godfrey and Earl, Vitesse Works, Vale of Health, Hampstead, N.W. 3. Telephone, 3287 Hampstead. 543-x104

**G.W.K.**, 1921 2-seater with dickey, excellent condition, £140 cash, or £29 deposit and 11 payments of £10 12s., less rebate; exchanges entertained. Service Co., 273-274 High Holborn, W.C. 1. zzz-184

**G.W.K.**, 1921, 4-seater, done 5,000 miles, perfect order, complete in every detail, any trial or examination, ideal, cheap family car, £125, bargain. Homes, 11 Millicent Ave., Golders Green, N.W. 11. 543-h913

**G.W.K.**, 1920, 10hp, 4-seater dynamo, 6 detachables, 5 new tyres, electric horn, tax paid, many extras, £120. R.U., 371 Earlsfield Rd., Earlsfield, S.W. zzz-464

**G.W.K.**, 4-seater, new engine. In perfect condition, repainted, £135. P., 31 High Town Rd., Maidenhead. 543-k19

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

**G.W.K.**, 10hp, 1920 model, 2-seater, excellent condition throughout, £110; 1914-15 model, 2-seater, licensed for the year, £60, exchange, or hire purchase. The Light Car Co., 331 Euston Rd., London. 543-638

**G.W.K.**, 1914, with dickey, excellent condition, not been 6,000, ro coach-painted fawn, new hood, electric lamp, speedometer, jack, tools, spares, £60 or near. Write for particulars, Meadow, West End Lane, Pinner. 543-k85

**G.W.K.**, late 1922, 10hp, 4-cylinder, 2-seater, with sunk dickey, Rayson cord tyres, C.A.V. dynamo lighting, tax paid, condition throughout as new, owner buying 4-seater, £180, delivered. Box No. 1701, c.o. "The Light Car and Cyclecar." 543-k98

**G.W.K.**, 1915, completely overhauled, new Zenith, new tyres, hood, dickey, splendid condition, £80. 3 Brighton Parade, Norbury. 543-k72

**G.WYNNE**, 1923, 4-cylinder light car, chummy body, self-starter, £218. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, W.1. Present 986. 543-673

**HANDS**, £200 or near offer, 1922, 9.8, 2-seater, dickey seat, disc wheels, side curtains, all tyres good, excellent mechanical condition. On view 12 Regent St. Phone, Regent 829. 543-153

**HANDS**, 1922 10hp 2-seater and dickey, dynamo lighting and starting, clock, speedometer, side curtains, tax paid for the year, £165. 114, 8 Courtneypd Rd., Hampstead, N.W. 3. 543-k66

**HILLMAN** cars. Official repairers, London district, J. C. Brodie, Ltd., 94a Cheyne Walk, Chelsea, London, S.W. 10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 546-412

**HILLMAN**, 1914 model, 2-seater, exceedingly good condition throughout, £85; 1919 model, 2-seater, dynamo and starter, £165; exchange or hire purchase. The Light Car Co., 331 Euston Rd., N.W. 1. 543-633

**HILLMAN** sports, purchased 1921, complete with electrical equipment, highly polished aluminium body, and many extras, splendid order throughout, exceptionally fast, 5 detachable wheels and tyres, cost over £600, owner must sell, accept £210. 69 St. Paul's Ave., Willesden Green, London. 543-k91

**HORSTMAN**, 2-3-seater, dickey, small mileage, illness cause sale, £150, near offer. 54 Upper Lewes Rd., Brighton. 543-k14

**HUMBERETTE** Spare Parts Dept. Repairs, replacements, overhauls, repainting. Inquiries invited for second-hand cars.

**HUMBERETTE**, Humber Service Depot Canterbury Rd., Kilburn, N.W. 6., Phone, Willesden 1298-1299. Telegrams, "Humberette, London." zzz-999

**HUMBERETTE**, water-cooled 9hp 2-seater, dickey, electric lights, best offer; immediate sale compulsory. 1a Mitcham Lane, S.W.16. Phone, Streatham 159. 543-x61

**HUMBERETTE**, smart 2-seater, dickey, 1913, fawn, Steney spare, tools, 5 lamps, splendid tyres, tubes, 40 m.p.g., perfect order, £75; expert examination, trial; £50 recently spent on improvements; front Linquenda, Templeton Ave., Chingford Mount. 543-h968

**HUMBERETTE**, engine fitted with new pistons, cylinder, bushes, body repainted, excellent order, £58. Mason's Garage, Letchworth, Herts. 543-h903

**HUMBERETTE**, modernized, a-c. twin, low body, 2-speed and reverse, £55. A. Smith, 13 Fleet St., Coventry. 543-k55

**HUMBERETTE**, 1914, w.e., new gears, tyres and hood, engine rebushed, any examination, licensed, £55. 55 Rectory Lane, Tooting. 543-k36

**HUMBERETTE**, 39 guineas; exchanges, 2-seater, 8hp, air-cooled, wire wheels, spare rim, good appearance, any examination, trial. Seabridge, 35 Handier Rd., East Dulwich. Sydenham 2452. 543-615

**JOWETT**, 1923, 2-seater, used 800 miles only, guaranteed as new, owner suddenly called abroad, £195. Peake c.o. 11 Gloucester St., Oxford. zzz-415

**JOWETT**, 1915, 2-seater, good condition, cylinders just rebored, new pistons and piston rings, spare wheel, speedometer, £75. Green, Hollaway Clough, Hale, Cheshire. 545-h947

**KINGSBURY JUNIOR** light car, 9.5, twin, water-cooled, 1919, chassis complete, no body, 5 tyres, 4 electric lamps, make good sports car, or convert to light tradesman's trolley, first genuine offer. Belmont, Didsen, Purlieu, Hythe, Southampton. 543-h953

**LAGONDA**, Several good second-hand cars for sale. Full particulars and prices from Lagonda, Ltd., 195 Hammersmith Rd., London, W. 6. zzz-96

**LAGONDA**, £65, 2-3-seater, in excellent condition; terms. Midland Garage, 303 Broad St., Birmingham. zzz-964

**LAGONDA** coupe, 11.9, electric lighting and horn, spare wheel, tyre, speedometer, perfect condition, tax and insurance paid, £120. Fletcher, 105 High St., Lewisham, S.E. 543-h27

**LAGONDA** coupe, 1922, splendid condition, 5 new tyres and accessories, tax paid, £260. 37 Cavendish Rd., Clapham, S.W. 12. 543-h887

**LAGONDA** coupe, 11.8hp demonstration, soiled, only done 900 miles, £200. W.B.G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. zzz-498

**LAGONDA**, 1920 model, 4-seater, dynamo lighting, starter, excellent mechanical condition, licensed to end of year, all tyres thoroughly good, £135. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 543-586

**LAGONDA** 1922 coupe, 11hp, self-starter, dynamo, with double sunken dickey, as new in every way, only short mileage, cost £395, accept 195 guineas. 69 St. Paul's Avenue, Willesden Green, London. 543-k92

**LA PNETTE**, 72 guineas, exchanges, deferred payments, pretty little 4-seater, 9hp, 4 cylinders, famous Chapuis-Dorner engine, gate change, hood, double screen, powerful, smart, economical. Seabridge, 35 Handier Rd., East Dulwich. Sydenham 2452. 543-614

**LITTLE MIDLAND**, 1921, excellent order, price £80. Welford, St. James St., Brighton. 543-508

**LITTLE MIDLAND** car, new, late 1922, slightly shop-soiled, for sale will accept £100, in perfect order. Williams and Sons, New Tredegar. 548-x98

**MARLBOROUGH**, 1915, 10hp, 2-seater, dynamo, detachable wheels, clock, speedometer, etc., very attractive car, 85 guineas. Bruton Mews Garage, Ltd., 18 South Bruton Mews. Mayfair 4282. 543-552

**MARSEAL**, £165 (new), excepting for 100 miles; all aluminium body perfect and faultless in every way, unregistered; deferred payments considered. Graff, Hayes, Kent. Phone, Bromley, 532. zzz-435

**MARSEAL** 1923 coupe, C.A.V. lighting, starting, etc., run about 600 miles, good as new. Moroney and Co., Semley Pl., Ebury St., Victoria. 543-531



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

**MATHIS**, 8hp, 2-seater, starter, lighting, licensed, cost £250 last month, hardly used, 45 m.p.g., £195. Hulfam, Dilkooah, Ham Common, Surrey. 543-h917

**MATHIS** 1921 2-seater, with self-starter and dynamo lighting, spare wheel, perfect condition, £155, or exchange combination and cash. Newham, 223 Hammersmith Rd., W. 6. 543-569

**MATHIS** 8hp 1922 2-seater, dynamo and starter, run 500 miles only, exceptionally good condition, £185; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., N.W. 1. 543-635

**MERRALL-BROWN**, 1920, Coventry-Simplex engine, detachable wheels, good condition throughout, £80; exchanges. Cotton, Grafton Mews, Warren St., W. 1. Museum 6960. 543-k66

**METEORITE**, 155 guineas, exchanges, deferred payments, exceptionally smart, 1919-20, 2-seater, dickey, dynamo, 11hp, 4 cylinders, 5 detachables, silent, flexible, fast. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 543-611

**MORGAN** Service Depot. Officially appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E. 5. Dalston 2408. zzz-580

**MORGAN** specialists. James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield. Telephone, Central 2460. Good stock of spares carried. If in difficulty wire us. New and second-hand machines nearly always in stock. zzz-337

**MORGAN**, Dan Guy, Weymouth, main Dorset agent. Trade supplied. Spares in stock; exchanges and deferred payments. 544-454

**MORGANS**, Hall, official agent, service depot, spare part stockist. Second-hand Morgans always in stock. 91 St. Peter's St., St. Albans. zzz-214

**MORGAN** de luxe, 1920, w.c., J.A.P., speedometer, Magdyno, taxed December, £90. K.J. Motors, Bromley. Phone 1727. 544-349

**MORGAN**, Grand Prix, 1917, good condition, recently overhauled, £75 or near. 321 High Rd., Streatham. 543-h892

**MORGAN**, de luxe, late 1920, w.c., 8hp, speedometer, clock, £95. Apply, Chas. Dean, High St., Huntingdon. 543-h895

**MORGAN**, Grand Prix, late 1921, M.A.G. engine, excellent condition, any trial, £112. Yates, 30 Harry Rd., Leytonstone Rd., Essex. 543-h915

**MORGAN**, cost £230, 1920, good order, £80 secures. Fabry, 19 Westgate Rd., Bury St. Edmunds. 543-h910

**MORGAN** (July, 1921). Aero special, Grand Prix, M.A.G., water-cooled, Bonniken trip, J.A. lighting set, splendidly equipped, any trial; exchanges; £110. 80 Bowes Rd., Bowes Park, N.15. 543-h907

**MORGAN** de luxe, 1921, water-cooled, dynamo lighting, speedometer, 2 new chains, £110. Tucker, 50 Carysfort Rd., Crouch End. 543-h960

**MORGAN**, P.O.C.H. have a 1921 G.P. Morgan, luxuriously equipped, bargain; exchange or deferred. 5 Heath St., Hampstead (near Tube). 543-467

**MORGANS**, 1922 Popular model, £90; 1921 de luxe, M.A.G., w.c., £115; extended terms and cars exchanged. Rey (Morgan Agent), 378-384 Euston Rd. Phone, Museum 7600. 543-442

**MORGAN** G.P., Anzani, 1923, Lucas dynamo lighting, Watford speedometer and clock, has only been used London to Land's End, delivered from works March 22nd. Hall, 91 St. Peter's St., St. Albans. Tel. 656. 543-499

**MORGAN**, 1922, Grand Prix, M.A.G., taxed for year, dashboard, Stewart trip, hood envelope, standard equipment, tyres good, perfect throughout, £120; after 6.30 or week-ends. Bacon, 10 The Broadway, London Rd., Norbury, S.W.16. 543-k15

**MORGAN**, 8hp, J.A.P., 1914, mauve, mechanically perfect, fully equipped, any trial, £50; exchange combination 19 Pardoner's Way, Dover. 543-k18

**MORGAN** de luxe, 1920, water-cooled, speedometer and full equipment, tax paid, £90; G.P. £65 and £75; earlier models from £50. Bunting's, Wealdstone, Middlesex. 543-597

**MORGAN**, family, 1922, water-cooled J.A.P., dynamo lighting, speedometer, mirror, electric Klaxon, rear screen, spares, etc., mileage under 2,500, cost over £220 last year, will accept £155 or near. McLellan, 32 Lyndhurst Rd., Highams Park, E. 4. 543-k45

**MORGAN**, G.P., 8hp, w.c., J.A.P. 1916, dynamo, new hood, year's tax, special exhaust system, many 1922 parts and special fittings, colour blue, guaranteed perfect, £72 10s., nearest offer. 358 Hornsey Rd., N. 7. 543-k87

**MORGAN**, G.P., M.A.G., early 1921, electric, new tyres, £20 extras, £90. Ball, Tardebigge, Worcestershire. 543-k26

**MORGAN**, 1922, standard, J.A.P., a.c., speedometer, Jeff tube, fully equipped, licensed, 1923, £96. 5 Clarendon Villas, Widcombe Hill, Bath. 543-k119

**MORGAN** de luxe, 8hp J.A.P., a.c., perfect order, accessories, £85 or offers. A.A., 125 Hazelwood Lane, Palmers Green, N. 15. 543-k121

**MORGAN**, 1921, G.P., 10hp M.A.G. engine, No. 4775, delivered December 1920, cost £235, M.J. magneto, Amac carburettor, trip speedometer, flush, mileage 9,000, automatic drip-feed hub, acetylene side and rear lamps, disc wheels, all tyres 700 by 80 top-hold condition, Stepnay rear with Jeff inner tube, Avon front, Rappa spring gaiters, Klaxon, inside mat, petrol can carrier, helmet, seat w. cushion covers (Dunhill) for all lamps and generator, brass fittings, colour mauve, full kit of tools and about £10 worth spares; valves, chains, links, dog clutch, etc., etc. Tax paid to December 31st; insurance paid to September 30th; the whole exactly as turned out by works, carefully driven and well looked after; guaranteed in absolute top-notch condition in every respect: very fast, powerful, and economical; any trials with pleasure; seen London if desired; genuine private owner; price £130, all inclusive. Write Morgan, c/o S. B. Edwards, Nowagent, Brighton Rd., Coulsdon, Surrey. 543-k37

**MORGAN**, 1921, De Luxe, water-cooled Sports M.A.G., dynamo lighting, hood, screen, etc., £110, lowest. 1 Ombersley Rd., Worcester. 543-k76

**MORGAN**, Grand Prix, August 22nd, 1922, w.c., excellent running order, price £130, near offer. Can be seen by appointment. Phone, Hornsey 3282. 543-k5

**MORGAN**, 1922, Grand Prix, M.A.G., speedometer, discs, tax paid, £130. Below. 543-k6

**MORGAN**, 1921, de luxe, speedometer, clock, tax paid, £110. Maunders, 100 Gt. Portland St., London, W.1. 543-646

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

**MORGAN**, 1921 de luxe, 8-10hp, J.A.P. engine, water-cooled, Lucas dynamo set, speedometer, cost £265, as new, £105; owner buying bigger car. Box No. 1694, c/o "The Light Car and Cyclecar." 543-k65

**MORGANS**, 1922 standard model, a.c. J.A.P. equipped, perfect order, £85. Below. 543-k68

**MORGAN**, family model, 1923, w.c. J.A.P., dynamo, mileage, 100, £155. Below. 543-k69

**MORGAN** de luxe model, 1923, w.c. J.A.P., dynamo lighting, offers, exchange, deferred. Elco, Ltd., 13-16 Bishopsgate Ave., Canonville St., E.O. Phone, Avenue 5548. 543-604

**MORGAN**, 1922, Grand Prix, mileage about 2,000, condition as new, price £115. Logsdon, Royston, Herts. 543-z47

**MORGAN**, Grand Prix, 1923, grey, latest Anzani engine, water-cooled, Lucas electric lighting, speedometer, disc wheels, tax paid, really good order, owner buying bigger car, £150 or near offer. Box No. 1696, c/o "The Light Car and Cyclecar." 543-k68

**MORRIS-OXFORD**, 1914, Lucas dynamo lighting, 5 lamps, licensed to June, price £90, any trial. Welford, St. James St., Brighton. 543-506

**MORRIS-OXFORD**, 1914, 2-seater, recently completely overhauled, in splendid running order, newly painted, new hood and side curtains, tax and insurance paid, viewed in London, £125 or near offer. 111, Wolverton Ave., Kingston Hill, Surrey. 544-k13

**MORRIS-OXFORD**, 1914-15, 2-seater de luxe, dickey, dynamo, excellent condition, 85 guineas. 15 Kendrick Mews, South Kensington Station. Kensington 7276. 543-591

**MORRIS-OXFORD** coupe de luxe, with dickey, recently overhauled, 5 new tyres, detachable wheels, C.A.V. dynamo lighting, interior lighting, speedometer, clock, body alone cost £400, late 1914-15, will accept sacrifice £195 or offer. 58 Abchurch Gardens, N.W. 6. 543-x100

**NEW HUDSON**, 1922, shop-soiled only, not registered, what offers, or exchanges? Lamb's, Ltd., new premises opposite Hce St. Station, Wait-linshaw (16,000 sq. ft.): 387 Euston Rd., London, N.W.1.; 50 High Rd., Wood Green, N. 22. 543-459

**PALLADIUM** 1922 light 12 de luxe, 2-seater and double dickey, electric starting, lighting, speedometer, all accessories, absolutely perfect, £320. K.J. Motors, Bromley. Phone 1727. 544-351

**PERRY**, 1916, 7hp, 2-seater, detachable wheels, spare, just overhauled, £75; exchange combination. 4a St. John's Wood Rd., London, W. 543-k9

**PREMIER** 1922 4-wheeler, dickey, dynamo, choice of 2, prices from £130; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 543-443

**RHODE**, 11.9hp 1922 coupe. Mebes and Mebes (Est. 1893), The Original Light Car Specialists, Lagonda West End agents, have one of these high-class light cars to offer from stock, painted maroon, C.A.V. dynamo lighting and starter, speedometer, clock, dash lamp, step mate, seat covers, Beldam tyres, spring gaiters, etc. whole of car in new condition, having done approximately 3,000 miles. £275, open to examination by A.A., R.A.C., etc.; deferred payments arranged. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 543-490

**RHODE** cars. Second-hand. Mebes and Mebes, Southern distributors Rhode cars, have an all-weather 1923 model, painted Royal blue, and fitted with Dunlop cord tyres, dynamo lighting and self-starter, sports type wings, 5 lamps, grease gun system, etc., at £270. See below.

**RHODE**, 9.8hp, 1923, occasional 4-seater, painted grey, dynamo lighting and self-starter, speedometer, aluminium number plates, Dunlop cord tyres, tax paid for year, new condition throughout, small mileage, bargain, £210; your present light car in exchange; deferred payments. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 543-492

**RHODE**, 1922, tyres new condition, speedometer, £175. 91 Main Rd., Sidcup, Kent. 545-k79

**RHODE**, 1922, 4-seater (Chummy), dynamo, tax paid December, car repainted, £165. Garage, 12 Cornwall Terrace Mews, N.W.1, near Baker St. Station. Langham 2935. 543-k103

**RICHARDSON** light cars. Spare parts in stock. Richardson's, Mill Thorpe, near Sheffield. zzz-275

**RICHARDSON**, 1921, electric lighting, in excellent condition. £65. J. Hobden and Sons, 149 St. James St., Burnley. Tel. 488. 543-541

**RICHARDSON** 2-seater with dickey, electric lighting, speedometer, repainted, perfect condition, £70, or exchange combination. Newham, 223 Hammersmith Rd., W. 6. 543-570

**RICHARDSON**, June, 1921, 8.9hp, electric lamps, new condition, 700 miles, tax paid, £100. 58 Mansfield Rd., Ilford. 543-x103

**RILEY**, 1923, 11hp, 2-seater, double dickey, all-weather hood, mileage 200, practically new, tax paid, £355. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 543-633

**RILEY** used cars wanted and for sale. Lewes Motor Works, Lewes. 555-524

**RILEY**, 1922 model, 4-seater, complete, tyres almost new, in excellent condition, owner getting 1923 model, best offer over £300. Box No. 1695, c/o "The Light Car and Cyclecar." 543-k62

**ROVER** 8, 1921, dynamo, good condition, recently repainted, £95. Derangate Motor Co., Ltd., Northampton. 543-208

**ROVER**, 1921, 8hp, splendid condition, tax paid, a bargain, £110. Wilkins, Simpson, opposite Olympia, London. 543-b691

**ROVER**; largest stock in London; from 90 guineas, cash or deferred. Delancey St. Garage, Camden Town, N.W. 1. 543-h889

**ROVER** 8, 1921, tax paid, speedometer, side wings, special cooling lugs, extra air valve, dickey seat, mat, wanting Chummy Rover, splendid condition £118. Dairy, 8 Elfric Parade, Brixton, S.W. 543-h894

**ROVER**, 8hp, 1921, £105; 1922, £127 10s.; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 543-444

**ROVER** 8, 1921, speedometer, sound order, £115. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 543-517

**ROVER** 8, 1922, Lucas electric horn, swivel searchlight, Michellin tyres, petrol carrier, full equipment, splendid condition, £125; exchanges, easy payments. Alliber Garage, Thornsett Rd., Earlsfield, S.W. Phone, Latchmere 4388. 543-581

**ROVER**, 1923 model, 4-seater Chummy body, dynamo lighting, many extras, fully licensed, £165; 1922 model 2-seater, dynamo lighting, licensed until June, many extras, £125; exchange or hire purchase. The Light Car Co., 331 Euston Rd., N.W.1. 543-634



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

**ROVER**, 1921, 8hp, 2-seater, dynamo lighting, spare wheel, speedometer, electric horn, tools, etc., tax paid, excellent order, £98. 85 Panshurst Rd., Thornton Heath. 543-k61

**ROVER**, 1923, brand new, full guarantee, cannot accept delivery, £172 10s. 37 Connaught Sq., W.2. 543-k42

**ROVER** 8, 1923, with dickey seat fitted by makers, still in the agent's hands, unregistered, cost £184 10s., price £170, no stupid offers. Coryn, Walden Way, Hornchurch, Essex. 543-k38

**ROVER**, 1921, 8hp, 1922, crankshaft, connecting rods, exceptional mechanical condition, aluminium numbers, side screens, extra air valve, speedometer, double oilers, many improvements, £110. Apply, 5 Montpelier Villas, Brighton. 543-k21

**ROVER** 8, 1921, complete with speedometer, tax paid, mileage very small and in splendid condition, £110. Hall, 91 St. Peter's St., St. Albans. 543-551

**ROVER** Eights bought for cash. Best prices given. Maudes', 100 Gt. Portland St., London. 543-649

**ROVER**, 1922, splendid condition, year's tax, £127 10s. Below. 543-k105

**ROVER**, 1921, exceptional order, taxed, £105. Elve, Ltd., 13-16 Bishopsgate Ave., Camomile St., E.C. Phone, Avenue 5548. 543-605

**ROVER** 8, 1921, 2-seater, all good tyres, tax paid December, speedometer, double oiling system, £110; also. 543-k107

**ROVER** 8, 1921, dynamo, £105. Garage, 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2933. 543-k105

**ROVER**, 1921, 8hp, dynamo lighting, spare wheel, side screens, mirror, speedometer, mat, tax paid for year, £97; ditto, late 1922, run few miles only, £125; exchanges. Hillier, 127 St. Mark's Rd., North Kensington. 543-k107

**ROVER**, 1922, 8hp, splendid condition, speedometer, taxed year, original tyres as new, £120. Phone, Kingston 1274. 37 Arlington Rd., Surbiton. 543-k63

**SALMONSON** 1922 de luxe, excellent condition, £152. 7 Exhibition Rd., S.W.7. 543-675

**SALMONSON**, 1922, de luxe, dickey, dynamo, starter, speedometer, mileage 700, £180. Below. 543-k105

**SALMONSON**, 1922, latest model de luxe, side curtains, double dickey, dynamo, insured, taxed December, perfect throughout, £166. K.J. Motors, Bromley. Phone 1727. 544-618

**SAXON**, 52 guineas, exchanges, deferred payments, 11hp, 4 cylinders, 2-seater, dynamo, any examination, trial. Seabridge, 35 Hanslar Rd., East Dulwich, Sydenham 2452. 543-616

**SCOTT** Sociable, 1921 model, good condition, any trial, price £80, at Welfords, St. James St., Brighton. 543-505

**SCOTT** Sociable, 1922 model, not run 500 miles, better than new in every way, price £150. Welford, St. James St., Brighton. 543-504

**SHORT-ASHBY**, 1922, 8hp, 4-cylinder water-cooled, 2-seater and dickey, friction drive, hood and screen, Lucas dynamo lighting, spare wheel. This is the actual model exhibited at Olympia last November. Dark blue body with aluminium bonnet. An ideal no-trouble car. Trial run can be arranged in London. What offers? Major, 18 Russell Gdns., Golden's Green, London. N.W. 543-768

**SINGER** 1914 2-seater, double dickey, excellent condition, dynamo lighting, nearly new tyres, spare wheel, several extras, recently overhauled and repainted, always owner-driven, tax paid year, any trial, £85. 9 Chidden Rd., Twickenham. 543-632

**SINGER**, 2-seater, excellent running order, dynamo lighting, 5 detachable wheels, well tired, £95. 17 Cranmore Way, Muswell Hill. 543-h950

**SINGER**, F.O.C.H. have two Singers, 1919 and 1920, both dynamo, starters, dickey seats, condition excellent, bargains; exchange or deferred. 5 Heath St., Hampstead (near Tube). 543-470

**SINGERS**, 2-seater, 1920, price £145; and 1921, £165; extended terms and cars exchanged. Rey, 378-384 Euston Rd., Phone, Museum 7600. 543-446

**SINGER**, 1920, splendid condition, sell or exchange for air-cooled car. Hanson, Verwood, Dorset. 543-k16

**SINGER**, 10hp, 2-seater, dynamo lighting, new Michelin Cable tyres, perfect condition, as a new car, £125; exchanges, easy payments. Allber Garage, Thornsett Rd., Earlsfield, S.W. Phone, Latchmere 4388. 543-582

**SINGER**, 1920 model, 2-seater, dynamo and starter, excellent condition throughout, £145; ditto, sports model, £120; 1920 coupe dynamo and starter, £130; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London. 543-639

**SINGER**, late 1919, dynamo lighting, speedometer, spare wheel, excellent condition, £100. 6 Market St., Oxford. 543-k41

**SINGER**, late 1921, 2-seater, double dickey, lighting and starting, perfect condition, mileage negligible, as new, £165. Captain Reeves Park Rd., Wellingborough. 543-k29

**SINGER**, 1923, 2-seater, all-weather, starter. 26 St. Paul's Rd., West-super-Mare. 543-k25

**SINGER**, racing, 10hp, outside copper exhaust, original T.T. model, very fast sporting car, dynamo, 6 detachable wheels, £145. Bruton Mews Garage, Ltd., 18 South Bruton Mews. Mayfair 4282. 543-565

**SINGER**, 2-seater and dickey, dynamo, taxed, very quiet engine, £75, or exchange. 3 Stamford Brook Rd., Hammersmith. 543-620

**SINGER**, 2-seater and dickey, 5 detachable wheels, 5 lamps, spares, watch, speedometer, mirror, licensed July, perfect condition, trial evenings or week-end; 4-seater wanted, £75. 51 Gilpin Ave., East Sheen, S.W. 14. 543-k17

**SINGER** 1917 2-seater, dickey, dynamo lighting, speedometer, tax and insurance paid for year, repainted, any trial, £105; seen by appointment. Owner, 4 Lavender Ave., Mitcham. 543-k8

**SINGER**, Cass's Motor Mart, Ltd. 1921 coupe, starter, dynamo, run 4,000 miles, painted blue, indistinguishable from new, bargain, 205 guineas; deferred terms, exchanges. Write for list of cars. 243 Brompton Rd., S.W.3. Kensington 2194. 543-601

**SINGER**, 1919, dynamo lighting and starter, new batteries, car repainted, tax paid, £120. 543-k106

**SINGER**, 1917 coupe, dynamo, tax paid, £100. 543-k106

**SINGER**, 1916, 2-seater, dynamo, tax paid, £90. 543-k106

**SINGER**, 1914, 2-seater, dynamo, tax paid, £75, all ready for any run. 543-k106

Garage 12 Cornwall Terrace Mews, N.W.1, rear Baker St. Station. Phone, Langham 2933. 543-k104

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

**STANDARD**, 9.5hp, 2-seater and dickey, 1915, £125. W.D.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. 543-395

**STANDARD**, 1914, 9.5hp, with dickey, dynamo lighting, overhauled and repainted, £105. Dergate Motor Co., Ltd., Northampton. 543-207

**STANDARD**, 8hp, 1923, 4-seater, mileage 2,000, £18 extras, £250. Lewes Motor Works, Lewes. 543-h949

**STANDARD**, special bargain, 9.5hp, 2-seater and dickey, 1920, all-weather fittings, starting and lighting, paintwork unscratched, little mileage, quick sale, £185, or close offer. Brown, 11 Higher Albert St., Chesterfield. 543-h909

**STANDARD**, 9.5, 1920, very good order, £185 or near offer. Sorbiton Lodge, Kingston-on-Thames. 543-h906

**STANDARD**, 1920, guaranteed perfect, any test, repainted, new canopy, £205 and free oil 6 months. Phone, 247 Harrow. 85 Drury Rd., Harrow. 543-396

**STANDARD**, 1920, 2-seater, all-weather, lighting, starter, dickey, exceptional mechanical condition, £195. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 543-519

**STANDARD**, 8hp, 1923 model, licensed to the end of the year, run 1,600 miles, unscratched, and as good as new, £245. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 543-584

**STANDARD**, 9.5hp, 1920, long wheelbase, all-weather 2-seater, dynamo and starter, £185; 1913-14 9.5hp 2-seater, £75; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London, N.W.1. 543-631

**STANDARD** 1920 2-seater, all-weather, dickey, starter, lighting, etc., condition and appearance as new, £195. Vivian, 33 Spenser St., Victoria, S.W. 1. 543-629

**STANDARD**, 2-seater, dickey, 1919, good condition, £125. Archer, College Rd., Cheshunt. 544-k80

**STANDARD**, bargain, genuine 1920 10hp Standard, all-weather, lighting, starting, etc., coachwork unscratched, tyres as new, tax paid, £185. Brown, Higher Albert St., Chesterfield. 543-k93

**STANDARD**, 1914, 2-seater, dynamo lighting, detachable wheels, tools, tax paid, etc., perfect condition, £95. 2 Greville Pl., South Kensington, 2946 Western. 543-653

**STANDARD**. Cass's Motor Mart, Ltd. 1915, 9.5hp, 2-seater and dickey, starter, dynamo, 5 wheels and tyres, tax paid to June, splendid condition, 120 guineas; deferred terms, exchanges. Write for list of cars. 5 Warren St., W.1. Museum 623. 543-599

**STELLITE** 10hp 2-seater, in perfect condition, £120. Smith Motors, Ltd., High Rd., Goodmayes, London. 543-317

**STELLITE** 1920 2-seater, excellent condition, £145; extended terms and cars exchanged. Rey, 378-384 Euston Rd. Phone, Museum 7600. 543-445

**STELLITE**, 1919, 2-seater, 3-speed, electric light, good condition, £150 or consider near offer. Apply, Rico Bros., Horsham. 543-502

**STELLITE**, 2-seater, double dickey, 3-speed model, Lucas dynamo lighting, fully equipped, etc., perfect condition, £105. 2 Greville Pl., South Kensington. 2946 Western. 543-654

**STELLITE**. Cass's Motor Mart, Ltd. 1919, 10hp, 2-seater and dickey, dynamo lighting, just overhauled, repainted grey, splendid condition throughout, £168; deferred terms, exchanges. Write for list of cars. 243 Brompton Rd., S.W.3. Kensington 2194. 543-600

**STONELEIGH** (built by Messrs. Armstrong), still under guarantee, climbed Brooklands test hill with ease, tax paid, £130, any trial. Sandle, 65 Sackville Gardens, Ilford. Phone, Gerrard 1088. 543-h900

**SWIFT** 7.9 light car, 1913 model, in very fair condition, price for quick sale £50. Charles Moxham and Co., 32 Torwood St., Torquay. 544-211

**SWIFT** coupe, £125. Royal blue, 10hp, 4-cylinder, dynamo, spare wheel, completely equipped. 10 Dover Terrace, Richmond. 543-h893

**SWIFT**, 10hp, 1921, double dickey, starter and lighting, perfect throughout, £135. James, over Alexanders, 482 Harrow Rd., Paddington. 543-482

**SWIFT**, 10hp, 1920, 2-seater, dickey, speedometer, bargain, £150. Smith and Hunter, 77 Gt. Portland St., W. Phone, Langham 2363. 543-516

**SWIFT**, 1920, dynamo lighting, guaranteed perfect, 200-mile trial pleasure, reasonable offer. Hall, 54 Maygrove Rd., Brondesbury. 543-k12

**SWIFT**, 1920, 10hp, 2-seater, dickey, dynamo, tax paid year, 130 guineas. 543-k12

**SWIFT**, 1920-21, 10hp, 2-seater, sunken double dickey, starting and lighting tax paid year, 145 guineas. 13 Kendrick Mews, South Kensington Station. Kensington 7276. 543-590

**SWIFT**, 1915, 9hp, electric lighting, horn, speedometer, etc., fully equipped, tyres as new, spare wheel, repainted, £65 10s.; exchange motorcycle considered. F.A., Northbourne, Chobham, Woking. 543-k24

**SWIFT**, 52 guineas; exchanges, 2-seater, 9hp, 2 cylinders, 5 detachables, hood, screen, lamps, pulls well, any examination and trial. Seabridge, 35 Hanslar Rd., East Dulwich, Sydenham 2452. 543-612

**SWIFT**, 1916, 10hp, with special 3-seater cloverleaf coupe body, self-starter and dynamo lighting, excellent condition, £145, or exchange combination and cash. Newham, 223 Hammersmith Rd., W. 6. 543-575

**SWIFT**, 1921, 10hp, dynamo lighting and starter, dickey seat, fine condition, £155; exchanges. 24 Balliol Rd., North Kensington. 543-k110

**TALBOT**, 1923, 8hp, de luxe 2-seater, painted blue, tax paid for year, soiled only, £310. Newham, 223 Hammersmith Rd., W. 6. 543-563

**TALBOT**, shop-soiled 1922 8hp model, complete with starter, unregistered, bargain price, £270. Maudes', 100 Gt. Portland St., London. 543-648

**TALBOT**, 1922-23, 8hp, coupe, dynamo lighting and starter, only need few times, cost £400, accept £295; exchanges. Hillier, 127 St. Mark's Rd., North Kensington. 543-k106

**TALBOT-DARRACQ**, 8hp, 1922, 2-seater, dickey, dynamo lighting, starter, many extras, engineer owned, perfect condition, £210. Thompson, Old Welsh Harp, Ilford. 543-h90

**TALBOT-DARRACQ**. The Light Car Co. offer a (shop-soiled) 2-seater Talbot-Darracq, fitted with dynamo and starter, in perfect order, £266; exchange or hire purchase. The Light Car Co., 331 Euston Rd., London. 543-629



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

**TAMPLIN**, 1921, 2-seater, as new, any trial, £45; exchange motor-cycle. C.S. 497 Old Ford Rd., Bow, E.3. 543-h818

**TAMPLIN**, 1920, 2-seater, electric lighting, real good order, £45; exchange or bare purchase. The Light Car Co., 331 Euston Rd., London. 543-642

**UNIT**, April, 1923, ideal car for lady driver, exceptionally attractive touring car, thoroughly tested out and reliable, 4-cylinder water-cooled engine, disc drive and final spur gearing, 2-seater aluminium body, red wings and wheels, nickel-plated radiator and fittings, Hrolt electric lighting, tools and spares, speedy hill-climber, 45 m.p.h. on the level, trial run, inspection or photo, £200, or near offer. Phone, Clerkenwell 6000, P.I.T., care of "The Light Car and Cyclecar," 7-15 Rosebery Ave., London, E.C.1. 543-148

**UNIT**, Ramsey Units Ltd., Woburn Green, Bucks, have a limited number of demonstration and works cars for disposal; appointment only. 543-509

**UNIT**, 10hp sports 2-seater, double dicky, shop-soiled only, quantity offered, mileage 150, £165, list price 245 guineas. Giles' Garage, Northampton. 543-k27

**UNIT**, April, 1923, 10hp sports demonstration 2-seater, double dicky, 2,000 miles, perfect condition, £115, list price 245 guineas. Giles' Garage, Northampton. 543-k28

**UNIT**, June, 1922, 16hp, 4-cylinder, 2-seater, dicky, year's licence, £185. Taylor-Brown, Marsh Court, Langley, Bucks. 543-k74

**WARREN-LAMBERT**, 1921, 2-seater, dynamo lighting, 11hp light car, very smart and reliable, £135. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, W.1. Regent 986. 543-674

**WOLSELEY** Ten, latest current model, 2-seater, dicky seat, starter and lighting, perfect condition, throughout, small mileage, £265; terms, exchanges. Midland Garage, Broad St., Birmingham. 543-680

**WOLSELEY** 10, 1923, only shop-soiled, £540 exchanges, deferred payments if desired. Immediate delivery of any new model. Lamb's, Ltd., new premises opposite Hop St. Station, Walthamstow (16,000 sq. ft.), 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22. 543-461

**WOLSELEY**, 10hp, 1921, 2-seater, dicky, starter, clock, speedometer, dash lamp, motor, tax paid, absolutely as new throughout, £245. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 543-534

**WOLSELEY-STELLITE** first-class order mechanically and body, new tyres, many extras, with tax to end of year, £100. W.B.G. and E. Co., 202 Westminster Bridge Rd. Hop 6187. 543-497

**LE ZEBRE**, great bargain, brand new, 1922, 10hp, tax £8, 2-3-seater cars, with double dicky, fitted with electric lights, self-starter, 5 electric lamps, 5 wheels and tyres, horn, pump, jack, etc., painted to choice any colour, 40 m.p.h., price complete £195, trial run given any time. Palmer, 261 The Vale, Acton, W.5 (few doors past Napier). 543-h914

**ZEBRE**, 1921, special sports 2-seater, starting and lighting, many extras, in new condition, body alone real £150 last year, accept £125. Moon and Porter, Ltd., 159-161 Castleham, Barnes. 543-608

**LE ZEBRE**, 2-seater, dicky, dynamo lighting and starter, tax paid, ready for any run, £120. Garage, 12 Cornwall Terrace Mews, N.W.1, 101 Baker St. Station. Phone, Langham 2955. 543-k101

## SPARE PARTS FOR LIGHT CARS.

**CALCOTT** spares and repairs. All Calcott spare parts in stock for immediate delivery. Trade supplied. All kinds of Calcott repairs, small or large. Complete overhauls. Authorized direct agents for Calcott cars. Trade supplied. Calcott service depot. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 258. 543-h689

**K.J. (KINGSBURY-JUNIOR)** spares. In stock. The Kennedy Motor Co., Ltd., Shettleston, Glasgow. Telegrams, "Mueruavut, Glasgow." Telephone, 220 Shettleston. 563-159

**MERRALL-BROWN** spares and repairs. Merrall-Brown, 28 Chorley Old Rd., Bolton. 551-539

**MORGAN** spares. The Stevenage Motor Co., Ltd., Stevenage, Herts., can supply from stock all spares at makers' list price, plus carriage. Repairs and overhauls carried out by experts. Write, wire or 'phone your requirements. Prompt attention given. Phone, Stevenage 55. 543-599

**RICHARDSON** light cars. Spare parts in stock. Richardson's, Millthorpe, near Sheffield. 543-654

**9hp ROVER** spares. Practically every part in stock; immediate delivery. Kays, 8-10 Bond St., Ealing. 550-186

**SINGER** new spares. Crown wheels, £3; bevel pinion, £2; differential pinion, 11s.; sliding dogs, £1 5s.; valves, 5s. 6d.; piston rings, 1s. 3d.; silencers, 12s. 6d.; differential cases, pair, £5 10s.; shock absorbers, pair, £2; gear wheels, etc. Green, Westbury Lane, Buckhurst Hill, Essex. 544-h951

**RICHARDSON** spares. Works closed. Spare parts are now being made by Arthur Franks, 54 Lenton St., Sheffield (late manager). Immediate delivery at lowest terms. 544-k470

**CARDEN** owners. 50 sets body spares, comprising hood, spare wheel and carrier, axle members, tie rods, front and rear springs, control and brake rods and clips, all brand new goods, £5 per set f.o.t. White Body Works, Ascut. 544-k39

## NEW LIGHT CARS AND CYCLECARS

**A.B.C.** Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966). The Wholesale and Retail Concessionaires, can give immediate delivery of the 1925 types at further reduced prices: sports model, £225; standard model, £240; 4-seater, £265; deferred payments arranged and cars taken in part exchange. 543-378

**A.B.C.** George England (1922), Ltd., 11 Curzon St., Mayfair, W.1 (Phone, Grosvenor 2191), have fully-equipped A.B.C. repair works, stocks of spares, and are experts in tuning: sports model, £225; Regent model, £240; special leatherweight 4-seater; super sports model, aluminium body, to specification. Write for gadget list. Deferred payments or exchange. 543-818

**A.B.C.**, 1925, sports, new, makers' guarantee, owner must sacrifice, dealers invited, £185. Welham, Surbiton Hill Rd., Surbiton. Phone, Kingston 1875. 543-k84

## NEW LIGHT CARS AND CYCLECARS (continued).

**A.C.**

Caithness and Co., Ltd., the A.C. specialists, offer the following for immediate delivery:—

Empire 2-seater, £325.  
Empire all-weather model, £345.  
Royal 2-seater, polished aluminium, £395.

Deferred payments and part exchange.  
65 Gt. Portland St., W.1. Tel., Langham 2172. 543-449

**A.C.** 1925 models for immediate delivery from stock; prices from £325; best possible allowance made on second-hand cars or motor-cycles in part payment; deferred terms, if required; definite allowance offer made by post on receipt of full particulars of car to be exchanged. Newham Motor Co., 223 and 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325 and 80. 543-556

**A.C.** cars in stock. Lamb's, Ltd., new premises opposite Hop St. Station, Walthamstow; 387 Euston Rd., London, N.W.1; 50 High Rd., Wood Green, N.22. 543-458

**A.C.** Autoveyors, Ltd., 84 Victoria St., S.W.1.

**A.C.** Leading London agents and concessionaires Surrey. Trade enquiries invited. All models in stock at now reduced prices. Autoveyors, Ltd.

**A.C.** Empire 2-seater model, all colours, £325. Autoveyors, Ltd.

**A.C.** Royal 2-seater all-weather models, £395. Autoveyors, Ltd.

**A.C.** Royal 4-seater all-weather models, £415. Autoveyors, Ltd.

**A.C.** Royal coupe, any colour, £475. Autoveyors, Ltd.

**A.C.** Autoveyors, Ltd., can supply any of the above cars on deferred payments. Only a small deposit required. 84 Victoria St., S.W.1. 543-556

**A.C.** In stock, Empire 1923 model, 2-seater, £325; deferred terms. Official agents, Offord and Sons, Ltd., 94 Gloucester Rd., S.W.7 227-578

**A.C.** Birkenhead Motor Works, 54 Duke St., A.C. agents, immediate delivery, and 6 Hardman St., Liverpool. 562-869

**A.C.** (Surbiton). Globe Auto Service, Portsmouth Rd., authorized agents. Models stocked from £325; exchanges. Kingston 1591. 547-222

**ALVIS**, Mebes and Mebes (Est. 1893), the Original Light Car Specialists, authorized London agents, have for immediate delivery the 10-30hp model 2-seater, pastel blue, at £397. Your present light car in part exchange and the balance spread over period of 12 or 18 months. 144 Gt. Portland St., W.1. Phone, Langham 2250. 543-487

**AMILCAR** specialist and distributor, North and East Riding Yorkshire. S. Glover, North St., Ripon. Phone 172. 554-w472

**ARIEL**, the new 9hp water-cooled 3-4-seater, price £235, is the nicest light car on the market, a combination of speed, reliability, and elegance. Particulars from Fred Speakman, Ariel Garage, Harpurhey, Manchester. 550-519

**ARIEL "Nine"**, the £215 all-weather car with the thousand-guinea personality, water-cooled, right-hand change, long wheelbase, 3-4-seater, single-shell body, adjustable seats; have a trial run or free tuition without obligation; cash, exchange or deferred payments. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N.10. 543-224

**ARIEL 9**, £215; immediate deliveries; extended payment terms or your car taken part payment. Driving taught. Agents wanted Kent, Surrey and Sussex. Distributors, Ariel Motors and General Repairs, Ltd., 320-2 Cattermole New Rd., S.E.5. 543-494

**ARIEL 9**, de luxe specification and finish, 3-seater, all-weather equipment, £215, equally cheap to maintain. Maudes', Paris St., Exeter; the Norwich Garage, Norwich; and 100 Gt. Portland St., London. 543-645

**AUSTIN**. You can now see and try the new Austin Seven at our Showrooms. The price is £165, and there is a great demand. Book your order now for earliest deliveries, which can be obtained from F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. 543-452

**AUSTIN 7hp**. Can give prompt delivery. Write for specification. George England (1922), Ltd., 11 Curzon St., Mayfair, W.1. 543-817

**AUSTIN**, Stretton and Smith for 7hp Austins. Earliest deliveries. Deferred payments. 12 Woodstock St., Oxford St., London. 543-930

**AUSTIN 7hp**, £165; orders now accepted for early delivery. Ratcliffe Bros., 200 Gt. Portland St., W. 554-167

**AUSTIN**, new 7hp model, £165; place your order now for early delivery; exchanges; deferred payments. Parkers, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 543-451

**AUSTIN 7** light car. Earliest deliveries. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, W.1. Regent 986. 543-671

**A.V.** brand new late 1922, runabout, 2-seater, painted pearl-grey, 3-speed and reverse gearbox, Blackburne engine, bargain for quick sale. Thomson, 110 High St., Teddington. Phone, Kingston 231. 543-h958

**BAYLISS-THOMAS**, Junior, £260 cash, or £54 16s. deposit and 11 payments of £19 12s., less rebate. Service Co., 27-4 High Holborn, W.C.1. 543-408

**BAYLISS-THOMAS** cars in Brighton at Welford's, St. James St., Brighton, authorized main agents for the district. 548-499

**BAYLISS-THOMAS**. Authorized agents, London, South of Thames and 25 miles radius. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E.1. Hop 6187. 543-398

**BAYLISS-THOMAS**. All 1923 models in stock, 10.5hp, 2-seater, with dicky, £295; 10hp, 4-seater, £320; 8.9hp Junior, £240; exchanges or extended terms. Mann and Greiton's, Ltd., 10 Lower Grosvenor Place, S.W.1. Tel., Victoria 4634. 543-546

**BELSIZE-BRADSHAW**, 9hp dynamo lighting, £210, speedometer 5 extra. Immediate delivery from the authorized agents, Harris Garage, Slough. Phone 88. 543-658

**BELSIZE-BRADSHAW**, 9hp, £210; also supplied on our payment out of income system. Send for particulars, Ratcliffe Bros., 200 Gt. Portland St., W.1. 543-705

**BELSIZE-BRADSHAW**. Gordon Watney and Co., Ltd., 31 Brook St., W.1 (Phone, Mayfair 2965 and 2966), the wholesale and retail concessionaires, can give immediate delivery of the 1925 types at reduced prices. Standard 2-seater, complete, £210; and Standard 4-seater, complete, £235. Cars on show and demonstration given. Deferred payments arranged and cars taken in part exchange. 543-54

**BELSIZE-BRADSHAW**, 9hp, oil-cooled 2-3-seater, delivery from stock, County Garage, Caterham Valley, Surrey. 549-3512

**BELSIZE-BRADSHAW**, £210 cash, or £42 8s. deposit and 11 payments of £16, less rebate. Service Company, 273-4 High Holborn, W.C.1. 543-290



## NEW LIGHT CARS AND CYCLECARS (continued).

**BELSIZE-BRADSHAW**, £210. C. A. Britten and Co., sole distributing agents for Liverpool, St. Helens and districts; early delivery. 31 Inlington, Liverpool. 'Phone, 1329 North. zzz-223

**BELSIZE-BRADSHAW** with 9hp oil-cooled engine, 2-3-seaters, £210; 4-seaters, £235; 2-3-seater coupe, £260; immediate delivery. Tom Norton, Ltd., Charles St., Cardiff. 544-w975

**BELSIZE-BRADSHAW**, Willmott's can give immediate delivery of Belsize-Bradshaw 4-seater, £235; 2-seater, £210; coupe, £260; £18 extra to any model for self-starter and speedometer. We will take your car in part payment or supply on deferred terms. Trial runs any time, anywhere. Percy Rd., Uxbridge Rd., Shepherd's Bush, W.12. 'Phone, Hammersmith 621. 558-a972

**BELSIZE-BRADSHAW**, 9hp coupe, £260, 4-seater £235, 2-3-seater £210, all in stock, deferred payments arranged, exchanges. J. D. Paterson and Co., Barbould St., Warrington. 'Phone 545. 585-968

**BELSIZE-BRADSHAW**, 9hp, oil-cooled, detachable wheels, dynamo lighting, hood, side curtains, fully equipped, £210, starter £15 extra; prompt delivery. Telford Garage, District Agents, 47 Streatham Hill, S.W. 2. zzz-784

**BELSIZE-BRADSHAW**, 9hp, oil-cooled, 2-3-seater, immediate delivery from stock, £210. C. W. and J. Mason, Ltd., 5 St. Luke's Place (top of Bold St.), Liverpool Royal 3511. 550-e256

**BELSIZE-BRADSHAW**, 9hp, from stock, £210; deferred payments. Surrey Motors, Ltd., Sutton, Surrey. 'Phone, Sutton 1000. 543-423

**BELSIZE-BRADSHAW**, D. and S. Autocar Co. are agents for Belsize-Bradshaw cars: 2-seater £210, 4-seater £235; cash or deferred payments. 35 The Parade, Golders Green. 543-435

**BELSIZE-BRADSHAW** 1923 models for immediate delivery; exchanges and deferred payments. Newnam Motor Co., 225 and 245 Hammersmith Rd., W. 6. 545-557

**BELSIZE-BRADSHAW**, 1923 model, brand new, self-starter, speedometer and dickey, what offers? Putney Bridge Auto Mart, 222 Putney Bridge Rd., S.W. 543-101

**BELSIZE-BRADSHAW**, 2-seater with 9hp oil-cooled engines, £210; exceptional value. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 543-662

**BLERIOT-WHIPPEY**, £155 cash, or £32 10s deposit and 11 payments of £11 14s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-409

**BLERIOT-WHIPPEY** car, 1922, brand new, guaranteed, £88. R. B. Clark and Co., 7 Exhibition Rd., S.W. 7. 543-681

**B.S.A.** Leamington Automobile Co., Ltd., appointed special agents for B.S.A. cars. Display of latest models on view at our showroom. Delivery anywhere. Complete repair depots and stock of spare parts. 2 Parade, Leamington Spa. Tel. 113. 568-422

**B.S.A.** 10, Popular model, £205. Where can you find its equal? See and try it at Mylam's, 197 London Rd., Croydon. 'Phone, Thornton Heath 1275. zzz-631

**BUCKINGHAM**, 10hp. The value for money light car. Call and see the latest model 2-seater, with double dickey, price £185. Book your order now for early delivery with the Lancaster Motor Co., 158 Norwood Rd., West Norwood, S.E. 27. 'Phone, Streatham 2541. zzz-721

**BUCKINGHAM** 10hp. Mebes and Mebes (Est. 1893), the Original Light Car Specialists, sole district agents, have for immediate delivery all models. Your present light car in part exchange and the balance spread over 12 or 18 months. 144 Gt. Portland St., W. 1. 'Phone, Langham 2230. 543-488

**CALCOTTS**. Brand-new 1923 10.5hp models, just arrived, all models in stock, inspection invited; see the new 10.5hp all-weather model, £325; cash or easiest of easy payments. Your old Calcott or any motorcycle or car taken in part payment; we specialize in exchanges and allow best prices; exchanges arranged anywhere; distance no object. Calcott's direct authorized agents. Trade supplied. Wilkins, Simpson, opposite Olympia, London. Telephone, Hammersmith 238. 543-b685

**CALCOTT**, 10hp, all-weather, 1923 models, £325, immediate delivery; motorcycles in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-704

**CALCOTT**, Smith and Hunter, authorized agents. Delivery from stock: 2-seater, all-weather, £325. 77 Gt. Portland St., W. 'Phone, Langham 2363. 543-514

**CALTHORPE SERVICE DEPOTS**, 200 Deansgate, Manchester.

**CALTHORPE** 10-15 standard 2-seater, 285 guineas. In stock at Colmore Depot.

**CALTHORPE** 10-15 de luxe 2-seater, 325 guineas. In stock at Colmore Depot.

**CALTHORPE** 10-16 de luxe 4-seater, 340 guineas. In stock at Colmore Depot.

**CALTHORPE** 12-20 2 or 4-seater, 410 guineas. Early delivery from Colmore Depot.

**CALTHORPE** cars are always available from Colmore Depot, for cash, exchanges or easy terms.

**BIRMINGHAM**: 49 John Bright St.

**LIVERPOOL**: 24 Paradise St.

**LEICESTER**: 62 High St.

**MANCHESTER**: 200 Deansgate. Distributors for Lancashire. zzz-654

**CALTHORPE**, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-524

**CALTHORPE**, Lankester Engineering Co., Kingston, Surrey agents for Calthorpe cars. Sub-agents wanted where not already represented in county. Liberal terms, prompt deliveries. zzz-663

**CALTHORPE**, Birkenhead Motor Works, 54 Duke St., Calthorpe agents. Immediate delivery new models. And 6 Hardman St., Liverpool. 562-870

**CALTHORPE**, Smith and Hunter, authorized agents. All models in stock: standard 2-seater, 285 gns.; 10-15hp de luxe model, all-weather, 325 gns.; all-weather 4-seater, 340 gns.; coupe, 400 gns.; deferred payments. 77 Gt. Portland St., W. 'Phone, Langham 2363. 543-512

**CALTHORPE**, Croydon agents for Calthorpe cars. Immediate delivery from stock of all models, with efficient service to follow; deferred payments and exchanges arranged. Moore's, Presto Motor Works, Ltd., North End, Croydon. 'Phone 2624. zzz-500

**CITROEN**, 7.5hp, 2-seater, dynamo lighting, self-starter, £195. Immediate delivery from the authorized agent, Harris, Garage, Slough. 'Phone 88. zzz-680

## NEW LIGHT CARS AND CYCLECARS (continued).

**CITROEN**, 7.5hp, 10hp, 11.4hp.

**CITROEN**, The Leighton Garage.

**CITROEN**, Earliest delivery of all 1923 models.

**CITROEN**, Personal service at any time a feature. Deferred payments arranged a speciality.

**CITROEN**, Satisfaction guaranteed. We are genuine authorized agents. Telephone, Hampstead 1565. Princess News, Belize Cres., Hampstead. 551-653

**CITROENS**, 1923, with English bodywork. All models from Jackson's Garage, Guildford. 'Phone 345. zzz-709

**CITROENS**, Caithness and Co., Ltd., for immediate delivery of the latest models. Best prices allowed for your present car in part exchange. Deferred terms. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 543-450

**CITROEN**.

**CITROEN**, See W. H. Jones and Co.

**CITROEN** specialist.

**CITROEN**, For all new models. Any second-hand cars taken in part payment; deferred terms arranged; also trade inquiries invited. 101 Gt. Portland St., W. 1. Mayfair 7197. 544-476

**CLULEY**, 1923. Immediate delivery from the authorized agents, Jackson's Garage, Guildford. 'Phone 345. zzz-706

**CLULEY**, "The Cream of Coventry's Light Cars." 2-seater with double dickey, D. and S., £350; 2-seater coupe, V. front, with double dickey seat, D and S., beautiful carriage, £450; exchange or hire-purchase. The Light Car Co., 331 Euston Rd., London. 543-636

**CLYNO**, For power, comfort, finish and reliability. 2 and 4-seater models in stock. Authorized agent, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. 'Phone, 4978 Central. See also Jewett, Singer and Coventry-Premier columns. 545-160

**CLYNO** Popular 4-seater, **break starting** and lighting, delivery from stock, £255, motorcycle taken in part payment. Crow Bros., Guildford. 'Phone 454. 543-212

**CLYNO**, 10.8hp, 2-seater, dynamo, starter, dickey, £275; also family model, £255. J. Hebden and Sons, 149 St. James St., Burnley. Tel. 488. 543-543

**COVENTRY-PREMIER**. Immediate delivery.

**COVENTRY-PREMIER**, West Bros.

**COVENTRY-PREMIER**, Authorized agents, 42 Cranbrook Rd., Ilford. Deferred payments. Telephone, Ilford 740. 556-196

**COVENTRY-PREMIER**, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-525

**COVENTRY-PREMIER**, 1923 models, in stock, 230 guineas; motorcycles taken in part exchange. Ratcliffe Bros., 200 Gt. Portland St., W. 1. zzz-703

**COVENTRY-PREMIER**, 10hp, 1923 model, 4-cylinder, overhead valves, just delivered, 230 guineas; deferred terms and exchanges arranged. Eagles and Co., 275 High St., Acton, London. zzz-229

**COVENTRY-PREMIER**, Godfrey's are authorized agents. 1923, 10hp, 4-cylinder, 2 or 4-seater, 230 guineas; immediate delivery; gradual payments, exchanges. 208 Gt. Portland St., London, W. 'Phone, 1500 Langham. zzz-355

**COVENTRY-PREMIER**, H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 230 gns.; unique credit system, £22 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. zzz-647

**COVENTRY-PREMIER**, 230 gns. cash or £50 8s. deposit and 11 payments of £18 5s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. zzz-530

**COVENTRY-PREMIER**, Dan Guy, Weymouth, main Dorset agent. Trade supplied. New 4-seater, 230 guineas, in stock; exchange and easy payments arranged. 544-455

**COVENTRY-PREMIER**, Ernest Grimaldi, Ltd., authorized agents, 1923 models, 2 and 4-seater, 4-cylinder, 230 guineas; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2983. zzz-493

**COVENTRY-PREMIER**, 1923, 4-cylinder, 2 and 4-seaters, 230 guineas, in stock. Authorized agent, Saxon Jeffries, 253 Deansgate and 27 Lower Mosley St., Manchester. Tel., 4978 Central. See also Singer and Jewett columns. 550-972

**COVENTRY-PREMIER**, 1923, 2 and 4-seater models in stock, 230 guineas; exchanges; deferred payments. Parkers', Bradshawgate, Bolton. 543-430

**COVENTRY-PREMIER**, 4-seater, 1923 model, owner unable to take delivery, list price 230 guineas, accept £220. J. Hebden and Sons, 149 St. James St., Burnley. Tel. 488. 543-542

**COVENTRY-PREMIER**, 1923 models, 2 and 4-seaters, 230 guineas; deferred payments if desired. Kingsway Motor Co., Waldorf House, Aldwych. Regent 691. 543-669

**COVENTRY-PREMIER** 1923 10hp models for immediate delivery; 2 or 4-seater, 230 guineas. Newnam Motor Co., 223 and 245 Hammersmith Rd., W. 6. 'Phone, Hammersmith 1325. 543-558

**COVENTRY-PREMIER**, FOCH, for immediate delivery. Cash, exchange or deferred. Tuition free and service after sale. 5 Heath St., Hampstead (near Tube). 'Phone, Hampstead 3752. 543-473

**COVENTRY-PREMIER** cars, all models in stock. Lamb's, Ltd., new premises, opposite Hoo St. Station, Walthamstow (16,000 square ft.); 50 High Rd., Wood Green, N. 22; 387 Euston Rd., London, N. W. 1. 543-454

**CROUCHES**, 1922, new, unsurpassed performance, 200 guineas, originally £285. Brooklands, Eccleall, Sheffield. 547-521

**DEEMSTERS** early delivery. Dehnam Motors, Atherstone News, Cromwell Rd., S.W. Kensington 2917. 552-802

**DEEMSTER**, 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-626

**DEEMSTER**, A full range of models on view at the Deemster Showrooms, Victoria Rd., Acton, W. 3. Nearest station Willesden Junction. 'Phone, Chiswick 2044. Ask for the name of our nearest agent. zzz-786

**DEEMSTER**, Nicholls for Deemsters.

Deliveries from stock 10 and 12hp models, cash or terms; genuine after-sale service given; inspection invited. W. G. Nicholl, Ltd., 50-4 Whitcomb St., Leicester Square, London, W.C. 2. Telephone, Regent 3116-7. zzz-858



## NEW LIGHT CARS AND CYCLECARS

(continued).

**DEEMSTER.** Autoveyors, Ltd., are authorized agents for this very attractive and efficient light car. Models for immediate delivery. 84 Victoria St., S.W. 1. 543-659

**DEEMSTER.** Bargain, shop-soiled, 10hp, 2-seater, in stock, self-starter and dickey. £275; easy terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 543-660

**DERBY** cars. 8.5 4-cylinder water-cooled engine, 2-seater and dickey. Standard, £220; de luxe, £245; Sports, £275. Trial runs. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-638

**ERIC CAMPBELL.** F. G. Smith Motors, Ltd., The Essex County Agents, High Rd., Goodmayes, can give immediate delivery of these speedy, smart and comfortable 3-seaters from stock. Cars, complete with dynamo lighting set, detachable wheels and full equipment, £300; with starter, £315. Phone, Hford 1082. zzz-377

**ERIC LONGDEN.** Mann and Handover, sole concessionaires for London and Home Counties for Eric Longden cars. Two-seater sports touring, 9.8 4-cylinder Alpha engine, all-aluminium body, dynamo lighting, hood, screen, spare wheel, tyre and tube, consumption 50 miles per gallon, 70 miles per hour, 26.5 guineas; deferred payments; delivery 14 days. 116 Gt. Portland St. Museum 2878. zzz-814

**G.N.** shaft drive, £195 cash or £40 11s. deposit and 11 payments of £14 13s. less rebate. Service Co., 275-4 High Holborn, W.C. 1. zzz-531

**G.N.** light cars. Sussex agents and service agents. The Eastgate Garage and Works, Lewes. 543-52

**G.N.** We are authorized agents. Immediate delivery; exchanges; deferred payments. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-967

**G.N.** The Motor Marketing Co. offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-347

**G.N.** light cars. £195 and £235. Wiltshire Agent and Service Depot, Longuan, Fisherton St., Salisbury. 558-1125

**G.N.** authorized agents; quickest delivery Windsor Castle Garage, 417A Brighton Rd., Croydon. zzz-857

**G.N.** Reg's authorized agents for G.N. cars; extended terms and cars exchanged. A. P. Reg, 378-384 Euston Rd., Phone, Museum 7600. 543-436

**G.N.s.** twin hump, for Whitnuttide; 4-seater twin, £215. Brooklands, Epsom, Surrey. 547-522

**G.N.s.** 1922, brand new, guaranteed, speedometer, aluminium dash, £155 R. B. Clark and Co., 7 Exhibition Rd., S.W. 7. 543-676

**G.N. Autoveyors, Ltd.** can offer immediate delivery of this well-tried light car and arrange deferred payments to suit the customer. Authorized agents, 84 Victoria St., S.W. 1. 543-658

**GRAHAME WHITE.** £75; new, 2-seater, simple and strong; deferred terms, £10 per month, includes tax and insurance; no deposit. Showrooms, 12 Regent St., W. 549-163

**GWYNNE B.** in stock, immediate delivery. District agents, Bromley Autocar Co., Bromley Hill, Bromley. zzz-284

**GWYNNE.** Stratton and Smith for Gwynne Eight, £207 18s.; immediate delivery from stock; easiest of easy payments. 12 Woodstock St., Oxford St., London. zzz-407

**GWYNNE Eight.** 2-seater, 198 guineas cash, or £45 deposit and 11 payments of £15 13s. 6d. less rebate. Service Co., 275-4 High Holborn, W.C. 1. zzz-809

**GWYNNE.** 8hp, 4-cylinder, 2.3-seater, 198 gns.; immediate delivery; call and have a trial run. Ratcliffe Bros., 200 Gt. Portland St., W. 1. 554-168

**GWYNNE B.** Gwynne 8. Gwynne 8. In stock, 198 guineas. Buy your car from the Gwynne specialist, D. Chinery, Olympia Motor Co., 1 Hammer-smith Rd., Kensington. Phone, Western 4140. zzz-298

**GWYNNE B.** 2.3-seater clover-leaf body, from stock, 4-cylinder water-cooled engine, differential; deferred payments arranged: 198 guineas. Surrey Motors, Ltd., Sutton. Phone, Sutton 1000. 543-424

**GWYNNE B.** Light cars in stock, clover-leaf and wide 2-seater bodies. C.A.V. lighting, £208, with starter £218 10s.; best value obtainable. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus, W. 1. Regent 986. 543-672

**GWYNNE and Abbott cars** at Maude's. Best deliveries, best terms and best service. Maude's, 100 Gt. Portland St., London; Norwich Garage, Norwich; Walsall Garage, Walsall; and Paris St., Exeter. 543-643

**HANDS.** Official agents. Immediate delivery of all 1923 models. Standard 2-seater, 260 guineas; 4-seater, 280 guineas; coupe, 330 guineas. The above cars complete with dynamo lighting, starter, clock and speedometer (inclusive). Trial run with pleasure. Deferred payments arranged. Telephone, Hornsey 495. Wright's Motor Works, High St., Hornsey, N. 8. 554-217

**HANDS.** Mann and Handover, authorized agents for Hands cars; 2-seater, dynamo lighting, self-starter double dickey, speedometer, and clock, upholstered in real leather. £250; deferred payments or part exchange with pleasure; demonstration any time. Immediate delivery. Museum 2878. zzz-704

**HANDS.** Sales and service, immediate deliveries: 2-seater £250, 4-seater £270, coupe £320, 2-seater utility model £220; deferred terms arranged. Sole London and Kent Distributors Cecil Motor Co., 69 Gt. Queen St., Kingston, W.C. 2. Phone, Regent 1207. zzz-936

**HANDS** shop-soiled 2-seater, complete with self-starter and dickey. £250; easy terms arranged. Autoveyors, Ltd., 84 Victoria St., S.W. 1. 543-657

**HORSTMAN.** latest 11.9 Anzani-engined models

**HORSTMAN.** the car which looks and runs like a £600 car, but costs—below

**HORSTMAN** coupe, £399.

**HORSTMAN** 4-seater, £357.

**HORSTMAN** 2-seater, £336.

**HORSTMAN** special super sports model, £500.

**HORSTMANS** do over 50 miles per hour and 40 miles per gallon. We are the sole London agents for the new models; exchanges and deferred terms a speciality. Edwards and Perry, Horstman Service Depot, 4 Blenheim St., New Bond St., W. 1. Mayfair 2666. zzz-834

**HUMBER.** 8hp, £275, order now for early delivery, cash or deferred payments. Bound's Garage, 223 High Rd., Kilburn. zzz-391

**HUMBER.** Lankster Engineering Co., Kingston, Surbiton, and Esher, sole district agents for Humber cars. Earliest delivery of new 8hp model. zzz-664

**JOWETT** cars in Brighton at Welford's, St. James St., authorized main agents for the district. 548-498

## NEW LIGHT CARS AND CYCLECARS

(continued).

**JOWETT.** Jones Garage for this famous car. All models, demonstrations given, 2-seater, water-cooled, £220. Motorcycles taken in exchange. Broadway, Muswell Hill, N. 10. zzz-658

**JOWETT.** Sole distributors Dorset, I.O.W., and part of Hants. Imperial Motor Works, 244 Old Christchurch Rd., Bournemouth. zzz-828

**JOWETT.** 1923 models in stock; 2-seater, £220; 2-seater with dickey, £225; 4-seater with long chassis, £245, self-starter £15 extra to all models. This car of proved reliability. Distributing agents for Lancashire, Saxon Jellies, 253 Deansgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 553-974

**JOWETT.** Main agents for W. 1. district. Immediate delivery; exchanges; deferred payments; all-weather 2-seater, £225; 4-seater, £245. Tel. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-968

**JOWETT.** Authorized agents London south of Thames and major portlands Kent, Surrey and Sussex. W.B.G. and E. Co., 202 Westminster Bridge Rd., S.E. 1. Hop 6187. zzz-399

**JOWETT** 2-seater, for immediate delivery. Holloway's, 57 East St., Chichester. zzz-683

**JOWETT.** When down the Port-mouth Road at the weekend, why not call at Ripley and ask for a demonstration run in this famous 4-seater. Distributors for this western half of Surrey; best delivery terms, Howard, Davison and No. 1, Motor Engineers, Ripley, Surrey. zzz-235

**JOWETT.** We invite inquiries from prospective purchasers. A demonstration car is always available. Sent anywhere on request. Several models in stock. Kinsey's, of Croydon, the oldest London agents, 350 Lower Addiscombe Rd. Phone, Croydon 1129. zzz-390

**JOWETT** 7hp 2-seater with dickey, in stock for immediate delivery; exchanges. Newham Motor Co., 223 and 245 Hammer-smith Rd., W. 6. Phone, Hammer-smith 1325. 543-660

**JOWETT.** F.O.C.H., being main agents for the famous Jowett car, offer best deliveries. 2 and 4-seaters actually in stock, tax £7. Tuition free and service after sale. Very easy payments; cash or exchange. Trade also supplied. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 543-471

**LAGONDA.** 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-527

**LACONDAS.** Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. zzz-314

**LAGONDA.** K model, 2-seater, £275; coupe model, £340; in stock; deferred terms. Oford and Sons, Ltd., 94 Gloucester Pl., S.W. 7. zzz-212

**LAGONDA.** F.O.C.H., main agents. Trial runs daily. Immediate delivery. Cash, exchange or deferred. Tuition free and service after sale. Trade also supplied. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 543-474

**LAGONDA.** Mobes and Mobes (Est. 1893), the Original Light Car Specialists, West End agents for this superlative production, have all models on view, including the coupe 4-seater and K model, and for immediate delivery. Your present Lagonda or other light car in part exchange, and balance spread over period of 12 or 18 months. Before placing your order elsewhere, get into touch with us first. It will pay you. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 543-486

**MARSEAL** light cars. District agents, The Eastgate Garage and Works, Lewes, Sussex. 543-51

**MARSEAL** coupe, now ready for immediate delivery, £275. Holloways, Shoreham-by-Sea, near Brighton. zzz-976

**MARSEAL.** Sole agents for this wonderful car in Croydon, South London and surrounding districts, Quick Service Motor Co., 123 Church St., Croydon. Phone, Croydon 2000. 547-413

**MARSEAL.** All models in stock from £215, with self-starter. Lattice Barn Garage, Ipswich. 556-b126

**MARSEAL.** 2-seater, £215; 9.8hp, 4-cylinder, water-cooled. Hoopers, Slater St., Liverpool. 569-b971

**MARSEAL.** 1923 models, 9.8hp, 4-cylinder, Universal model, £199 10s.; 2-seater, £215; 4-seater, £255; coupe, £275; deferred payments arranged. Dundas, Garage, Jesmond Rd., Newcastle-on-Tyne. 557-b973

**MARSEAL** cars. Immediate delivery 2-seater and sports model; part exchanges and deferred payments arranged. Moroney and Co., Semley Pl., Ebury St., Victoria. 543-550

**MATHIS.** Debnam Motors, Atherstone Mews, Cromwell Rd., S.W. Kensington 2917. zzz-900

**MATHIS.** Smith and Hunter, authorized agents. New models for immediate delivery; 2-seaters from £197 10s. 77 Gt. Portland St., W. 1. Phone, Langham 2363. 543-513

**MORGANS.** Allen-Bennett Motor Co., Ltd., sole Surrey agents. Earliest delivery of all models; second-hand Morgans always in stock. We specialize in these wonderful machines; repairs executed by Morgan experts; all spares in stock; cash or extended payments. 9-11 Royal Parade, London Rd., W. Croydon. Phone, Croydon 2450. "Grams," "Track, Croydon." zzz-606

**MORGANS.** Immediate delivery, all models and spares; exchanges. Chaston, Blackwood, Mon. Tel. 65. zzz-358

**MORGANS.** Barker's Motors, official Morgan agents and service depot. Delivery of all models; cash or deferred payments; spare parts, repairs, etc. 194 Balham High Rd., S.W. 12. Phone, Latchmere 4441. "Grams," "Pushfully, Bal., London." zzz-716

**MORGANS!** Morgans!! Morgans!!! Immediate delivery from stock of Standard Grand Prix, and De Luxe models, trade supplied. Alexander's, 113-115 Lothian Rd., Edinburgh. 547-291

**MORGANS.** Hall, official agent, service depot, spare part stockist, early delivery de luxe £148, Grand Prix £155. 91 St. Peter's St., St. Albans. zzz-213

**MORGAN.** 1923 Standard Popular, £128 cash or £26 10s. deposit and 11 payments of £9 14s. less rebate. Other models on similar terms. Service Co., 275-4 High Holborn, W.C. 1. zzz-183

**MORGANS.** 1923 models for early delivery, your second-hand motorcycle taken as part payment; should extended payment be required, your old machine treated as first payment down, remainder in equal monthly payments. Standard air-cooled 8hp J.A.P. or 10hp Blackburne engine £128, de luxe £148, family £153. Grand Prix, with 8hp J.A.P. or 10hp Blackburne engine £155, de luxe water-cooled, £158, family water-cooled £163. M.A.G. water-cooled engine £5 extra, Anzani water-cooled overhead valve engine with aluminium pistons and oil pump £5 extra; tuition free. Phone, Central 5168. Wanchop's, 9 Shoe Lane, Fleet St., London. zzz-683

THE BEST  
BARGAINS

in second-hand light cars and cyclecars are offered in these pages.

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## NEW LIGHT CARS AND CYCLECARS

(continued).

**MORGAN** de luxe, w.e. M.A.G. engine, Lucas dynamo lighting, in stock, £175; exchanges. Chaston, Blackwood, Mon. 543-174

**MORGAN.** Rey's, authorized agents for Morgan cars; extended terms and cars exchanged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7600. 543-438

**MORGAN** Popular and de luxe models; cash or deferred. J. Holden and Sons, 149 St. James St., Burnley. Tel. 488. 543-544

**MORGAN,** 1923, Grand Prix, £155. Peel, Charlton Garages, Weston-super-Mare. 543-k22

**MORGAN.** All models in stock. Lamb's, Ltd., new premises, opposite Hoo St. Station, Walthamstow (16,000 square ft.); 387 Euston Rd., London, N.W. 1; 50 High Rd., Wood Green, N. 22. 543-457

**MORGANS.** 1923 models actually in stock; deferred payments, one-quarter down, balance 12 months. Below.

**MORGANS.** At the time of going to press we have in stock for immediate delivery De Luxe, Grand Prix and Family models, J.A.P. and M.A.G. engines. Below.

**MORGANS.** As one of the largest agents for these cars, we give immediate deliveries, best exchange allowances; trade supplied. Below.

**MORGANS.** Maudes', 100 Gt. Portland St., London; Paris St., Exeter; the Norwich Garage, Norwich; also Walsall Garage, Walsall. 543-642

**PALLADIUM.** Ernest Grimaldi, Ltd., authorized agents. 1923 models from £360; part exchange; deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2993. zzz-491

**PALLADIUM** Light Twelve. Standard 2 and 4-seater, 365 and 375 guineas; de luxe 2 and 4-seaters, 428 guineas; coupe and all-weather models by quotation; 100 per cent. efficiency. London-Land's End, London-Exeter Trials, 1 car entered, 1 gold medal. The 4-seater that is really a 4-seater de luxe; specification includes 4-cylinder engine (69 by 100), 4-speed gearbox, side change, 760 tyres, spiral bevel, axle, luxurious coachwork with high finish, double-folding screen, self-raising hood, plated fittings, elaborate equipment, silent, fast and economical. Call at works and inspect production and models. Palladium Autocars, Ltd., Felham Rd., Putney, S.W.15. Phone, Putney 2440. 543-864

**RHODE.** Immediate delivery offered of 1923 Rhoads all-weather saloon, 4 seats, price £265 complete. Sole district agent A. J. Rice, 133 London Rd., Brighton. Write for catalogue. zzz-824

**RHODE** cars for immediate delivery; exchanges or easy payments arranged. P. W. Surplice, Poole Hill, Bournemouth. Phone 1793. 546-148

**RHODE** cars in stock. Lamb's, Ltd., new premises, opposite Hoo St. Station, Walthamstow (16,000 square ft.); 387 Euston Rd., London, N.W. 1; 50 High Rd., Wood Green, N. 22. 543-456

**RHODE.** Mebes and Mebes (Est. 1893), the Original Light Car Specialists, sole southern distributors for this famous production, have on view all models from £235. Choice of colour—grey, blue and brown. Latest competition successes—London-Land's End Reliability Trial, three Rhoads cars awarded three gold medals. If you are interested in reliability trials that prove the worth of a car, keep your eye on the Rhoads. Your present car in part exchange and balance spread over 12 or 18 months. 144 Gt. Portland St., W. 1. Phone, Langham 2230. 543-489

**RILEY.** Immediate delivery from authorized agents. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 543-535

**RILEY** depot. New cars stocked, second-hand wanted. Lewes Motor Works, Lewes. 555-323

**ROVER** cars. All models in stock.

**ROVER** 2-seater, £180; 4-seater, £190.

**ROVER** coupe, £240.

**ROVERS.** Cash, easy payments or exchanges. S. G. Cummings, Rover agent, 101 Fulham Rd., London, S.W. 3. zzz-345

**ROVER,** 8hp, standard model, £180; 8hp, 4-seater model, £190; 8hp, 4-seater De Luxe model, £210; 8hp, 2-seater De Luxe, £200. Ratcliffe Bros., 200 Gt. Portland St., W. 543-718

**ROVERS,** 1923. Immediate delivery of all models. Jackson's Garage, Guildford. Phone 345. zzz-707

**ROVER,** 1923 models for immediate delivery at the reduced prices: 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater, standard brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra. Extended payments spread over 18 months. Your motorcycle accepted as first payment. Demonstration car sent to your address with pleasure. Catalogue post free on request. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, London Rd., West Croydon. Phone, Croydon 2450-51. zzz-741

**ROVER,** 8hp, 2-seater, £180; 4-seater, £190. The North Wales Motor Exchange, Wrexham. Phone 285. Can give immediate delivery. zzz-990

**ROVER,** 8hp, 1923 models in stock; cash, exchange or deferred payments; motorcycles taken in part payment; free tuition; demonstrations daily. Phone, Hornsey 2917. Jones Garage, Broadway, Muswell Hill, N. 10. zzz-25

**ROVER,** 8hp. Authorized agents. Cash or deferred payments. Taylor's, 52 Sussex Place, S.W. 7. Phone, Kensington 7260. zzz-571

**ROVER,** 8hp. Fowler and Bridgen, authorized Rover agents, 130 Euston Rd., King's Cross. Museum 4827. zzz-439

**ROVER.** Godfrey's are authorized agents. Immediate delivery of all 1923 models. Gradual payments, exchanges, free tuition. 208 Gt. Portland St., London, W. Phone, 1300 Langham. zzz-354

**ROVER,** 8hp, 2 and 4-seaters, in stock, from £180; deferred payments arranged. Offord and Sons, Ltd., 94 Gloucester Rd., S.W. 7. zzz-157

**ROVER,** 1923, 4-seater, £190, in stock, cash or deferred payment. Bound's Garage, 225 High Rd., Kilburn. zzz-592

**ROVER,** £180 cash or £38 14s. deposit and 11 payments of £13 10s. less rebate; other models similar terms. Service Co., 273-4 High Holborn, W. C. 1. zzz-896

**ROVER** 8 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Ilford 1082. zzz-315

**ROVER** authorized agents. 8hp 2-seater, £180 cash, or £36 deposit and 12 monthly payments of £12 12s.; 8hp 4-seater, £190; 8hp 2-seater with dicky, £182 10s. Also de luxe models on similar terms. Wm. Whiteley, Ltd., Queen's Rd., W. 2. zzz-28

**ROVER** 1923 cars. 8hp, 2-seater, £180 cash, or £45 down and 12 monthly instalments of £11 16s. 3d.; other models on similar terms; free tuition, prompt delivery; motorcycles taken in part payment. Official agent, Eagles and Co., 275 High St., Acton, London. zzz-126

## NEW LIGHT CARS AND CYCLECARS

(continued).

**ROVER** 8hp cars for immediate delivery. Standard 2-seater, £180; 4-seater, £190. Deferred payments if desired. Your motorcycle or car taken in part payment. Official Agents and Spare Part Stockists, Rays, 8-10 Bond St., Ealing. 550-185

**ROVERS.** 1923 models, immediate delivery. Motorcycles, combinations taken in part payment and treated as first payment down, remainder in equal monthly payments. 2-seater standard, brown finish, £180; 2-seater model de luxe, any colour, £200; 8hp 4-seater standard, brown finish, £190; 8hp 4-seater model de luxe, any colour, £210; self-starter on any model £15 extra; tuition free; delivery Rovers works or London. Write for list. Phone, Central 5168. Wauchopas, 9 Shoe Lane, Fleet St., London, E.C. 772-682

**ROVER.** Barclay and Wyse always have 1923 Rover 8 cars in stock for immediate delivery; standard £180, de luxe £200, chimney 4-seater £190; second-hand 8hp Rovers bought for cash. 157a Gt. Portland St., Langham 2806. zzz-359

**ROVER,** 1923 coupe, 8hp, 2-seater, dynamo lighting, self-starter, clock, speedometer, etc., £240, cash or easiest of easy payments. Any motorcycle or car in part exchange; exchanges arranged anywhere; distance no object. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 543-686

**ROVER.** Rey's, authorized agents for Rover cars; extended terms and cars exchanged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7600. 543-439

**ROVER** 1923 8hp models for immediate delivery from stock, prices from £180; if you wish to make an exchange, we will make a definite offer for your present machine by post on receipt of full particulars. Sewnham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 543-561

**ROVER.** Ariel Motors and General Repairs, Ltd., deliver 8hp models from stock; extended payments arranged; second-hand cars taken part payment. 320-2 Camberwell New Rd., S.E. 5. zzz-495

**ROVER.** F.O.C.I. for immediate delivery. Tuition free and service after sale; cash, exchange, deferred. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 543-472

**ROVERS,** 8hp, in stock. Lamb's, Ltd., new premises, opposite Hoo St. Station, Walthamstow (16,000 square ft.); 387 Euston Rd., London, N.W. 1; 50 High Rd., Wood Green, N. 22. 543-455

**ROVER** 1923 8hp 2-seater standard model, in stock, £180; deferred payments and demonstrations. Autoveyors, Ltd., Authorized Agents, 84 Victoria St., S.W. 1. 543-656

**SALMON.** The Motor Marketing Co., distributors for Berkshire, offer immediate delivery all 1923 models, cash, exchange, deferred, to suit clients. Wantage Rd., Reading. zzz-546

**SALMON.** 1923. Percy H. Smallbone, Ltd., can supply 2-seater, with dicky and all-weather equipments, London coachwork (limited number only for disposal). £210; 4-seater model, with all-weather equipment, best value in the market, £235. Catalogues free. 499 Oxford Rd., Reading. Phone 1117. zzz-415

**SALMON.** K.J. Motors, Bromley, sole concessionaires for Kent and Surrey, can give immediate delivery of new models. Cash, exchange, deferred. Bromley 1727. zzz-689

**SALMON.** 1923, fitted with 4-seater body, all-weather equipment, coachwork by Littlewood, of Bromley, 5 detachable wheels, 710 by 85 tyres, Dunceller lighting set, plated radiator and fittings, delivery from stock, price £235. Motor Marketing Co., Wantage Rd., Reading. zzz-591

**SALMON.** Smith and Hunter, authorized agents, immediate delivery 2-seater with double dicky and all-weather side curtains, £225, 77 Gt. Portland St., W. Phone, Langham 2363. 543-515

**SCOTT** Sociables, 1923, at Welfords, St. James St., Brighton. Demonstration model always available. 543-503

**SENECHAL.** 8hp, 4-cylinder, 235 guineas. Immediate delivery. Deferred payments. Ladbroke Garage, Southam. 544-a514

**SINGERS,** 1923. Wilkins, Simpson and Co. In stock, immediate delivery, latest models, just arrived, both 2 and 4-seaters, 280 guineas, cash or easiest of easy payments; your old Singer or any motorcycle or car in part exchange. We specialize in exchanges and allow top prices. Exchanges and easy payments arranged anywhere; distance no object. Also Coventry-Premier, 2 and 4-seaters, in stock, just arrived 250 guineas. Trade supplied. Wilkins, Simpson and Co., opposite Olympia, London. Telephone, Hammersmith 238. 543-692

**SINGER,** 1923 models; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. zzz-528

**SINGERS,** 1923. All models for quick delivery. Jackson's Garage, Guildford, official agents. Phone 345. zzz-708

**SINGER.** H. B. Cook, Ltd., largest contractors London and Southern England, now exhibiting new 10hp models, 230 gns. and 280 gns.; unique credit system, £27 cash secures delivery; exchanges. 202 Gt. Portland St., W. 1. Langham 1726. zzz-648

**SINGER** and Coventry-Premier, 1923, latest 2 and 4-seaters, from stock, 280 guineas and 230 guineas. Wrexham Motor Co., 39 Chester St., Wrexham. 543-189

**SINGER.** Authorized agents, West Bros., Cranbrook Rd., Ilford. See Coventry-Premier advertisement. 556-195

**SINGER** and Coventry-Premier cars in stock, from 230 guineas; best allowance on second-hand cars in part payment; deferred terms. Eagles and Co., 275 High St., Acton, London. zzz-127

**SINGER.** Ernest Grimaldi, Ltd., authorized agents. 1923 models, 2 and 4-seaters, 280 guineas; part exchanges, deferred payments. 87 Gt. Portland St., W. 1. Tel., Langham 2983. zzz-492

**SINGER.** Birkenhead Motor Works, 54 Duke St., Singer agents. Immediate delivery new models. And 6 Hardman St., Liverpool. 562-671

**SINGER,** 1923, all-weather models, 2 and 4-seater models, 280 guineas. In stock. Authorized agent, Saxon Jefferis, 253 Dransgate and 27 Lower Mosley St., Manchester. Phone, 4978 Central. 550-4973

**SINGER.** Shipside, Daybrook, Nottingham, for immediate delivery of all models Singer and Coventry-Premier cars; exchanges and deferred payments arranged. 551-412

**SINGER,** 1923, 10hp, 2 and 4-seater models in stock, 280 guineas; exchanges; deferred payments. Parker's, Bradshawgate, Bolton. 543-429

**SINGER.** Rey's, authorized agents for Singer and Premier cars; extended terms and cars exchanged. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7600. 543-437



## NEW LIGHT CARS AND CYCLECARS (continued).

**SINGERS.** Delivery from stock of latest model 10hp 2 and 4-seaters, price 280 guineas, deferred terms and part exchanges. Authorized agents, Calhithers and Co., Ltd., 65 Gt. Portland St., W. 1. Tel. Langham 2172. 543-457

**SINGER.** 1923 10hp 2 and 4-seaters for immediate delivery, 280 guineas, a definite allowance offer will be made by post on receipt of full particulars of car or motorcycle to be exchanged; deferred terms if required. Newham Motor Co., 223 and 245 Hammersmith Rd., W. 6. Phone, Hammersmith 1325 and 80. 543-559

**SINGER, F.O.C.H., the agents.** Immediate delivery. Cash, exchange or deferred. Tuition free and service after sale. 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. 543-475

**SINGER,** shop-soiled 10hp model in stock, £275. Deferred payments as desired. Genuine bargain. Autoveyora, Ltd., 84 Victoria St., S.W. 1. 543-663

**STANDARD.** Immediate delivery of the new 8hp model, £275. Harris's Garage, Slough. Phone 88. 543-464

**STANDARD 8hp 1923 2-seater** with dickey, starter, and all-weather side curtains, brand new, £275, ready to drive away. City Car Agency's Showrooms, 34 Queen St., Cheapside, E.C. 4. 543-15

**STANDARD cars.** 8hp, early deliveries. Tamplins, 12 King St., Twickenham. Phone, Richmond 96. 543-152

**STONELEIGH.** 1923 models, from £185; cash, exchange or deferred. Halifax Motor Exchange, Horton St., Halifax. 543-529

**STONELEIGH,** perfect 2-seater, £185, immediate delivery. County Garage, Caterham Valley, Surrey. 549-0313

**STONELEIGH cars at Marple's.** Best deliveries, best terms and best service. Marple's, 100 Gt. Portland St., London; Norwich Garage, Norwich; Walsall Garage, Walsall; and Paris St., Exeter. 543-644

**STRAKER-SQUIRE.** Ernest Grimaldi, Ltd., authorized agents. 1923 10hp models from £400, part exchanges, deferred payments. 87 Gt. Portland St., Tel. Langham 2985. 543-434

**TALBOT.** In stock, 2-seater de luxe, £320; 8hp coupe, £395; exchanges, deferred payments. Parker's, 246-52 Deansgate, Manchester; also Bradshawgate, Bolton. 543-432

**TALBOT.** Smith and Hunter, authorized agents, can supply from stock standard 2-seater, £295; de luxe model, £320; coupe, £395; 4-seater, 10.25, £375; deferred terms. 77 Gt. Portland St., W. 1. Phone, Langham 2363. 543-511

**TALBOT.** 1923, 8-18hp, 2-seater, de luxe, in stock; exchanges or deferred payments. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 543-536

**TALBOT.** Warwick Wright, Ltd., are sole distributors of Talbot cars in the London area. Call and inspect the 8hp Talbot. Trial runs to suit your convenience. Easy terms arranged. Old cars and motorcycles taken in part payment. Warwick Wright, Ltd., 150 New Bond St., W. 1. Telephone, Mayfair 6504. 543-622

**TALBOT-DARRACQ.** H. E. Cook, Ltd., largest contractors, give immediate delivery 8hp models, £275; unique credit system, £25 cash, secures delivery. 202 Gt. Portland St., W. 1. Langham 1726. 543-649

**TALBOT-DARRACQ.** 8hp, 4-seater, £275, immediate delivery. Baker and Co., Dorking. Phone 122. 543-670

**TAMPLIN.** 1923 model now in stock, 130 guineas, electric lighting, 3 speeds and reverse, fast and economical. Tele. Museum 6626. A.N.C., 166 Gt. Portland St., W. 1. 543-157

**TAMPLIN.** 2-seater, 8hp, just delivered, £136 10s. Tamplins, 12 King St., Twickenham. Phone, Richmond 96. 543-151

**T.B.** 3-wheeler, standard model, £155; de luxe, £165 10s.; sports, £175. Earliest deliveries from Godfrey's, Ltd., 208 Gt. Portland St., London, W. Phone, 1300 Langham. 543-556

**T.B.** 3-wheeler. Car comfort at motorcycling cost. Prices from £165. Surrey agents, Mylam and Co., 197 London Rd., Croydon. Phone, Thornton Heath 1273. 543-652

**UNIT.** We are authorized agents. Immediate delivery; exchanges; deferred payments; prices from 177 guineas. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. 543-969

**UNIT.** service model, 177 guineas cash, or £58 15s. deposit and 11 payments of £14 1s., less rebate. Service Co., 273-4 High Holborn, W.C. 1. 543-412

**WEBB.** super 9, touring and all-weather models from stock; exchanges. Chaston, Blackwood, Mon. Tel. 66. 544-476

**WOLSELEY** 7 cars. Cash or deferred payments. Write, F. G. Smith Motors, Ltd., High Rd., Goodmayes. Phone, Hford 1082. 543-316

**WOLSELEY.** Weybridge Automobiles, Ltd., have an extensive selection of new and second-hand current Wolseley light cars at bargain prices; deferred payments and exchanges arranged. Wolseley Specialists, York Rd., Weybridge. Phone 236. 543-94

**WOLSELEY.** 10hp, 2-seater, latest model, with D. dickey and A.W. curtains, just delivered; also 7hp 2-seater, with dickey and A.W. curtains. Tamplins, 12 King St., Twickenham. Phone, 96 Richmond. 543-150

**WOLSELEY.** 7hp, 2-seater, in stock, £199 cash, or deferred payment. Bound's Garage, 223 High Rd., Kilburn. 543-395

**WOLSELEY.** Surrey Motors, Ltd., stock 7hp and 10hp new and second-hand Wolseley light cars, bargains for cash; deferred payments. Sutton, Surrey. Phone, Sutton 1000. 543-425

**WOLSELEY.** 7hp 2-seater, in stock for immediate delivery, £199. Newham, 223 Hammersmith Rd., W. 6. 543-566

**LE ZEBRE.** Autoveyora, Ltd., have a large consignment of these famous cars: 2-seater models from £200 cash; deferred payments arranged. 84 Victoria St., S.W. 1. 543-661

## MISCELLANEOUS LIGHT CARS AND CYCLECARS.

**F.O.C.H.** for reliable new and second-hand cars at bargain prices. Exchanges and deferred payments arranged. Our name implies our business methods. Fair Offer Car House, 6 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 577-791

**LADY DRIVERS.** An exceptionally attractive little 2-seater car is for sale second-hand; ideal for the woman-driver; 4-cylinder engine, starts easily; gear changing silent and certain by friction discs, dynamo lighting, tools, etc.: £200. Send p.c. for details and photograph. Box No. 1173, c/o "The Light Car and Cyclecar." 543-296

## MISCELLANEOUS LIGHT CARS AND CYCLECARS. (continued).

**NEW** 3-wheel runabout, air-cooled M.A.G. engine, coachbuilt body, sacrifice £110 for quick sale, any trial given. Gray, Winstanley, Malvern. 543-899

**A.C. and Crouch cars,** also Morgans; cash, deferred, exchange. Cleveland Garage, Ackworth. 555-908

**THE LIGHT CAR CO.** would like you to see their stock or write for list of cars for economical motoring; exchange or hire-purchase on any make of new or second-hand car. The Light Car Co., 331 Euston Rd., N.W. Phone, Museum 3081. 543-628

**3-WHEELER** car, 9hp engine, worm and shaft driven, tax paid, dynamo lighting, all on. Others. Morgan, 138 Gower St., W.C. 1. Museum 3418. 543-533

**SPORTING CARS.** Capt. T. Moore has for disposal extremely special G.N. winner of many cups and medals, fastest time 1,100 c.c. race, Scarborough, in 31 secs. for half-mile, will exceed 60 m.p.h. on 5.75 second gear and 80 m.p.h. on 4.0 to 1 top, also 1922 Horatman super sports; both cars in perfect order. What offers or exchanges for Amilcar, Bugatti, Fiat? 18 St. Michael's Lane, Leeds. 543-448

## MISCELLANEOUS NEW CARS.

**JOWETTS** and Baylis-Thomas's always available for demonstrations at Welfords, Brighton, main agents for the district. 548-500

## CARS FOR HIRE.

**DRIVE yourself.** 1922 Wolseleys, Standards, Morris-Oxford's, Calcutta, Hovers, 2 and 4-seaters; reasonable tariff, any period, perfect service. Inspection invited. L. H. Pugh, 9 South Molton St., W. Mayfair 4435. 543-789

**FOR HIRE.** Light cars, drive yourself. Apply, Talbot Motor Co., Phone, Richmond 1697. 543-617

**DRIVE yourself:** 2 or 4-seaters available for hire. A. P. Rey, 378-384 Euston Rd. Phone, Museum 7600. 543-448

## AGENCIES.

**TO AGENTS.** 12-20hp Turner, 4-seater, £357; coupe, £395; all-weather (Gwynne), £450; distributing rights still open certain districts; no contracts or deposits required. Turner's Motors, Wolverhampton. 543-29

**SINGER** and Coventry-Premier cars. To the Trade. Important territories in Lancashire, still available for 1923 season. Parker's (Distributors), Bradshawgate, Bolton. Tel. 1348. 543-433

## BALL AND ROLLER BEARINGS.

**UNIVERSAL BALL BEARING REPAIR AND MANUFACTURING CO.,** 111 The Grove, Hammersmith, make, supply or repair ball and roller bearings. Established 1907. 562-358

## BODIES.

**TWO** new coupe bodies and one 4-seater, ready for mounting to 10hp Wolseley chassis mounted and finished or as they stand. F. Burtenshaw, Ltd., Bell St., Reigate. Phone 226. 543-963

**WE** are specialists in all kinds of bodies for any type chassis. Send us your inquiries. Clients waited on with design and specification. Reliance Motor Works, Ltd., 41 St. Peter's Sq., W. Hammersmith 740. 543-970

**BODIES,** complete built to order, hood and windscreen, upholstered rexine, coach-painted, from £30; small 4-seaters supplied; van bodies, aluminium sports, etc. Repainting and reupholstering our speciality. Lowest prices obtainable. Phone, Brixton 1585. Robini Manufacturing Co. (Established 28 years). 1 and 3 Tulse Hill, Water Lane, Brixton, S.W.2. 543-427

**NEW** 2-seater sports body with cushions, ready for mounting, £16. Mason's Garage, Letchworth, Herts. 543-904

## CONSULTING ENGINEERS.

**HUGH P. McCONNELL,** M.S.A.E., A.M.I.A.E., 199 Piccadilly, London, examines cars for clients and reports on condition and value; unbiased opinion on new and second-hand cars, 21 years' practical experience; part exchange and hire-purchase transactions negotiated. Phone, Gerrard 1960 and 3 Molesay. 543-787

**W. H. SUMNER,** A.M.I.Mech.E., M.I.A.E., Windsor House, Victoria St., Westminster, S.W.1. Telephone, Victoria 1702. Efficiency engineer. Development of inventions and experimental work; expert advice and examination on any make of car. 564-413

**LUCAS,** 12-volt, not aero type, £5 10s. each. 34 St. John's Rd., Hampton Wick, Middlesex. 546-967

## ENGINES.

**ALPHA** light car engines: three types: 9hp twin cylinder, 1.099 c.c.; 9hp 4-cylinder, 1.088 c.c.; 11hp 4-cylinder, 1.350 c.c. Write for particulars and prices to Johnson, Hurley and Martin, Ltd., Coventry. 543-765

**RE-ENGINE** that car and get it at Waltham Cross. Many bargains in engines to select from. Wortham-Blake and Co., Waltham Cross. 543-155

**7.5 TWIN** vertical 2-stroke, a.c., magneto, carburettor, and con. clutch, complete, £12 10s. Box No. 1698, c.o. "The Light Car and Cyclecar." 543-477

## EXCHANGES.

**WE** shall be pleased to hear from owners of second-hand cars who wish to exchange for new cars with cash adjustment; best prices allowed. Vivian Hardie and Lane, Ltd., 23 and 24 Woodstock St. (off. Blenheim St.), New Bond St., W. 1. 543-599

**ANY** light car, motorcycle or combination wanted in part payment of new Wolseley, Calhorne, Standard, Fiat, and Humber by the authorized District Agents for these makes. Liberal allowances by Laukster Engineering Co., 39 Eden St., Kingston. 543-571

**HALIFAX.** 1923 Coventry-Premier, Calthorne, Decaster, Lagonda, Singer and Stoneleigh light cars. Liberal allowances for light cars, Morgans, and sidecar combinations. Halifax Motor Exchange, Horton St., Halifax. 543-530

**YOUR** present motorcycle or light car taken in exchange for any make of new car, balance payable in cash or in 18 monthly instalments. Top market prices given, distance no object. May we have particulars of the car you have for disposal? Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. 543-984



## EXCHANGES (continued).

**EXCHANGE** brand-new 1925 10hp Coventry-Premier, 4-seater, 250 guineas, for 8hp Rover, or combination and cash. Eagles and Co., 275 High St., Acton, London. Phone, Chiswick 556. zzz-128

**K.J. MOTORS**, Bromley, will be pleased to take your light car or combination in part exchange for 1925 Saloon or other car; deferred payments. Phone 1727. zzz-690

**COVENTRY-PREMIER**, 1922, new condition, 4-wheeler, 2-seater; offers exchange. 97 Nightingale Rd., Wood Green. 543-114

**EXCHANGE**. Brand-new 1923 Rover 8hp £180, or 4-seater £190, for motorcycle or combination or car and cash. Wilkins, Simpson, opposite Olympia London. Telephone, Hammersmith 258. 543-690

**EXCHANGE**, 1921 Morgan, de luxe, w-c M.A.G. engine, for combination or solo and cash. 1 Luther St., Leicester. 543-688

**CAITHNESS and CO., LTD.** Best prices allowed for your present car in part payment for new A.C., Citroen, Singer, Standard, etc. If you are contemplating buying a new car, send us your requirements. Our proposition is sure to interest you. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 543-452

**SPORTS**, 9.5, 4-cylinder, en bloc, 3 speeds, gate, floating axle, perfect. £85; exchange. Walter Jones, Newport, Salop. 543-111

**EXCHANGE** your motorcycle for an A.V. monoco. A.V. Garage, Eleanor Grove, White Hart Lane, Barnes. 543-579

**THE LIGHT CAR CO.** will exchange your car. 331-410-414 Euston Rd., London. Tel., Museum 3081. 543-626

**A.B.C.**, 1921, Surbiton model, starter, large dickey, oversize Michelins, many extras, taxed, 57 m.p.g., guaranteed, exchange wanted with Morgan, Rover 8, or other smaller 2-seater. 56 Tollington Park, N. 4. 543-888

**WANTED**, modern 2-seater in exchange brand-new Triumph 4hp and cash. 26 Tulse Hill, Brixton. Phone, Brixton 1292. 543-549

**£80** and Morgan for small 4-seater, not earlier 1921; sell Morgan, £55, 296 Lower Addiscombe Rd., Croydon. 543-335

**EXCHANGE G.W.K.**, 1920, 10hp, 4-seater, dynamo, 6 detachables, electric horn, tax paid, for 2-seater or coupe. R.V. 571 Earlsfield Rd., Earlsfield, S.W. zzz-465

**F.O.C.H.**, the exchange specialists. Highest prices allowed; cash adjustment either way; deferred payments arranged. Large selection all makes cars, combinations and solos, new and second-hand. Fair Offer Car House, 5 Heath St., Hampstead (near Tube). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 543-478

**DOUGLAS** 4hp combination, 1919, all accessories, tax paid, for 2-seater, or sell, £52. 7 St. Wilfrid's Rd., New Barnet. 543-46

**EXCHANGE** 1923 8hp Talbot de luxe 2-seater, tax paid, for second-hand Rover or combination and cash. Newnham, 225 Hammersmith Rd., W. 6. 543-577

**EXCHANGE** latest model A.V. 2-seater, with detachable wheels, dynamo lighting, speedometer, etc., for good combination and cash. Newnham, 225 Hammersmith Rd., W. 6. 543-576

**EXCHANGE** 1920 Crouch for combination. Newnham, 225 Hammersmith Rd., W. 6. 543-572

**EXCHANGE** brand-new 1922 Bleriot-Whippet 2-seater for good combination. Newnham, 225 Hammersmith Rd., W. 6. Phone, Hammersmith 1325. 543-567

**EXCHANGE** brand-new 7hp Wolseley, as listed at £199, for good combination and cash, or for good small 4-seater car. Newnham, 225 Hammersmith Rd., W. 6. 543-565

**EXCHANGES**. We will make you a definite offer for your present car or motorcycle by post in part exchange for a new or other second-hand model, providing that full particulars are given. Practically any make of new car supplied, and list of 40 second-hand cars sent free on request. We do not ask for the machine to be sent for inspection, as we can make a firm offer without, or will send to inspect at our own expense. Why not write us? Newnham Motor Co., 223 and 245 Hammersmith Rd., London, W. 6. Phone, Hammersmith 1325 and 80. 543-562

**PIANOS**, cars and motorcycles taken in exchange for new and second-hand cars; deferred payments. Seabridge, 35 Hansler Rd., East Dulwich. Hours, 9-6; no Sunday business. Phone, Sydenham 2452. 543-616

**POSTAGE** stamps, large collection, with many duplicates, and small cash adjustment for Morgan, G.P. preferred. 6 Gloucester Gate, Mews, Albany St., N.W.1. 543-147

**SWIFT**, late 1915, 4-cylinder, 9.8hp, 2-seater, dickey, dynamo, speedometer, Bankeys, excellent throughout, fast, guaranteed, £105, exchanges, offers. 7 Cowdrey Rd., Wimbledon. 543-175

**EXCHANGE** 1920 Stellie, appearance and condition guaranteed perfect, Lucas dynamo lighting, 2 spare wheels, dickey, clock, mirror, complete tools, for equally good Triumph or other combination, cash adjustment. Chatfield, High St., Sevenoaks. 543-196

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**NO DEPOSIT** required. Our unique system of deferred payments enables you to purchase a car without paying a deposit; 4 per cent. interest only, practically any make supplied. Henly and Co., 91 Gt. Portland St., W. Langham 1926. zzz-971

**18 MONTHLY** instalments to complete the purchase of any make of car. May we forward you full particulars of our unique system. Full service after purchase, practically any make of car supplied, your present one in part exchange. Allen-Bennett Motor Co., Ltd., 9-11 Royal Parade, West Croydon. Phone, Croydon 2450-2451. zzz-985

**COOK, LTD.**, deferred payment specialists, deliver any car selected within 24 hours, absolute privacy; no references required; accommodation charge from 2½ per cent. With quarter cash down or delivery given on first monthly payment only. Showrooms, 202 Gt. Portland St., W. 1. Langham 1726. zzz-650

**LIGHT** cars by most leading makers can be supplied on favourable terms and early delivery given. Service Co., 273-4 High Holborn, W.C. 1. zzz-976

**TRADE** financed for deferred payments. Send for particulars. H. A. Saunders, 14 New St., Birmingham. zzz-185

**IN** your own interests send us your inquiries. For new cars our terms cannot be beaten. Apply, Car Purchasing Agency, Ltd., 1 Albemarle St., Piccadilly. Phone, Gerrard 4240. zzz-899

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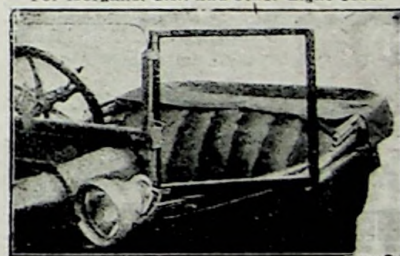
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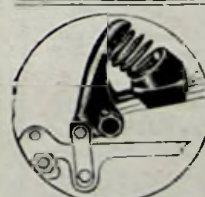
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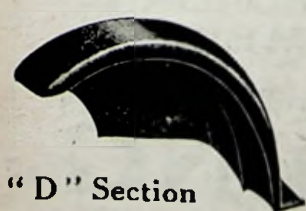
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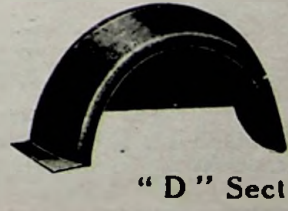
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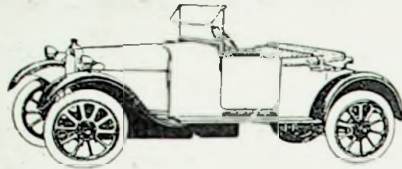
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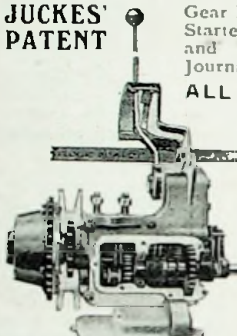
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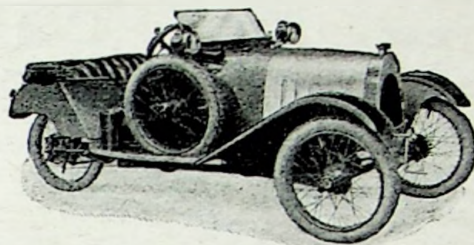
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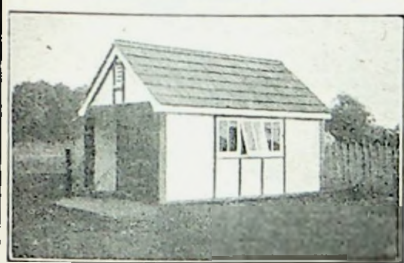
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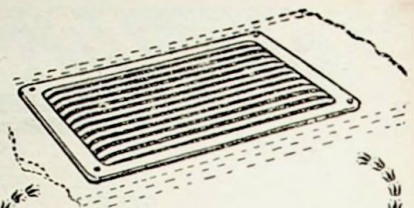
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"Please cancel after this week's issue my small advert. running in your Miscellaneous Column.

"Although such a small space, it has brought me within a few weeks many hundreds of replies, and I have sent my leather coats to all corners of the British Isles besides several Continental orders.

"I am more than pleased with your paper as a real live motorists' medium."

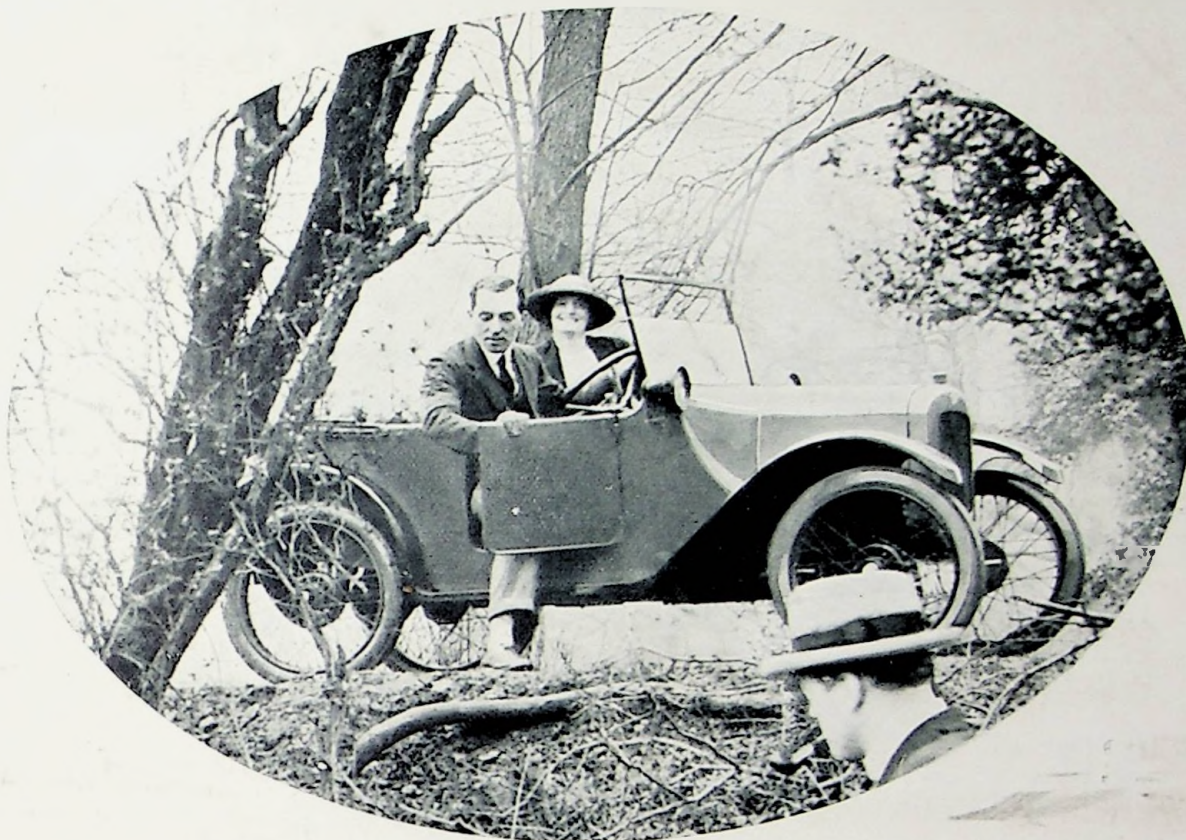
Extract from letter dated April 10th, 1923, from Mr. H. J. Bleach, Ladies' and Gentlemen's Tailor, of Southsea, to "The Light Car and Cyclecar."

**The Light Car  
and  
Cyclecar**

FOR EVERY CLASS  
OF MOTORING GOODS

alike recognise the value of these pages for the disposal of their goods.





## "FRESH WOODS - -"

One can revel in the beauties of the country while enjoying the conveniences of the town if one has an "Austin Seven" to link the two in a matter of minutes. On the other hand the "Austin Seven" brings the brightness of town close to the country dweller.

*Write for "The Motor for the Million," depicting the car for shopping, business use, and week-end jaunts with the children.*

THE AUSTIN MOTOR CO., LIMITED,  
Longbridge ————— Near BIRMINGHAM.  
London: 479-483, Oxford Street, W.1 (near Marble Arch).

*The Austin Seven*



### Features :

4-cylinder engine  
Water-cooled.  
Detachable head.  
Automatic lubrication.  
Three-speed gearbox.  
Bevel drive.  
Differential.  
Brakes on all wheels.

### Equipment :

Electric Lighting.  
Electric horn.  
Hood & double screen.  
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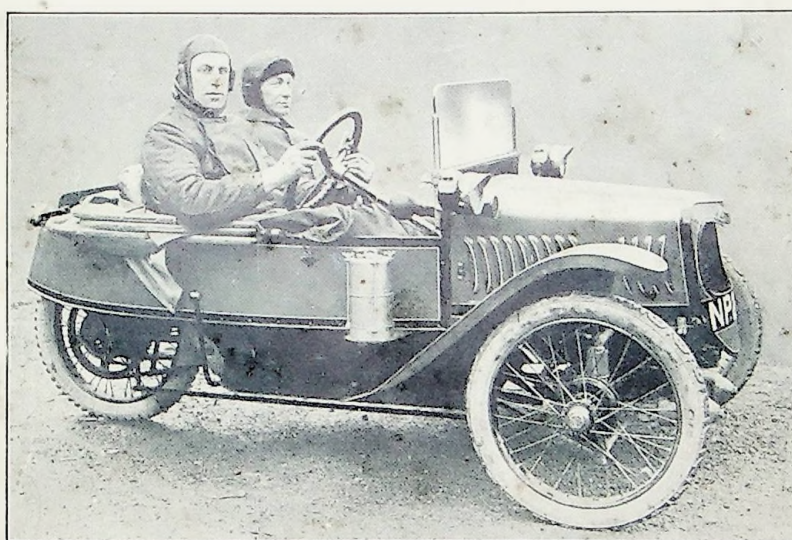
PRICE AT WORKS:

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# If you want Sport and Efficiency ride a *Morgan Runabout*

Prices  
from  
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Premier award in the J.C.C. General Efficiency Trial open to all Light Cars and Cyclecars under 1,500 c.c. Cars similar in every respect to the winner of this trophy (including front wheel brakes) can be purchased for £140.

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For fastest time of any Light Car or Cyclecar under 1,100 c.c. in the Western Centre Hill Climb.

## 7 Gold Medals in the London-Land's End Trial

These successes were achieved on standard machines by no less than 11 different Drivers—Messrs. Carr, Goodall, Hall, Holmes, Julian, Morgan, Norris, Parsons, Prentice, Sawtell and Ware.

# MORGAN MOTOR CO., Ltd., Malvern Link.