

"THE LIGHT CAR AND CYCLE CAR," OCT. 14, 1927.

FULL REPORT of THE SMALL CAR EXHIBITS

21487D

The Light Car *and* Cyclecar



"JUNIOR" RANGE

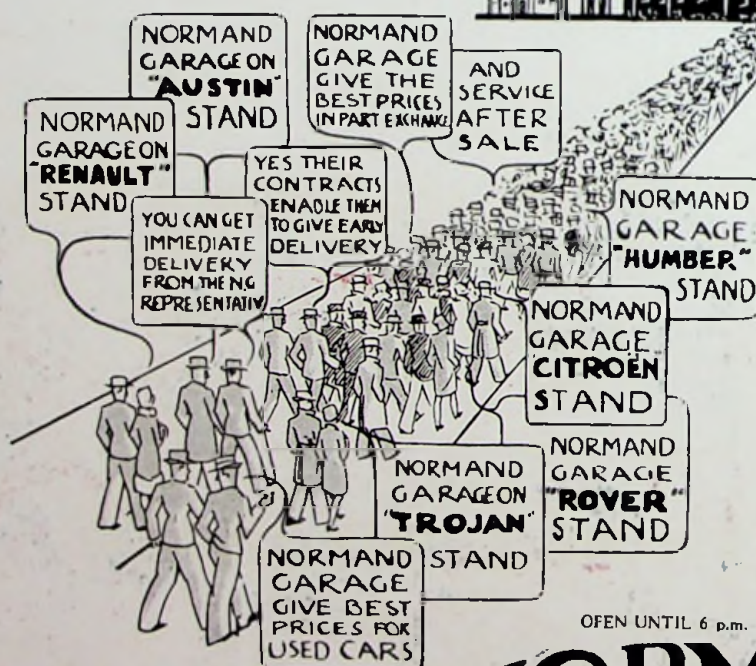
*The Greatest Value
in the Show.*

STAND 41.

SINGER & CO., LTD., COVENTRY.

OCT. 13th - 22nd NORMAND GARAGE AT OLYMPIA

WILL SELL
CARS ON THE EASIEST AND
MOST ATTRACTIVE TERMS
OF PART EXCHANGE
AND DEFERRED PAYMENTS
AND WILL GIVE EARLY DELIVERY OF
1928 MODELS.



ON CITROEN STAND
ON ROVER STAND
ON HUMBER STAND
ON AUSTIN STAND
ON RENAULT STAND
ON TROJAN STAND
you will find Normand
Garage representatives.

If you want really good prices
in part exchange—EASY
deferred terms and early
delivery of 1928 models—see
that you speak to a Normand
Garage representative.

OPEN UNTIL 6 p.m. on SATURDAYS.

92,
Gloucester
Road, S.W.7.

NORMAND GARAGE LTD

NEAR MARBLE ARCH.

489, OXFORD STREET, W.1.

7 and 8,
Fairmeadow,
Maidstone.

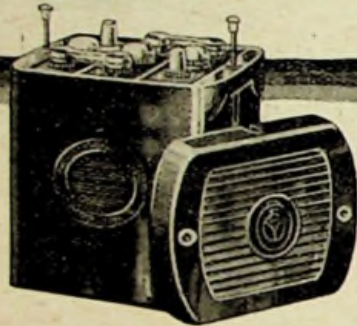


*Sole Concessionaire
for Gt. Britain & Ireland:*

**VERNON
BALLS**

95, HIGH HOLBORN W.C.1
'PHONE: CHANCERY 8124





As pioneers of car electrical equipment in the country we realised that the vital link in such a system was the development of the battery. We therefore set ourselves this task, and by continual research and practical experience, the C.A.V. Battery of to-day has been evolved.

An important step in the right direction was the adoption of Patent "Threaded Rubber" Separators, an insulating material of rubber containing thousands of cotton threads to the square inch. The merits of this type of separator will readily be appreciated. The rubber acts as perfect insulation to the plates, thus adding to the strength of each section, and prolonging the life of the battery, whilst free percolation of the acid solution through the cotton threads affords perfect electrolytic action.

OUR PRICE LIST AND THE ADDRESS OF YOUR LOCAL C.A.V. BATTERY SERVICE AGENT WILL BE FORWARDED UPON APPLICATION.

C.A.V. Anderson & Co. Ltd.
ACTON, LONDON, W 3

SALES AND SERVICE DEPOTS AT
Belfast, Birmingham, Bristol, Coventry,
Dublin, Glasgow, Leeds, Manchester, and
Newcastle-on-Tyne.

Battery Service Agents in every important centre throughout the country.

a "Baby" that Knocks out Fires



THE NEW SIZE FOR LIGHT CARS, CYCLECARS, ETC.

AS SUPPLIED TO POLICE AUTHORITIES.

Extinguisher filled, ready for use, and complete with bracket for fixing on car.....

(Nickel-plated only.)

28'6

EXTRA REFILL..... 2/10

ASK YOUR GARAGE

or write to:—

KNOCK-OUT FIRE EXTINGUISHERS LTD.
16-18, BARDWELL STREET, NORTH ROAD, LONDON, N.7.
North 3747.

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

The
LEADER
of the
11.4 hp CLASS

The 11.4 h.p. Citroën represents the highest quality car in its class.

Years of experience of production of this model have enabled the Citroën engineers to evolve a car which, for performance and economy, is comparable with automobiles of far greater initial cost.

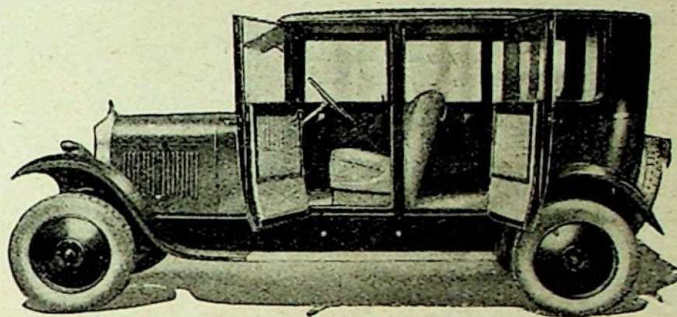
The two models here illustrated are "Supreme Closed Car Value." The Saloon has 4 doors and 4-wheel brakes. The Coupé gives three persons complete protection in inclement weather, whilst in summer it can be used as an open car.

Equipment is exceptionally complete, including: Electric Lighting and Starting, 5 Lamps, Electric Horn, 5 Wheels and Tyres, Wheel Carrier for Spare Wheel and Tyre, Shock Absorbers, Automatic Windscreen Wiper, Boyce Motometer, Petrol Filter, Licence Holder, Inspection Lamp, Kit of Tools, Oil Gun Chassis Lubrication, Facia Board carrying the instruments—Clock, Speedometer, Dash Lamp, Ammeter, Oil Gauge, Air Strangler, Switches, etc., etc. Saloon has Sun Shield, Window Winders, Spring Blinds for rear window, Carpeted Rear Floor, Driving Mirror, Scuttle Ventilator Controls, and Interior Lighting.

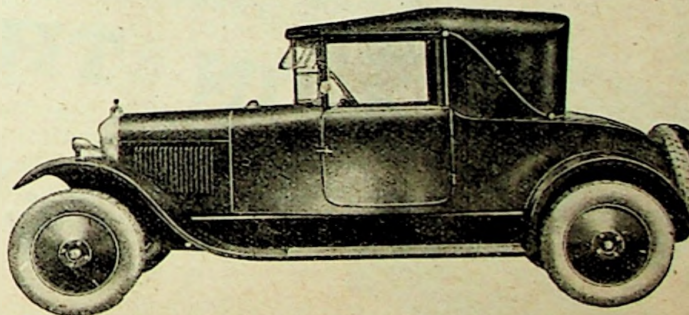
Any of the 500 Citroën Agents throughout the country will be pleased to arrange Deferred Payments and Part Exchange.



CITROËN



11.4 h.p. Saloon, 4 doors,
F.W.B. Fully equipped.



11.4 h.p. Coupé Three-seater. With Folding Head and full equipment.

Supreme Car Values in their Class!

Send for the Citroën Book 18.

CITROËN CARS LTD.,

CITROËN BUILDING, BROOK GREEN, HAMMERSMITH, LONDON, W.6.
 Showrooms: Devonshire House, Piccadilly, W.1. WORKS: SLOUGH, BUCKS.

M & C 105

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

A3

The Finishing Touches— "BEST" ACCESSORIES

At very reasonable figures "Best" Accessories enable you to add that last touch of refinement to your car's interior. In material and finish, and in the underlying idea—"Best" products are the very finest obtainable. Your local dealer should have them in stock (excepting the "Slicksure" Tank Cap which must be ordered direct) but if difficulty is experienced, order direct from the makers:—

BEST & LLOYD

1, Cambray Works, BIRMINGHAM.
Monomark: B.C.M./BESTLLOYD.
LONDON: 11, Bartlett's Buildings,
Holborn Circus, E.C.1

The "BEST" Dashboard ASH TRAY

A neat little fitting that can be screwed in any convenient spot on the dash, wood or metal. A sliding shutter is provided that closes the aperture at will, stopping smoke and smell and the risk of fire. Nicely plated finish.

Price
3/6

The "BEST" Dashboard GRIP

Better to put this grip on the dash, (wood or metal), than have screen, door or bodywork damaged or distorted by passengers leaving the car! It is neat, inexpensive, and fitted in a minute.

Price
3/6
each

"THE CONCENTRIC" PETROL TAP

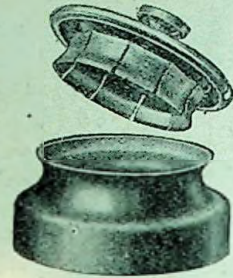
This is a complete departure from the old metal-to-metal tap—the source of so much annoyance.

The "Concentric" cannot stick, nor can it leak, and it automatically compensates for wear.

Pushed through its
by instruction.
5157 4 Gas .. 2/-
5414 4 Gas .. 2/6

The "SLICKSURE" Tank Cap Adapter

For any Car with Screwed Filler



No threads—the "Slicksure" incorporates a mushroom type of spring, and is off or on in the twinkling of an eye with just a "pull" or "push" on the knob. It cannot leak, it cannot jolt loose—a revelation! and as easily operated in darkness as in broad daylight.

Price 4/6

NOTE—The above price is conditional. If your old screw cap is sent with order (by far the most satisfactory procedure) you need only forward 3/6. If you prefer to retain your old cap pending receipt of the "Slicksure" 1/- will be refunded to you when the old cap reaches us.

THEIR CLASS

DELCO-REMY HORNS

The warning note emitted by Delco-Remy Horns is clear and musically penetrating. It can be heard high above the din of heavy city traffic or far down winding country lanes. Delco-Remy Horns are made in five models, so there is one to suit your particular purpose. Each is perfect in its class. In style, in finish, in reliability they cannot be excelled. Ask your dealer to demonstrate or write us direct stating 6 or 12 volt.

MODEL 8c. ELECTRIC
Surprisingly powerful. Unusual tonal quality. Compact, reliable. Length 10 1/2". Complete with bracket. 6 or 12 volt. Postage 9d.

16/6

MODEL 11. ELECTRIC
A new high-frequency horn. Sharp penetrating tone, immensely popular. Length 11 1/2". Complete with bracket. 6 or 12 volt. Postage 1/-.

20/-

OTHER MODELS:

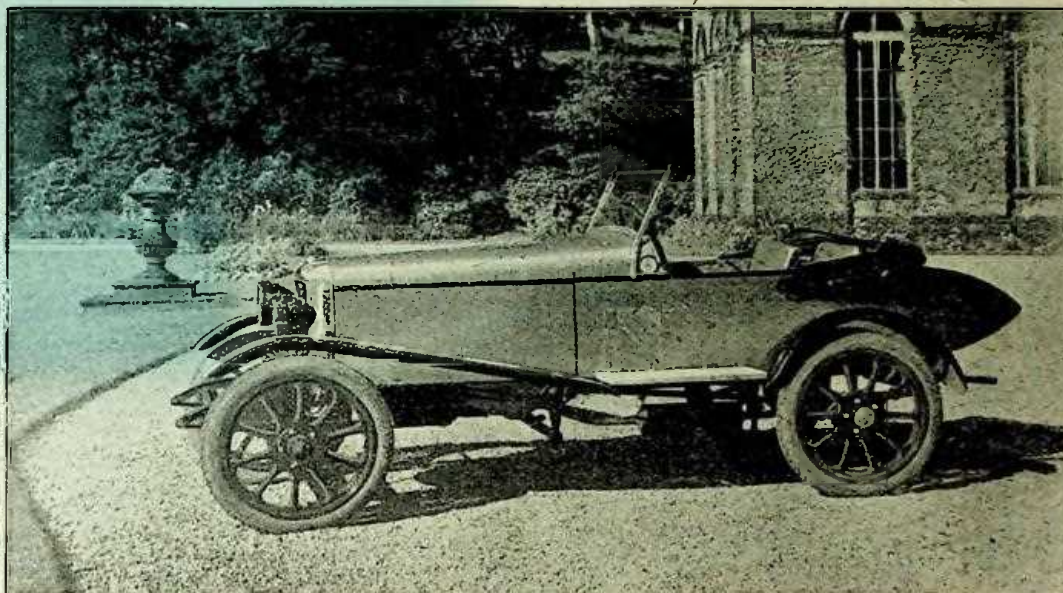
Model 3v. 18/9 Postage 9d. (Hand Operated).
Model 18. 40/- " 1/- (Electric).
Model 25. 73/6 " 1/- " "

SEE THEM ON STAND 327, MOTOR SHOW, OLYMPIA.
DELCO-REMY & HYATT, LTD., 111, GROSVENOR RD., LONDON, S.W.1.

R.N.R.

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

Another Triumph—The New Sports Model



Youth will be served. The "lads" of the high road with their nerve and skill were bound to look for an edition of the Jowett two-seater which would fly the banner of youth. Also the "Lassies" who sport the beret. Well, they will cheer when they see it. It's as slick and trim and "dare devil" as a submarine chaser. Look at the lovely wave-line that gives her a clean clipper air. And the low-slung body, lying back from the front wheels as if perfectly poised for a dive into speed. Without a doubt the Jowett secret of leg-roominess has a pull here. For the sporting motorist can stretch his legs and lie back at the authentic angle in a most nonchalant fashion. The outside hand brake and gear lever give a business-like look too, and get down to business in a tight corner. This new Sports Model will set up a sensation amongst the rising generation. In it the little engine with the big pull is out to achieve new conquests. She'll go to the limit and then some. All the Jowett ingenuity is here exercised to the last point, a car lean and keen as a winning greyhound—a thing of speed and beauty that is a joy for its owner.

It is guaranteed to do 60 m.p.h.

See our STAND No. 15, at Olympia.

NEW PRICES:

Short two, £134. Long two, £142. Chummy, £142.
Full four, £145. Sports, £145. Coupé, £168. Saloon, £170.

Dunlop Balloons and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

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

JOWETT CARS

FROM **£10** DOWN

All Models in Stock.
BUY DIRECT FROM

F.O.C.H.

LONDON'S JOWETT DEPOT
and SERVICE STATION.

CASH, EASY PAYMENTS, EXCHANGES. (A Straight Deal is a GREAT DEAL.)

FREE { Demonstrations.
Driving Lessons.
After-Sale-Service.



F.O.C.H. Ltd.

5, Heath Street, HAMPSTEAD, N.W.3.
*Phone: Hampstead 3752. Hours 9-5.30. Sundays till 2.30.

ALL SPARE PARTS IN STOCK

**L
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SOUTH LONDON SERVICE DEPOTS:

JOWETT HOUSE
91, STREATHAM ROAD
MITCHAM

**F
O
R**

JOWETT HOUSE
189, HANDCROFT RD.
CROYDON

**J
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CASH AND DEFERRED PAYMENTS

TRADE SUPPLIED

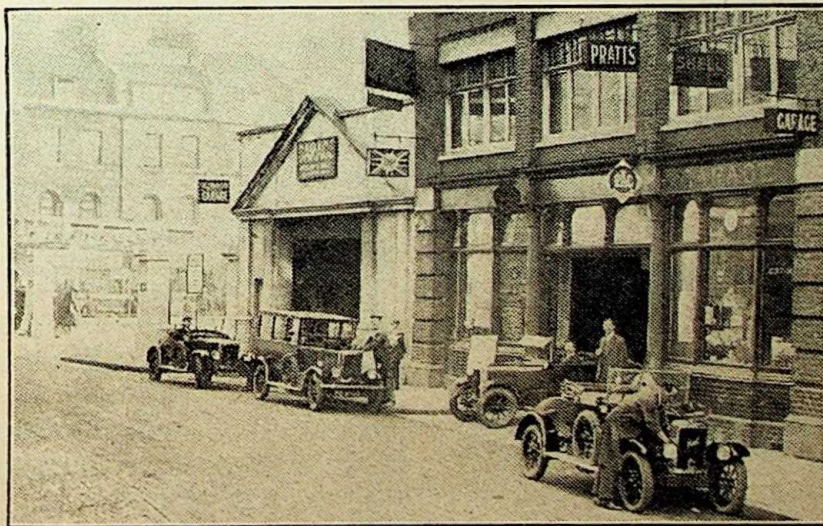
7 H.P. **JOWETT CARS** £7 Tax.

7 REASONS WHY YOU SHOULD BUY YOUR JOWETT CAR FROM US.

- (1.) All models in Stock—we can give immediate delivery.
- (2.) We allow you full value for your old car.
- (3.) We finance our own Deferred Payments and can arrange Terms to suit you personally.
- (4.) We will teach you to drive—FREE.
- (5.) We specialise in SERVICE after SALE.
- (6.) We are JOWETT experts and our advice is always at your service.
- (7.) We have a staff of competent mechanics and can carry out all repairs from a complete overhaul to the smallest job efficiently, quickly, and economically.

THE BIGGEST JOWETT AGENTS IN THE SOUTH ARE:

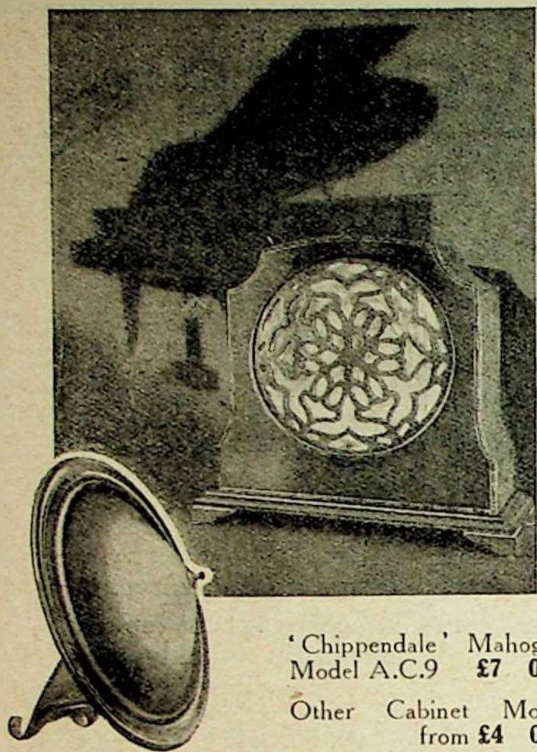
The Westminster Bridge Garage and Engineering Company Ltd.



JOWETT SERVICE STATION,
GARAGE — SPARES — REPAIRS — OVERHAULS — BODYWORK.
5, LAMBETH PALACE ROAD, S.E.1. (Near L.C.C. Hall.)

HOP. 5279.

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



'Chippendale' Mahogany
Model A.C.9 £7 0 0

Other Cabinet Models
from £4 0 0

'Junior' Open Type
A.C.1 - - 52/6

Model A.C.3 £3 15 0

— responsive
to all the shades of
tone which give to
music its subtle charm

Ask your radio dealer for
a demonstration.

The AMPLION CONE SPEAKER

*Makes listening
worth while*

Announcement of Graham Amplion Limited 25, Savile Row, London, W.1.

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

lots of room...

for alighting and entering purposes is rarely to be found on the light car, or for that matter on any car. "LEVEROLL" Seat mechanisms, by giving at will up to two feet of extra door space, have made the acrobatic display illustrated above unnecessary. A simple finger touch enables you to glide back the seat and step out as freely as from your front door. The seat locks itself automatically on being returned. The same govtamer touch permits you instant and perfect seat adjustment, allows you to remove the seats for camping and picnicking and enables them to be reversed for sociable meals in the car.

Price per set — 2½ Guineas.

More than
**ONE HUNDRED CARS
AT OLYMPIA
ARE EQUIPPED WITH
"LEVEROLLS."**



"NEVAJAHS"

Are the cheapest and most efficient shock absorbers on the market. Automatically self-adjusting to load, they act as rebound dampers, eliminate rolling on corners and prevent main spring breakage. They are made suitable for all types of light cars and are priced from.....£1-1-0

"A Nevajah for every car!"



Send for full particulars:

A. W. CHAPMAN, LTD.,

Patentees and
Manufacturers,

**Ranelagh Gardens,
Hurlingham, S.W.6**

(Adj. Putney Bridge (District
Railway) Station.)

Telephone: Putney 2372/3.

**STAND
367
OLYMPIA
New Gallery.
Tel. Riverside 5471.**

A Magnificent Show of Cars at WHITELEYS

The Universal Providers.

Your interest in Motor Car development has no doubt been revived by a visit to Olympia or at least by the newspaper articles on the MOTOR SHOW. We invite you to visit our new show-rooms at 205/7 Great Portland Street, the newest and most convenient showrooms in London where nearly a hundred cars are exhibited on three floors; or, if more convenient, call at our Queen's Road Dept.; as 1928 models of various makes of cars can be inspected at either show-room in comfort—expert advice is available if desired.

WE ARE CONTRACTING AGENTS for ALL the MOST POPULAR CARS

Examples :

AUSTIN 7 2¼-seater £135	ROVER, Standard 4-seater .. £225
Delivery on first of 12 payments of £11-16-3	Delivery on first of 12 payments of £19-13-9
AUSTIN 7 saloon £150	ROVER 10/20, Weymann fabric saloon £250
Delivery on first of 12 payments of £13-2-6	Delivery on first of 12 payments of £21-17-6
JOWETT 7 short 2-seater .. £134	STANDARD 9 4-seater "Selby" £190
Delivery on first of 12 payments of £11-14-6	Delivery on first of 12 payments of £16-12-6
JOWETT 7 full 4-seater .. £145	STANDARD 9, "Falmouth" fabric saloon £215
Delivery on first of 12 payments of £12-13-9	Delivery on first of 12 payments of £18-16-3

Payment extended over a longer period by arrangement.

CALL AND INSPECT OUR STOCK OF 200 CARS—

THE MOST VARIED STOCK IN LONDON.

Any make of car supplied on NO DEPOSIT terms as quoted above excepting a few new cars where the manufacturers stipulate special terms. Quotations gladly sent on request.

***Thirty New 1927 Models at Clearance Prices,
also a Large Stock of Second-hand Bargains.***

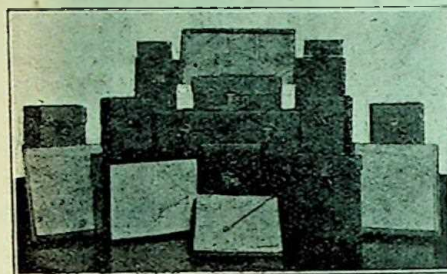
WM. WHITELEY LTD.,
QUEEN'S ROAD,
LONDON, W.2.

CONTROLLING

COPPEN ALLAN & CO.,
205/7, GT. PORTLAND ST.,
LONDON, W.1.

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

STANFORD'S MOTORING MAPS



A HEARTY INVITATION

is given to all motorists to visit Stand No. 169, Avenue R, where I shall be delighted to demonstrate the sterling qualities of the STOTT ANTIBOUNCE, to prove that it is the most effective and cheapest Shock Absorber on the market.

I have received the following testimonials during the last few days:—

"Please find enclosed cheque in payment of Stott Antibounce Clips received for my Renault.

"I may say that I am very pleased with them, they have made an amount of difference to my car. I have given them a good testing, and have just finished a run of about 400 miles and over some very rough roads."

"I feel sure that every owner of a Clyno car not fitted with Shock Absorbers, will be pleased to buy a pair, if only they knew the difference it makes on a long run, only like myself, they think that an article so simple and cheap as compared with the average Shock Absorber cannot do the work, but one only has to try them to realise." Wishing you every success."

PRICE **11/6** per pair.
from

STOTT ANTIBOUNCE CLIPS are supplied on a month's free trial.

RICHARD BERRY & SON,
(Department "A").
Mafeking Road, Smethwick,
BIRMINGHAM.

Phone - - - Smethwick 631.
Grams - - - "Springs."

GREAT BRITAIN.—Ordnance 4-mile Map in 21 sheets, together with a celluloid Map case showing six sections of Map at a time in one pigskin case. **£6 15s.** Or mounted on the new Stanford-Bridges' Patent method, **£7 10s.**

ENGLAND AND WALES.—Ordnance Survey. Half-inch Map in 40 sheets. Complete set mounted to fold, with Map Measurer. In pigskin case with spring locks, **£11.**

In cowhide " " **£10 15s.**

ENGLAND AND WALES.—Ordnance Map on a scale of 4 miles to an inch in 12 sheets, with heights shown in colours. Set in cowhide case with celluloid back, Map being visible. **80/- (81/-).**

Set in pigskin cabinet case, **68/- (69/-).**

Set in cloth case, **48/- (49/-)**

Map Measurer, 5/6 extra.

ENGLAND AND WALES.—Stanford's Contoured Road Map on a scale of 6 miles to an inch. In 6 sheets, 3/6 each (3/8). Complete set in cowhide case, **33 6 (34/-).**

AUTOCAR MAP OF ENGLAND AND WALES.—Scale 8 miles to an inch, printed on cards in strong cowhide case with celluloid front **15/- (15/9).** Mounted Stanford-Bridges' Patent, **20/- (20/6).**

ENGLAND AND WALES.—Bartholomew's Half-inch Map in 37 sheets. Complete set mounted to fold, with Map Measurer. In pigskin case with spring locks, **£10 10s.**

In cowhide " " **£10 5s.**

SCOTLAND.—Ordnance Survey Half-inch Map in 34 sheets. Complete set mounted to fold, with Map Measurer.

In pigskin case with patent spring locks, **£9 15s.**

In cowhide " " **£9 10s.**

SCOTLAND.—Bartholomew's Half-inch Map in 29 sheets. Complete set with Map Measurer.

In pigskin case with spring locks, **£8 15s.**

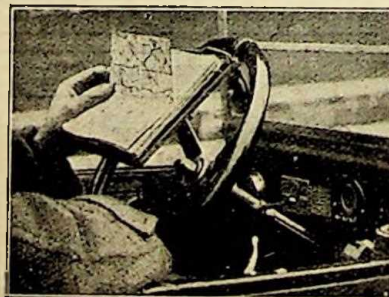
In cowhide " " **£8 10s.**

STANFORD'S TWO-INCH MAP OF LONDON.—Main Roads and Tramways edition, size 46 by 27 in. A clear Map showing the Main Roads through and out of London. One sheet, coloured and varnished on linen cloth, folded, **6/-.** Cut and mounted to fold, **8/6.**

MAP HOLDER.—For use with the new Stanford-Bridges' method of Map mounting, and for Maps mounted in sections or for route cards.

Fits on the Steering Wheel. Price **12/6.** Postage **9d.**

Full particulars on application.



EDWARD STANFORD, LTD.,

Whitehall House (Dept. L.C.), 29-30, Charing Cross, S.W.1,
and 12, 13 & 14, Long Acre, W.C.2.
(Established 1852.)

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



MAGNETOS

Motor Car and Commercial Vehicle Magnetos.

Type CE.

Polar Inductor, Type CE, Magnetos have been specially designed, by this Company, for commercial vehicles and high-speed engines. The straight-through shaft and stationary armature ensuring absolute reliability under extended and severe running. Made for 4, 6 and 8-cylinder engines.

"Unfailing in exacting tests and trouble-proof for normal duty."

Stand 442

Motor Exhibition,
Olympia,

Oct. 13th to Oct. 22nd.

Motor Car Magnetos.

Type G.

For the average private car or small van of medium power and engine speed, the G magneto, illustrated, is most suitable. All parts are readily accessible and easy to adjust.

Made for 3, 4 and 6-cylinder engines.

The
British Thomson-Houston
Company, Limited,

ELECTRICAL ENGINEERS AND MANUFACTURERS,

Alma Street, Coventry.

Works: Rugby, Birmingham, Willesden, Coventry and
Chesterfield.

Automatic Ignition Timing Device.

This extremely simple mechanism, which may be fitted in the drive to any magneto—fixed or variable ignition—automatically ensures the correct ignition timing according to the engine speed.

Made in forms to suit all engines, and in two types, one of which is incorporated in one form of the CE Magneto, and the other as a separate unit.

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

SPRINGS

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

All types of Chassis Springs in stock. Laminated Springs, Valve Springs, and Fork Springs always available. Repairs and Replacements a speciality.

Box of Assorted Motor Cycle Springs, specially selected, 12/- per box. Assorted Spring Washers, all sizes and types in stock, 1/- per 1 gross box. (Postage extra.)

Springs are specially treated to stand all weathers, and our special all-weather enamel will resist all elements. Send details of your requirements. We quote by return.

Note our Specialities.

SAFETY FIRST.

FIT THE

Patent applied for.

WIDNEY-IRVING PATENT SPRING CIGARETTE CASE, ASH TRAY AND AUTOMATIC LIGHTER COMPLETE. Touch lever and out springs your cigarette, then take match which strikes automatically. No searching pockets for cigs. and matches and running up the gutter in the attempt. Looks splendid on your dashboard. Will fit anywhere in car. Beautifully finished in Silver or Oxydised Nickel. Retail 17/6 complete. Special terms for quantities.

Makes an ideal Gift.

You want one in your Car, also in your Dining and Smoke Room.

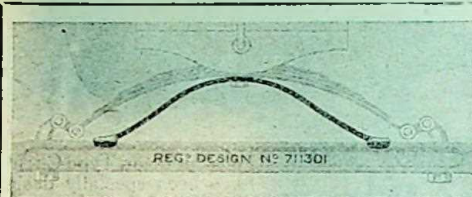
UNITED SPRING CO., HAWTHORN STREET, WEST SMETHWICK.

MANCHESTER OFFICE: Milward Trading Co., 41, Corporation Street.

GLASGOW: Peter M. McCulloch, 140, West George Street, Glasgow.

Telephone: 118 Smethwick.

Telegrams: "Tension, Smethwick."



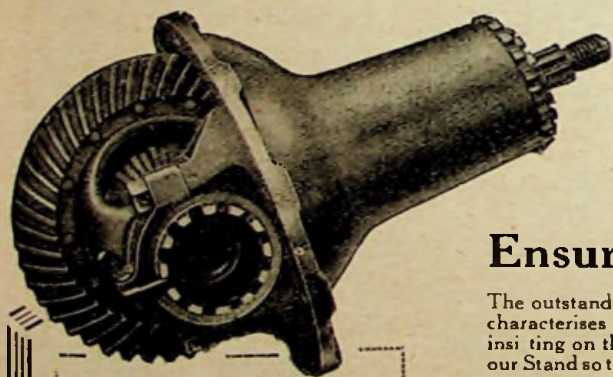
The "United" Check Spring

must be fitted to your Car if sprung with a transverse front spring. Will take up all the undue strain and supplies splendidly balanced movement which eliminates side roll and possibility of broken springs. Wonderful results.

Austin 7's ride like a "Rolls."

Special trade terms. Retail 5/6 each.

Will save its cost inside 3 months.



This illustration shows a complete assembled differential unit which we are supplying to a leading car manufacturer. May we send you details please?

MOSS Components

Ensure Maximum Efficiency!

The outstanding supremacy in quality, efficiency and dependability which characterises EVERY Moss Component makes it well worth your while insi ting on their incorporation in your new car. We invite YOU to call at our Stand so that you can better realise wherein that quality lies. Come . . .

OLYMPIA Stand 167

Moss specialities include Gearboxes, Rear Axles, Propeller Shafts, Steering Gears and Worm Gearing in addition, of course, to complete differential units—an example of which is illustrated opposite. Whether you are a car manufacturer or a potential buyer of a car, there is BOUND to be something of great interest for you!

THE MOSS GEAR Co., Ltd., Aston Manor, BIRMINGHAM

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

Elephant Bumpers

are the only Bumpers that matter to-day

UNOBTRUSIVE
EFFECTIVE
DISTINCTIVE



SPECIAL
MODEL FITTED
TO AUSTIN 7

VISIT OUR STAND No. 281
:: :: before buying any new accessories. :: ::

Special BUMPER FOR AUSTIN 7. Made from the highest grade Sheffield spring steel carefully tempered and highly finished.

Quickly fitted without drilling the chassis frame.

Front or Rear, Price £2 : 15 : 0

We have in STOCK A BUMPER FOR EVERY MAKE OF LIGHT CAR, with specially designed brackets, that makes the Bumper part of the car.

PRICES from .. £3 : 0 : 0 to £5 : 10 : 0

"Elephant for Everything."

ELEPHANT MOTORS LTD.

ELEPHANT HOUSE,

97, 99, 101, Newington Causeway, London, S.E.1.

'Grams: "Multimar, Sedist, London."

Scottish Branch:—75, Robertson Street, Glasgow.

Phone: Hop 7076-7-8.

Scottish Depot:—31, Finniestone Street, Glasgow.

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

A13

GAMAGES celebrate Still Greater Values, Serv

All the Newest Ideas and Gadgets for the Modern Motorist; Winter Driving Comforts, etc., await the Visitor at our Holborn Motor Showrooms, plus the World's Best Value.

The Newest Ideas in Car Accessories & Comfort

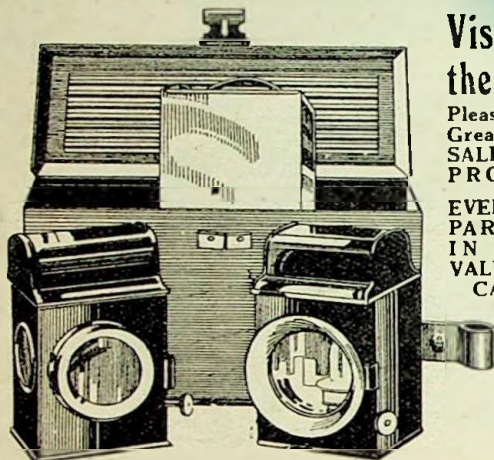


For Ladies or Gentlemen.
**NEW
'GAMAGE'
OVER-SHOES**

"To the feet as fleeco-lined gloves are to the hands."

Very warm and cosy.

Made in High Leg pattern for ladies and Ankle Length pattern for gentlemen. Cloth outside, lined throughout with Lambawool, and fitted with patent pull up fastener and rubber sole.
Ladies' or Gent's Box Cloth covered. Per pair **57/6**
Ladies' or Gent's Tan Suede Overshoes. Per pair **45/-**
Carriage paid.
Ladies' sizes—4, 6 and 8 over boots.
Gent's sizes—6, 8 and 10 over boots.



THE NEW PARKING LAMP SET

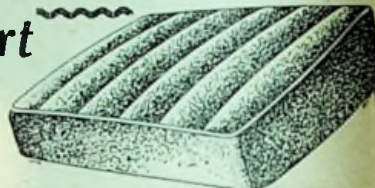
SAVE YOUR BATTERIES.

This Parking Lamp Set consists of 2 lamps. One lamp, by means of a Clip Bracket, can be fitted to the Wind Screen Frame, and the other lamp clips over the number plate. The lamp burns paraffin oil, and will burn for about 30 hours. These lamps are packed neatly in a metal case, and there is also a tin provided for carrying spare paraffin oil. The measurements of case are 10 in. long x 5 1/2 in. high x 4 in. wide.
The price complete per pair is **25/-**
Carriage Paid.

Visitors to the Show !!

Please note our Great AUTUMN SALE IS NOW PROCEEDING

EVERY DEPT. PARTICIPATES IN A GREAT VALUE - GIVING CAMPAIGN.



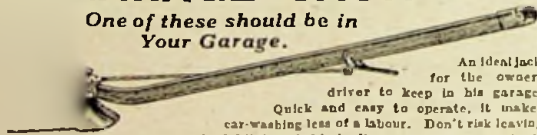
Another New FEATURE OF THE SHOW.

CONTROLLED AIR CUSHIONS.

Wedge shape Cushions. Supplied in various colours. Antique leather. Can be inflated to suit user's size. Price **45/-**

GARAGE JACKS

One of these should be in Your Garage.



An Ideal Jack for the owner-driver to keep in his garage. Quick and easy to operate. It makes car-washing less of a labour. Don't risk leaving your tool kit Jack behind after use, or rust your tools by packing a wet Jack with them when you've washed your car; keep an Ern-Lake Junior in your Garage always; its price complete is **25/-**
Will pass under axles from 7 in. to 9 1/2 in. from ground. Lift 4 in.

Motor Foot Muffs.

In Green and Blue Cloth, lined Fur. Wonderfully good value. Price **16/6**
Post 6d.

With a high front, giving full protection to the ankles. Beautifully made suede finish, leather trimmed with leather fringe and lined with lambawool. Price from **29/3**



Clark Heater Footwarmer

Very efficient and economical, etc. block giving heat for five or six hours. For the Car, carr. free **21/-**
Charcoal Blocks for use in same 8/- doz.

RADIATOR MUFFS.

These muffs fit perfectly and have no straps or tapes to fasten. They are held in position by Metal Clips which fasten behind the radiator under edge of bonnet. Supplied for all makes of cars.

A few examples—

AUSTIN 7	11/-
CITROEN 7	12/6
FIAT 7	11/-
JOWETT	12/6
TALBOT 8	11/-

Order right away to ensure Speedy Delivery.

DETACHABLE LOOSE COVERS

for Seats, Backs, Sides and doors of Saloon Cars. These covers add luxury and comfort combined with dignity, the essential things that so readily count in modern cars. Suitable for the following cars: Austin 7 Clyno, Citroen, and other light cars.
4-door model, 3/6 extra.

PRICE PER SET

59/6

THE WARMER RADIATOR LAMP.

Specially suitable for 7 h.p. AUSTIN and other Light Cars, very small and compact, gives ample heat to keep the engine ready for easy starting. Burns Paraffin, will burn continuously for about 30 hours. PRICE **8/9**

A. W. GAMAGE, LTD.

THE SAME VALUE AND SERVICE IS ALSO GUARANTEED

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

OLYMPIA Show with ice, and Variety of Stocks

Stand No. 425
MAIN GALLERY.

Motorists' Outfitting for Men, Women and Juveniles; as well as the famous Gamage Livery Service—second to none in Great Britain. Yes, GAMAGES and OLYMPIA are synonymous just now for Motorists in point of interest.

**THE LATEST STYLES IN
LEATHER MOTORING WEAR**

ORDER AT  **POST YOUR ORDER
OR TELEPHONE
HOL. 8484.**



LEATHER OVERCOATS FOR OWNER DRIVERS

These coats are made in a rich shade of Tan, carefully selected skins, and lined with a light and warm fleece and tailored to perfection by expert craftsmen. They embody all these qualities that are so essential for the comfort of the rider against the keen winds of Autumn. Chest sizes, 34" to 44" and length of coat 44".

**SPECIAL
SHOW
PRICE**

79/6



WARM CAR RUGS.

Strong, well-made ALL WOOL, with fringe ends in a comprehensive Range of Bold Overcheck and Plaid Designs. Size 60 x 70. Special Show Price Weight 3½ lbs.

16/11

Usual price 21/-.

SUPERIOR MOTORING RUGS.

Heavy, Deluge Proof Rugs lined with a strong warm wool fleece, correct for motoring in the most bitter weather. Size 72 x 50. Special Show Price.

42/6

LEATHER COATS FOR THE LADY MOTORIST

The "Estelle"

This is just the coat you need for Autumn motoring. Beautifully made of the Finest Quality Leather and smartly cut to give freedom of movement, the lining being in imitation Leopard. Absolutely windproof. Made in Dark Tan only. Sizes, 44, 46 and 48.

PRICE

**POST
FREE**

84/-

HOLBORN, LONDON, E.C.1.

at our CITY BRANCH: 107, CHEAPSIDE, LONDON, E.C.2.

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

A Distinctive Small Car

**The Semi-Sporting 2-Seater Avon
Body on the Austin 7 Chassis**

*Ask your Local
Austin Agent.*

A body of pleasing contour of ample leg room both for seating and luggage, the space allotted to luggage in the boot being no less than 6½ cubic feet, and, moreover, space which can be accessibly utilised through the medium of a large lid 25" wide and 14½" deep. Cellulose two-colour finish. Antique leather upholstery on Seaco Air Cushions. Note the extra side lamps and radiator mounted headlamps.

£152

COMPLETE.

This model can be seen during the Show at
THE OLYMPIA MOTOR CO., 1, Hammersmith
Road (opposite Olympia).

'Phone
Warwick
173

**The New Avon Body Co., Ltd.,
Wharf Street
Warwick.**

The All-British

SHOCK ABSORBER

For all makes of Cars.

FITTED AS
STANDARD EQUIPMENT
by leading British Car Manufacturers
ITS EFFICIENCY IS ITS RECOMMENDATION

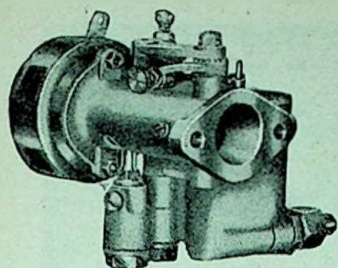
Write for illustrated booklet.

**STAND
No. 284
Gallery
OLYMPIA.**

FRANK SMITH & CO. (ELLAND), LTD. ELLAND, YORKS.

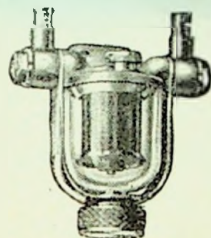
'Phone : 182 Elland.

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



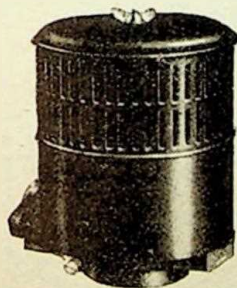
ZENITH CARBURETTER

The Compensating Jet—an exclusive feature of the Zenith—is the chief cause for Zenith efficiency. It so controls the supply of petrol that every single drop is turned into power and provides the engine with exactly the right mixture to suit every occasion. Once your Zenith is fitted and adjusted you can forget its existence. It will outlast the life of your engine. There's a special Zenith made for every make of engine and it is very easily fitted.



ZENITH PETROL FILTER

Dirty petrol is sometimes unavoidable. You may unluckily get the last few gallons from the pump—the water and the dirt. But with a Zenith filter fitted you need not worry. Nothing but pure clean petrol can get by. No gauze to choke—no leather to clog. Sediment always in sight. One size fits all cars or carburetters. **24/-**
Postage 6d. extra.



ZENITH AIR CLEANER

Road dust entering your engine mixes with the oil and forms a powerful abrasive mixture causing premature wear of pistons and bearing surfaces. A Zenith Air Cleaner removes every particle. Nothing to wear out or to go wrong. Will outlast any engine. A wonderful invention. Send for particulars to-day—mention year and make of engine. In three sizes from **50/-**

Look for these three Zenith money-savers on Stand 493

ZENITH Carburetter

GIVES MORE MILES PER GALLON
PROVIDES QUICKER ACCELERATION
MAKES FOR LESS WEAR AND TEAR
ALLOWS FOR SWEETER RUNNING

ZENITH Petrol Filter

PREVENTS CHOKED JETS


ZENITH Air Cleaner

MINIMISES ENGINE WEAR
REDUCES CARBON DEPOSIT

TEST THE ZENITH CARBURETTER ON YOUR OWN CAR — THIRTY DAYS' FREE TRIAL

We don't ask you to accept our statement without proof. Test out the Zenith for yourself on your own car. If you are not more than satisfied your remittance will be willingly refunded on return of the carburetter within 30 days. Can any offer be fairer? Take advantage of it by writing to-day for further particulars giving year and make of your car.

Adv. ZENITH CARBURETTER CO., LTD., 40-42, Newman St., W.1

 9680

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

A17

Leave nothing to chance!
Visit STAND 243, OLYMPIA,
and your lubrication
problem will be solved by

SPEEDOLENE
 THE OIL
 OF OILS

"In Speedolene Oil we discovered an ideal solution of our difficulties. Not only were its non-gumming properties, even in an unheated motor house with the temperature at or below freezing point, really remarkable, but the consumption was very much better than it had been with an oil previously used."

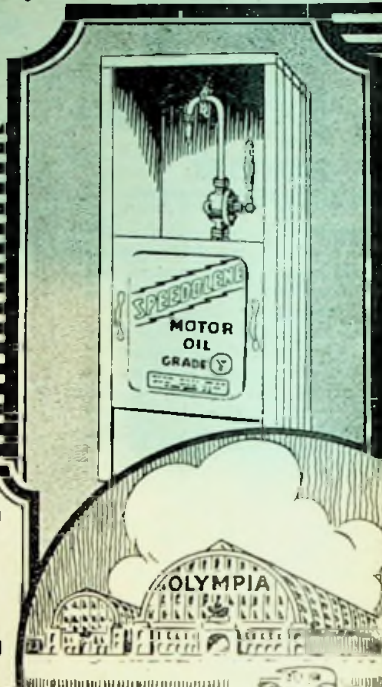
"The Autocar."

April 1st, 1927.

Brochures on request.

SILVERTOWN LUBRICANTS Ltd., Minoco Wharf, E.16

STAND
No.
243
GROUND
FLOOR



Calthorpe

1928 — 12-20 H.P. — Super De-Luxe

4-SEATER
OPEN
TOURING
£265

Both these models are fully equipped to make them a luxury car.

BOTH MODELS
are on view
DURING SHOW AT
Warwick Rd.
Garage
(3 minutes from Olympia.)

Elegant design and finish. All latest improvements. Wind-up windows and blinds.

4-DOOR
Coachbuilt
SALOON
£365

And include: bumper bars, shock absorbers, luggage carrier, dipper head lights, Lucas lighting and starting set, Dunlop tyres, ash trays, cigar lighters, flower vase and other necessary fittings.

If time will not permit an inspection—

'Phone—
 VIC. 35 and 36.

Write for particulars—**CALTHORPE MOTOR SUPPLIES, LTD.,**
CALTHORPE WORKS, BORDESLEY GREEN, BIRMINGHAM.

'Grams—
 "CHASSIS,
 B'HAM."

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

WE POSITIVELY give the highest price for your old Car in part exchange for any make of New Car.

WE CAN SUPPLY YOUR NEW LIGHT CAR

We are DISTRIBUTORS for RENAULT and SALMSON
and Special Agents for
AUSTIN, FIAT, WOLSELEY, SINGER, ROVER,
CLYNO, CITROEN and various other makes.

Special AGENTS and FACTORS for
the FAMOUS ENGLEBERT CORD
TYRES.

Over 100 New and Second-hand Cars
always on view.
DEFERRED TERMS ARRANGED.

GEORGE NEWMAN & CO.

369, Euston Road, London, N.W.1, and 39/40, Old Steine, Brighton.

'Phone: Museum 7741 (12 lines).

'Phone: Brighton 4713.

OLYMPIA Oct. 13-22.

LOOK FOR THIS BADGE



The Sign of Satisfaction and Service.

Representatives in attendance on Stands Nos. :—

64—Clyno

41—Singer

94—Austin

11—Triumph

Elsewhere by Appointment.

**W. ELCE & CO., 11, Camomile Street, E.C.3, and
H. LTD., 11-13-15, Bishopsgate Avenue, E.C.3.**

There's Only *From*

MATHIS

in the

'BIG-LIGHT' CLASS

The New 1928 BIG-LIGHT Mathis claims many more attractions than its predecessors. Its commanding appearance causes immediate comment, whilst its many new and unique features include: Semi-streamlined roof and body, increased width, new diamond plan dash, unique instrument equipment, low wide range rear window, countersunk roof light, detachable and adjustable front seats, double lock doors, Hartford shock absorbers, patent dimming headlamps, 5 Michelin detachable wheels with Bibendum tyres, detachable Weymann trunk (with locks) at rear. Finish dark Grey or dark Red, real Weymann body.

As shown
£275

1928 heralds an ENTIRELY NEW CLASS IN CARS

—the new MATHIS represents an urgent need in successfully bridging that vast gap between the cheap mass production cars of very ordinary performance, with their multifarious shortcomings in design and finish, and the expensive 15 h.p. types with their heavy upkeep and running costs.

It is an extraordinary car with an extraordinary performance and durability. Each model is produced individually and is perfect. It has a *real* Weymann Body and not fabric imitation. Ease of driving, acceleration and efficiency of braking are phenomenal. In comfort and appearance it is equalled only by the most exclusive and expensive saloons. It will hold a speed of 40 m.p.h. over even the worst roads for hours on end with an additional ten to fifteen m.p.h. if you need it. Four speeds, four-wheel brakes, four-cylinder 10/24 h.p. engine (tax £9 only), it averages 40 miles to the gallon of petrol, 1,500 m.p.g. of oil.

Sole Concessionaires for United Kingdom:

B.S. Marshall Ltd.

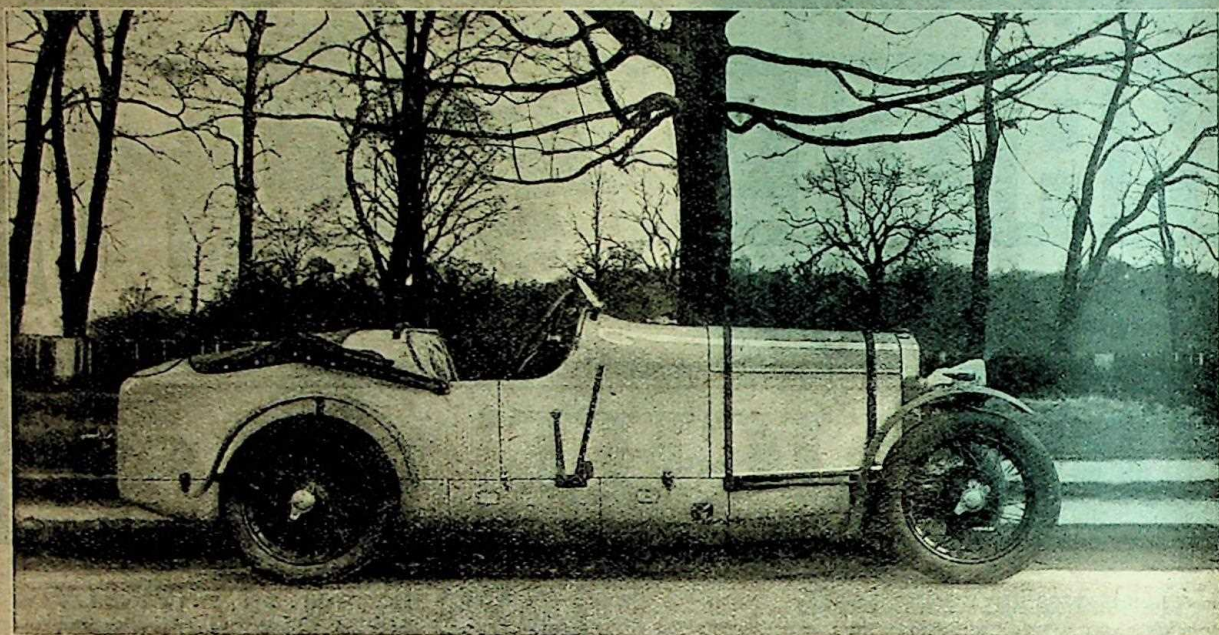
25, Basil Street,
Knightsbridge,
London, S.W.1
(Near Harrods).

*Phone
Sloane 6118, 9.

Grams: "Aumarshano, Knights,
London."

SO DON'T MISS STAND 25 *for* OLYMPIA'S GREATEST SURPRISE

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



SPEEDS FROM 70 to 115 m.p.h.

PRICES FROM £340

FRAZER NASH CARS (A.F.N. Ltd.)

London Road Works, Kingston - on - Thames.
Telephone: Kingston 3612.

LONDON SHOWROOMS (Opposite Olympia)

M.S.L. Ltd., 67, Hammersmith Rd., W.

Finality

— is not within the scope of human progress — there is always a reply to the last word, but —

'Stadium' ACCESSORIES

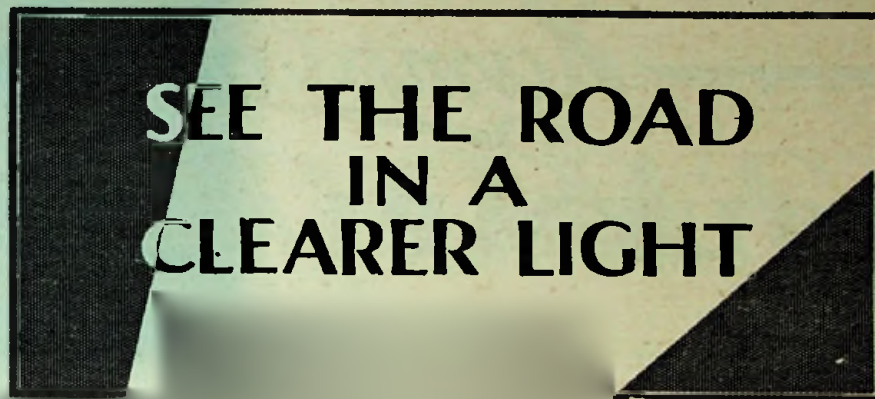
do attain finality consistent with the motorists' current need, and in originality, usefulness for purpose, quality and value, leave nothing to be desired.

ETIENNE & CIE

'Stadium House'
61-63 Gr Eastern St. London EC2
Works, Birmingham

STAND N°276
NEW HALL GALLERY
OLYMPIA

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



**STAND No
235**

**EDISWAN
EXHIBIT**

**MOTOR LAMPS
& BATTERIES**

**ROYAL
EDISWAN " "
MOTOR CAR LAMPS**

Fully licensed under Patent Nos. 23775/12, 10918/13 and others.

MOTOR EXHIBITION, OLYMPIA, Oct. 13th to 22nd.

STAND 235

Third on left of Hammersmith Road Entrance, Ground Floor.

N.D.17.

THE EDISON SWAN ELECTRIC COMPANY, LTD

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

A23

Hampton Cars

OLYMPIA SHOW WEEK.

A full range of Models will be exhibited at our London Distributors:

Messrs. B. S. Marshall Ltd.,
25, Basil Street, Knightsbridge, S.W.1.

12-40 Standard 2-seater ..	£275	
12-40 3-seater De Luxe ..	£315	12-40 Fabric Saloon £425
12-40 6-seater De Luxe ..	£325	12-40 Coachbuilt Saloon .. £425
12-40 De Luxe 3-seater Coupe	£340	

Hampton Cars (London) Ltd., Stroud, Gloucestershire.

Hampton Cars

*For years of steady
 faithful service &
 continuous comfort*

SERVICE.

As the London Distributors, we hold a complete range of Spares in stock and our Service Depot is always available for clients' requirements, moreover our unique Hampton experience is always at your disposal. Hampton Cars can be purchased to suit customers' convenience. Either part exchange or deferred terms arranged as desired, the highest value being allowed for your car.

A typical English medium sized car that has been steadily produced and sold for many years on sheer merit alone.

The Hampton stands supreme as an exclusive product, embodying the most efficient designs, faultless workmanships and the best possible materials. Hampton performance on the Road gives proof positive of its superior construction.

Call at our Showrooms during Olympia week, and inspect the **HAMPTON 1928 MODELS** at your leisure.—A trial run without obligation will convince you that the Hampton represents the greatest possible value in English Built medium-size cars.

Prices from £275

DURING OLYMPIA SHOW WEEK

AT LONDON DISTRIBUTORS

B.S. MARSHALL LTD, 25, Basil St. Knightsbridge, S.W.1

Phone:—Sloane 6118/9.

Grams: "Aumarshano, Knights, London."

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

OLYMPIA, OCTOBER 13—22, 1927.

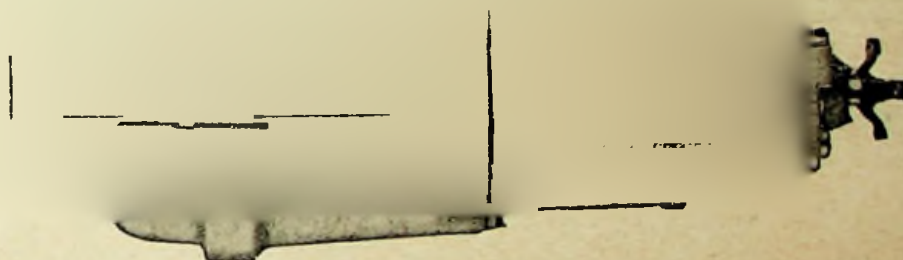
MEADOWS

ENGINES, GEARBOXES, AND ENGINE AND GEARBOX UNITS

All Sizes and Types

will be on exhibition on our Stand.

Stand No. 242, New Hall, Ground Floor.



Type 4 E.D. 1½ litre Four-Cylinder O.H.V. Sports Engine and Four-speed Gearbox Unit 40 B.H.P.

Various improvements in details have been made in the 1928 model of this wonderful Engine, which has proved during the past racing season to be one of the fastest and most reliable Power Units in existence. We continue to build it with either Single Port (as above) or Two Port Cylinder Head (50 B.H.P.). Speeds of 70 m.p.h. and 80 m.p.h. are attained by cars fitted with this engine.

SEE ALSO

Type 4 E.C. 12/28 h.p. Engine Touring Model

Type 4 E.B. 10/24 h.p. Engine Touring Model

These well-known Engines are in great demand as they have no equal in solid, trouble-free and economical performance at speeds as high as are safe on ordinary roads.

HENRY MEADOWS LIMITED,

Fallings Park, WOLVERHAMPTON.

Telegrams—"Output, Wolverhampton."

Telephones—1641/2 (2 lines).

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

REGISTERED

TRADE MARK.



PUT IT IN
YOUR
FUEL.



COME
TO
STAY.

THE PERFECT UPPER CYLINDER LUBRICANT.

**ROBERT
BENOIST**

WINNER OF THE FRENCH GRAND PRIX, GRAND PRIX
D'EUROPE, SPANISH GRAND PRIX, ENGLISH GRAND PRIX,
USES MIXTROL

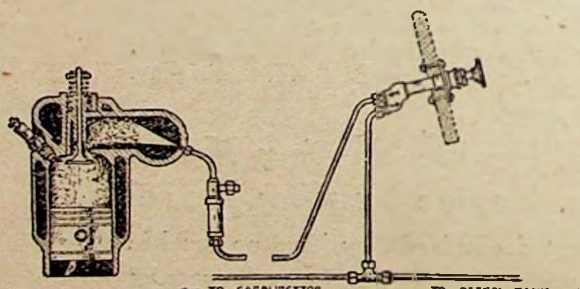
(THANKS TO MIXTROL OIL)

Robert Benoist

THE MIXTROL OIL COMPANY, 43, Berners Street, LONDON, W. 1.
Telephone: Museum 4044. Telegrams: "Olmixtrol, Wendo."

STARTING TROUBLES ELIMINATED

WE INVITE YOU TO **STAND No. 485**
WHERE A FULL RANGE OF HIGH-CLASS
ACCESSORIES WILL BE ON VIEW ALSO
A WORKING DEMONSTRATION OF THE



The Kigass Petrol Mist Injector.

KIGASS INJECTOR

The World's Finest System
for starting a cold Engine.

ROTHERHAM & SONS, LTD., COVENTRY.

Telephone: 4154.

Telegrams: "Rotherhams, Coventry."

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

Humber

CARS

MODELS and PRICES for 1928

NEW PRICES OPERATE FROM SEPTEMBER 27, AND
DELIVERIES COMMENCE AT THE END OF OCTOBER

THE 9/20 h.p. FOUR-CYLINDER MODEL

	Model No. 1	Model No. 2
2/3 Seater with Dickey - - -	£250	£235
4 Seater Tourer - - -	250	235
4 Seater Saloon - - -	300	280
4 Seater Fabric Saloon - - -	285	—

DUNLOP TYRES STANDARD.

The following alterations have been made to these popular models. Come and see them on Stand 70.

FRONT WHEEL BRAKES. Internal expanding brakes completely enclosed in weather-proof covers, and operated by levers mounted on the axle, are fitted.

SUSPENSION. Shock absorbers are now fitted to the front axle in addition to those previously fitted to the rear axle.

STEERING. The position of the steering wheel has been lowered 1", thus increasing the column rake slightly.

FUEL SUPPLY. A 2-way tap giving 1 gallon reserve is now fitted to the petrol tank at the rear of the chassis.

RADIATOR. The radiator has been lifted 14" and the dash raised a corresponding amount, thus greatly enhancing the appearance of the car.

ACCUMULATORS. These are placed in an accessible position on the offside running board.

BODYWORK. To all models. Door to driver's side. Four-seater—front seat increased 1" on seat line. Saloon—Phaeton seat instead of two bucket seats, higher waist line, windows reduced, deeper body, quick lift action window to driver's door. Safety catches to three doors, and lock to one door. Silk blind to rear window, operated from driver's seat. The open models are finished in mole cellulose and envelope cover provided for hood when down.

If you are unable to visit Olympia, we will gladly send you full particulars.

HUMBER LIMITED, COVENTRY.

West End Showrooms - - - - - 94, New Bond Street, W.1.
Export Branch Office - - - - - 32, Holborn Viaduct, E.C.1
Repair Works and Service Depot - - - - - Canterbury Road, Kilburn, N.W.6.

**STAND
No 70**

**OLYMPIA
OCT. 13-22**



TAYLORS

SPECIAL SPORTS

Austin Seven

Price complete £165

BUILT on the Special Austin Sports chassis this car is a Taylor exclusive design. The body allows ample leg room. Luggage accommodation for two suit-cases inside. V-shaped Windscreen and colours finished to choice. A very satisfied owner writes:—

"WATCH THE BIG BUGS SLOW UP TO EXAMINE HER"

Southampton, Oct. 2nd, 1927.
"We arrived at Southampton without a hitch, and are absolutely charmed with the comfort and pleasing lines of the TAYLOR Ltd. On the way down it was quite amusing to watch all the Big Bugs slow up to examine her. You can rely on us for recommendation wherever we go. I would be much obliged if you would forward those Austin wings as soon as possible, and have you the cover to battery? Thanking you for your splendid service, and wishing you every success."
H.W.

See this wonderful Car at our Kensington Showrooms or Outside Olympia

Ask for particulars and Catalogue of our representative at the AUSTIN Stand. We have also the following Show replica models at Kensington:—

AUSTINS — SINGER — JOWETT — CLYNO

and some very attractive 1927 and used models at bargain prices.

Our salesmen will also be in attendance on the following Stands at Olympia:—Austin, Singer, Rover, Jowett, Clyno, Triumph, Standard and Fiat.
PLEASE LOOK FOR THE TAYLOR BADGE AND ASK FOR FREE COPY OF OUR BUYERS' GUIDE.

All makes supplied for cash, exchange, or upon our liberal NO DEPOSIT E.P. TERMS, financed by ourselves. Motor Cycles and Used Cars taken in part payment for New Cars.

H. TAYLOR & Co., Ltd., 49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7,
and 88, QUEEN'S ROAD, PECKHAM, S.E.15.

Telephone (3 lines): Kensington 8558-8559-5540.

Night-driving

Add to the comfort
and safety of night-
driving by using—



MAZDA

**ELECTRIC BULBS
for MOTOR CARS
& MOTOR CYCLES**

The British Thomson-Houston Co., Ltd.
Crown House, Aldwych, London, W.C.2

2842

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

B4

Stand No.
394
*New Hall
Gallery*

The Spirit of Olympia

To-day, as in the Olympic Games of Ancient Greece, "spirit" plays the cardinal but unseen part in achievement.

The British spirit—National Benzole Mixture—will ensure the acme of performance from your car.

This product of British Collieries is scientifically blended to meet the requirements of modern engine design. It is recommended by leading car manufacturers as the best spirit

for their products. It has six unique advantages not found in other fuels, so that with consistent use it costs less than the cheapest grades.

Pride in performance demands "National."

Fill from the "National" pump, but be sure to see the guarantee and "National" on the globe, for like all good products it has its imitators, but "National Benzole Mixture" still stands unrivalled.

National Benzole Mixture

"The Guaranteed **BRITISH** *motor spirit"*

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

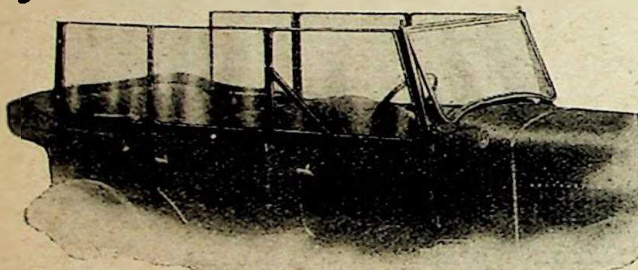


MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



STAND 343 GALLERY

—and here is the finest
All-Weather Equipment
you ever saw.



This is no idle boast. Just a statement of fact. Fact founded on widespread opinion. The opinion of most leading car builders, and innumerable car owners. Your own judgment will bring you to the same way of thinking when you see it.

"Starling" Side Screens gratify that "Saloon" desire. And yet you can readily "clear the deck" when the "open car" is the order.

Charm of appearance and the delight of luxurious protection are scientifically combined in "Starling" all-metal frame Side Screens.

Available in three distinct types for any make of car.

Single pairs any size from 30/- to 45/-.

Complete Sets—

2-seater from £3 0 0 to £4 10 0

4-seater from £4 10 0 to £9 0 0

"The Weather Defied" will tell you all about them. Write for this Art Booklet now—post free.

STARLING EQUIPMENTS LTD.,

104-106, Ladypool Road, Sparkbrook, Birmingham.

You must have Side Screens

—and they must be

Starling

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

B6

TESTED BY VIBRATION

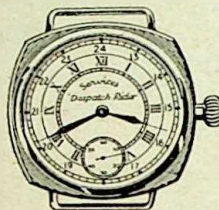


IN T.T. RACES!

Suppliers to

"CONTINENTAL"
"NAVIGATOR"
"SERVICES"
WATCHES
the INDIAN STATE RAILWAYS

W.L. Handley, Winner,
Lightweight; J. H.
Simpson, Third, Junior,
and Stanley Woods all
use Services Watches.



There are over 50 models
of Services Watches.
Illustrated list post free.

SERVICES WATCH CO., LTD., DEPT. M.5., LEICESTER.



The greatest test of any Watch movement is its behaviour under severe vibration. There can be no severer vibration than a T.T. Motor Cycling Trial. Services Watches have withstood this supreme test.

THE DESPATCH RIDER

The model chosen by these Riders. A three-quarter plate wristlet. Strong balance jewelled movement with non-magnetic hairspring, visible escapement. Damp and Dustproof. Guaranteed five years. With strap 15/6 complete, post free.

(12 or 24 hour dial, state which required.)

SERVICES WATCH CO., LTD., DEPT. M.5., LEICESTER.

The Light Car Way



**OUR USED
CARS ARE
GUARANTEED**

A.C., 1926, "Royal Model," 2-seater, F.W.B.	£161
AUSTIN, 1928, 7 h.p., Chummy Models, immediate delivery	£135
AUSTIN, 1925, 7 h.p., Chummy Models, from	£75
CITROEN, 7 h.p. Chummy Models, from	£50
CITROEN, 1925, 11.4 h.p., English 4-seater	£75
CLYNO, 1927, 2-seater, as new	£125
FIAT, 10/15 h.p., 4-seater Saloons, from	£145
JOWETT, 1927, full 4-seater	£115
LEA-FRANCIS, 1924, 10 h.p., Chummy Model, excellent condition	£65
ROVER, 9/20 h.p., 2 and 4-seaters, from	£85
ROVER, new, shop-soiled, 9/20 h.p., 2-seater	£165
STANDARD, 11.4 h.p., 2 and 4-seaters, from	£65
TALBOT, 1924, 10/23 h.p., 4-seaters, from	£75
WOLSELEY, 10 h.p., two-seater and Coupes, from	£40

100 OTHER BARGAINS from £50 to £250.

Best Exchange and Deferred Terms in London.

You never take a risk when buying a Used Car from

The Light Car Co.

404, 410-414, EUSTON ROAD,
LONDON, N.W.1.

'Phones - - Museum 3081, 2122 and 0140.

SCAR

Stand
Olympia.

One of the new 28 MODELS

The riding ease of the fabric type Saloon, combined with all the advantages of the Coachbuilt Saloon, yet eliminating the many disadvantages of both. That very briefly but very truly epitomises the value to be obtained in this individually built Saloon—the Saloon which embodies new and exclusive features which are patent to the Rhode only. Upholstered in Bedford Cord or real leather hide. Cellulose finish and hand polished in standard colours: Royal Blue, Brown, Amethyst, or Maroon. Full de-luxe equipment and luggage grid, etc.

Write to-day for interesting literature.

£250
**FIVE SEATER COACH
BUILT SALOON DE LUXE**

THE RHODE MOTOR CO.,
Proprietors - Mead & Deakin, Ltd.
TYSELEY, BIRMINGHAM.

THE RHODE MOTOR CO.,
Proprietors - Mead & Deakin, Ltd.
TYSELEY, BIRMINGHAM.

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

SENECHAL

During Motor Show Week we shall have all the Latest Models of Senechal Cars on view at 166, Great Portland Street, and an attractive range of Second-hand Senechals at special prices.

Popular Model £185.

Standard Model £215.

De Luxe Model £250.

DEFERRED PAYMENTS.

PART EXCHANGES.

A. S. C.

THE AUTOMOBILE SERVICE COMPANY, LIMITED,

166, GREAT PORTLAND STREET, LONDON, W.1.

TELEPHONE—
MUSEUM 1626.

EASY ON!
EASY OFF!!

OLYMPIA
SHOW
STAND
287
Gallery

The most reliable, convenient and cheapest NON-SKID ever produced. After many years' trial it holds its own with ever-increasing popularity. Obtainable from all leading factors.

SCOTTISH
SHOW
STAND
176
Kelvin Hall

Sole Concessionaires for Great Britain and Ireland.

ACCESSORIES (EDINBURGH) LTD.

48, Essex St., Strand,
LONDON

4, Queensferry St. Lane,
EDINBURGH

109 & 111, Cowgate,
DUNDEE

e Chain
evidence
in favour of fitting
M'KINNON
Celebrated
DREADNAUGHT
NON - SKID
TYRE
CHAIN

covers many years' trial under every condition and points the way to substantial and profitable business for the trade.

**SINGLE AND TWIN PNEUMATICS,
BALLOON, SINGLE & TWIN SOLIDS.**

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

The NEW



Write for full particulars :

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

The All British
Standard

OLYMPIA
Stand
61

"COUNT • THEM • ON • THE • ROAD"

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

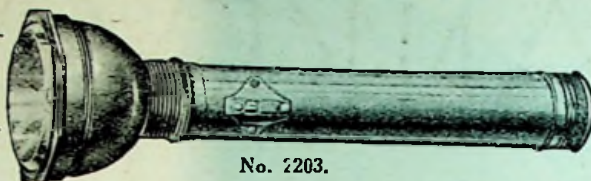
SAFETY FIRST

AN

EVER READY Portable Electric Searchlight

is your friend on every dark occasion.

It ensures a brilliant light, always available for every emergency—a spot beam for distant objects or a diffused light for general illumination.



No. 2203.

Efficiency is the keynote of this series and the features embodied make them the finest electric Torches obtainable.

These models are substantially constructed throughout of brass and finished best nickel plate.

		Price.
No. 2202	To take 2 Unit Cells. Length overall, 8½"	11/- complete.
No. 2203	To take 3 Unit Cells. Length overall, 10½"	12/6 complete.
No. 2204	To take 5 Unit Cells. Length overall, 15½"	15/- complete.

The prices are complete with Unit Cells or Battery and 2 Bulbs.

Obtainable at all garages, electricians, etc.

List of other models sent free on request.

Dept. E.K.

**The EVER READY Co. (Gt. Brit.)
Ltd., Hercules Place, London, N.7**

EVERY MOTORIST SHOULD CARRY ONE.

FOCUS on *The* MOTORSTAT

DON'T ARGUE ABOUT "WARMING" TROUBLES.

FIT IT TO YOUR CAR HERE—

Incorporated in the engine on British and Continental Cars

**YOUR ENGINE WILL BE
HOT IN THREE MINUTES.**

INSTRUMENT GUARANTEED.

Save Petrol, Oil, and your Temper.
Avoid Crank Case Condensation.

NOTE—STATE MAKE OF CAR.
DIAMETER OF HOSE.
LENGTH OF HOSE.



STANDARD SIZES

SMALL SIZES
FOR SPECIAL CARS.
25/-

27/6

Through your dealer or direct to—

BENJAMIN WHITTAKER, LIMITED,

CAR SECTION,

ALDWYCH HOUSE, LONDON, W.C.2.

Phone—
Holborn 6024.

SANKEY WHEELS

In 1908 there were no pressed steel wheels except Sankey. To-day there are more Sankey Wheels on the road than any other Steel Wheels.

Come to Stand 503 in the Main Hall Gallery at Olympia and find out all about these strongest and safest British Wheels.

MOTOR SHOW—OLYMPIA—STAND No.

*Main Hall
GALLERY*



JOSEPH SANKEY AND SONS, LTD., WELLINGTON, SHROPSHIRE.

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

B11

TE

Stand 431

shows 72 years' quality progress.

—quality gives the finest service return —we invite you to come and see what "TERRY" quality is.

—it will serve you well —last long and be dependable—and "TERRY" quality is guaranteed.

—buy under the "TERRY" name or trade mark from your local agent. In case of difficulty kindly write to us.

—if you are not likely to be at Olympia, we shall be happy to send you details on receipt of your request.

Why not see the "TERRY" range?

HERBERT TERRY & SONS, LTD.,
REDDITCH, ENG.

Est. 1855.

Sanders

is one of those men who clean the car once a year and work on it every Sunday.

A commercial traveller, he spends a lot of time on the road. Leisure moments find him in the garage, surrounded by oily waste, greasy spanners and disintegrated portions of his car. He is very fussy about the underside of the crankcase, but thinks nothing of parking the oil filter on the driving seat.

When he *does* wash his car it looks as if it had been under the Niagara Falls. Despite the many times it has been left in the rain with the hood down, the upholstery still looks good. It isn't scratched, it hasn't cracked, it's as fresh as ever, unmarked. Sanders chuckles when people say "it just shows you what good leather upholstery will stand"—because he had that car upholstered with "Rexine" Leathercloth.

LEATHERCLOTH

All the latest effects in "Rexine" Leathercloth for Motor Car Upholstery can be seen at

STAND No. 240

Ground Floor, at the
MOTOR SHOW, OLYMPIA,
October 13 to 22, 1927.

REXINE, LTD., 70, SPRING GARDENS, **Manchester.**

London Office: 60, Wilson Street, Finsbury, E.C.

M10

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

NEW 12.5 h.p. SIX THE RENAULT MONASIX

12.5 Six-cylinder Monasix
Saloon £299



THE Renault Monasix is the herald of a new order of popular six-cylinder cars. Foreshadowed a year ago by the introduction of the Light Six 21 h.p. this latest addition to the Renault range testifies to the vision of the world's leading group of motor engineers. Within the limits of a light car rating the Monasix has the silence, the smoothness and flexibility only possible in a six. Its speed is over 55 miles per hour, its petrol consumption 30 to 35 miles per gallon. An underslung chassis gives a remarkably low centre of gravity and comfortable roadability. Prices below.

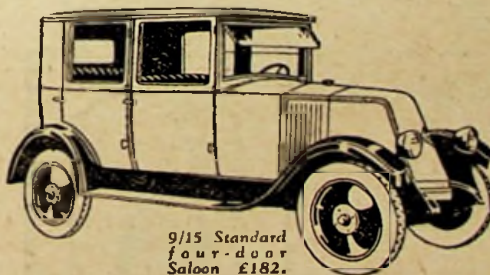
Also see the new
RENAULT 9/15 Models from £169

Monasix Models

12.5 h.p. six cylinders
4/5 seater four-door
Touring Car ... £279
De Luxe Metal panel-
led or Weymann type
four-door
Saloon ... £299
4/5 seater fixed head
all-weather ... £324
Folding head coupe
with double dickey £324

See these cars on Stand 59
at Olympia or write for full
details, specifications, etc.,
to address below.

4-WHEEL BRAKES ARE STANDARD
ON ALL MONASIX & 9/15 MODELS



9/15 Standard
four-door
Saloon £182.

9/15 Models

2 seater with double
dickey ... £179
Standard 4-door full
4-seater Tourer ... £169
De Luxe 4-door full
4-seater Tourer ... £179
De Luxe Metal panel-
led or Weymann type
4-door Saloon ... £199
Fixed head all
weather 4-seater ... £224
Folding head coupe
with double dickey £224
Standard 4-door
Metal panelled or
Weymann type
Saloon ... £182

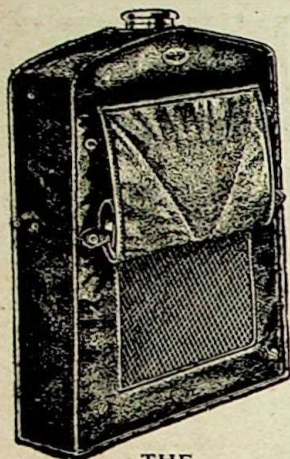
RENAULT LTD., Head Office and Works, 14, SEAGRAVE ROAD, WEST BROMPTON, S.W.6
Showrooms: 21, Pall Mall, S.W.1 (Phone: Regent 0974)

RENAULT AT OLYMPIA STAND 59

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

Motor Show Olympia

Oct. 13th—22nd, 1927.



Radiator Muff

May be thoroughly inspected at the following Stands:—

Stand No.

- 287 Accessories (Edinburgh) Ltd., 4, Queensferry St. Lane, EDINBURGH.
- 434 Auto Sundries, Ltd., 10a, Lower Grosvenor Pl., Victoria, LONDON.
- 440 Brown Bros., Ltd., 34, Great Eastern Street, LONDON, E.C.2.
- 294 Cadisch & Sons, 5-6, Red Lion Square, LONDON.
- 458 East London Rubber Co., Great Eastern Street, LONDON.
- 325 Ellison & Co., 123, Albion Street, LEEDS.
- 425 A. W. Gamage, Ltd., Holborn, LONDON.
- 460 Hobday Bros., Ltd., 27, Great Eastern Street, LONDON.
- 387 Imperial Motor Industries, 11, Denmark Street, LONDON.
- 298 Andrew Page & Son, Ltd., 68, Albion Street, LEEDS.
- 384 J. A. Ryley, 73, Weaman Street, BIRMINGHAM.
- 304 Security Accessories Co., 107, Praed Street, LONDON.
- 486 Thomson & Brown Bros., Ltd., 126, George Street, EDINBURGH.
- 428 Timson Bros., Moor Street, BIRMINGHAM.

There is a type of Midland Muff to suit any make of car.
A FEW EXAMPLES:—

Austin 7	10/-	Singer 8	11/-
Clyno	11/-	Pugeot 7	11/-
Rover 10/25	11/-	Jowett	12/6

MIDLAND GEAR CASE Co., Ltd.
Hall Green - Birmingham.

B&D STABILIZERS

3 SIZES
52/6, 63/-, 72/-
per axle, brackets included
Can be purchased on trial
under guarantee.

Unique Advantages!

*Ease of Fitting.
No frame Drilling.*

Simple and
sound con-
struction
which has
stood the
test of time.

*The Light Car & Cyclecar
says:—"We found no diffi-
culty in assembling them...
the only tools used being two
set spanners... Whereas before
it had been practically impossible to
travel at more than 30 m.p.h. with-
out discomfort, it is possible now to
drive at least 10 m.p.h. faster..."*

BENTLEY & DRAPER LTD

4, FENCHURCH AVE., LONDON, E.C.3

'Grams: "Bendrapic, Fen, London." Avenue 3029.

OLYMPIA CALLS YOU TO STAND 434.

Auto-clix

The Scientific Sparking Plug Attachment.
(World-wide Patents and Provisional Patents)

SEE how Auto-Clix saves that messy job of unscrewing terminals when you examine a plug—how it ensures rigid reliable contacts—how when you examine a plug it saves the necessity of stopping the engine and serves to foil car thieves. Or ask your dealer to show you Auto-Clix.

1/- each. 4/- per set of 4.

Complete with
1. Adapter (supplied in 0BA, 2BA or 3BA threads).
2. Resilient Non-Vibratory Plug and Insulator, Nickel-Plated.

From Dealers or direct from
LECTRO LINX LIMITED,
Motor Dept.,
Manufacturers of Clix Radio Filaments,
254, VAUXHALL BRIDGE ROAD,
WESTMINSTER, S.W.1.
'Grams: "Trollix, Churton." 'Phone: Victoria 5120.

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

SAFER MOTORING EQUIPMENT

STAND 408 OLYMPIA



Light Car

MOTOR CAR BUMPERS



"The Bumper with the leaf-spring buffer." (Patent applied for.)

Every car and its occupants are safer when "PYRENE" Bumpers are fitted. They ensure maximum resistance and shock absorption in the event of collision. Their special spring steel bars are reinforced with an ingenious 3-leaf spring buffer. "PYRENE" Fender Guards are supplied where a luggage grid or spare wheel is carried at the rear of car.



PRICES:

In handsome nickel and black finish, made in three models, £3-10-0, £4, £5 each. Fender Guards £3-15-0, £4-5-0, £5-5-0 per pair. The above prices include Standard Brackets, except in a few cases where special brackets may be necessary, when an extra charge (usually 10/-) may be made.

Please ask for folder "LC/B."

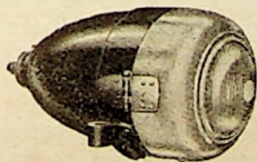
Pyrene
FIRE
EXTINGUISHERS

The presence of petrol, oil and electrical current on your car involves a grave risk of fire. Be ready for this emergency by fitting a "PYRENE" Fire Extinguisher—the standard form of Fire Protection for all cars. Get one to-day. For light cars fit the Junior Model.

PRICES:

Standard Model—Filled ready for use and complete with bracket. In polished brass .. 55/-
Nickel or Black plated .. 60/-
Junior Model: In nickel-plated finish only filled and complete with bracket 35/-

Ask for folder "LC/F."

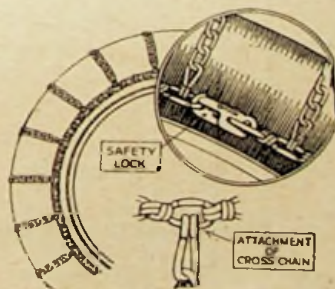


Awarded
R.A.C.
Gold
Medal.

MOONBEAM NON-DAZZLE HEADLAMPS

Provide a powerful uninterrupted driving light that is free from dazzle, thus obviating dimming, dipping, or switching off. They also eliminate back glare in fog.

PRICES .. from 7 gns. per pair.
Ask for folder "LC/L."



OFF 'N' ON NON-SKID CHAINS.

Snow is not the only cause of skidding. Whatever the road surface may be Off 'N' On Chains can save you. They are "on in a minute" without the aid of a jack. Cross-chains can be replaced instantly—no tools needed. Full particulars and prices on application.

Ask for Folder LC/C.

THE PYRENE COMPANY LIMITED,
9, GROSVENOR GARDENS

Telephone: Victoria 8592 (4 lines)

LONDON, S.W.1

Telegrams: "Pyrenextin, Sowest, London."

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

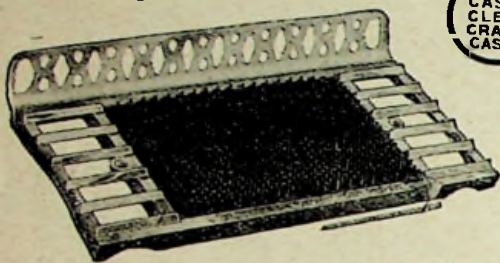
COAN'S

ORIGINATED MOTOR NUMBER PLATES

Solid Cast Aluminium. Silver Polished Numerals.
Regulation Size. Express Service.

THE "CONE" MAT.

THE MOTOR MAT THAT MATTERS



COAN
CASTS
CLEAN
CRANK
CASES

For value, class, and wearing test
Coan's Plates and Stepmats prove the best.

Also NEW REAR LAMP.

Write for Booklet.

R.W. COAN LTD

The Aluminium Foundries
219, Goswell Road
LONDON, E.C.1

Telephones:
Clerkenwell
4466
(4 lines).

Telegrams:
"Krankases"
Barb
London."

Ready to Erect GARAGES

In Wood or
Asbestos from

10 GNS.



Every
Garage is
built to last
a lifetime.

Strong, sturdy
buildings, that
will give complete
satisfaction. All
fittings supplied
—no additional
expense what-
ever.

What you Get.

Gliding-out-of-way
Doors that move at a
child's push, occupy no
room and obviate the
door weakness. Garages
guaranteed against fire for
twelve months. Free Plans
for submitting to Council.
Sizes for all popular makes
of cars. Deferred terms
arranged. Quick delivery.
Garages can be
inspected at Works.

Send Thornbers your enquiry.
Let them know just what you want.
Advice and free literature gladly sent.

YOU CAN
ERECT IT IN
ONE AFTERNOON

Merely bolt section
to section. Every
section standard
in size and
interchangeable.
All sections
complete —
no loose
timber.



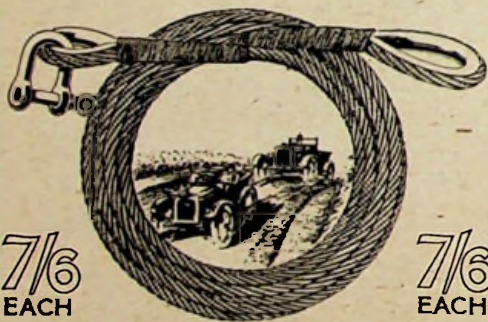
THORNBERS
For EVERYTHING in WOOD

9, Mytholmroyd,
YORKSHIRE.

London Office:—47, Victoria
St., S.W.1 (where Model
Garage may be inspected).

Specialists in Portable Buildings of all kinds.

THE ROLLO TOW ROPE



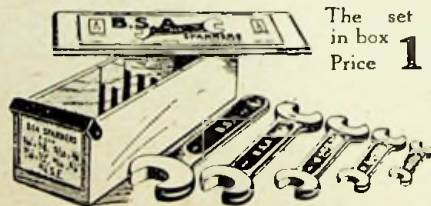
7/6
EACH

7/6
EACH

3 TONS BREAKING STRAIN
WEIGHT 2LB LENGTH 16 FEET
PACKED IN A STRONG BOX. 6 1/2 IN SQUARE

Your Garage Stocks these. If not
may we send you one on approval?

BERNARD NICKLIN & CO. LTD.
ROLFE STREET, SMETHWICK



The set complete
in box
Price **12/6**

For every motorist

You can save time and trouble
by buying good spanners—
B.S.A. Spanners. The name is
a guarantee of quality and
accuracy.

The companion
set of two
double-ended
B.S.A. spanners
in neat
leather
case .. **5/-**

The set illustrated consists of five
strong steel spanners to fit all
standard nuts from 1 1/8" to 1 3/4",
packed in separate metal slots
in a strong wooden box.

B.S.A. Spanners

Order from any B.S.A. Agent, authorised garage, or direct from
B.S.A. TOOLS LTD., Sparkbrook, Birmingham.
(Props. The Birmingham Small Arms Co., Ltd.)

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

THE MEN TO LOOK FOR



AT THE MOTOR SHOW

Mr. sagebird speaking

Director &

Hallo, The Service Co. put me through to the Car Dept. . . Thanks. Hallo, Car Dept? my name is Sagebird: I say, I want to see the Show but it's got to be a rush, I haven't much time to spare these days. Now I've been told that when the Show gets packed one can look about all the morning without seeing all one wants to see . . . yes, that's the idea. I was wondering if I could meet one of your men down there or at your place—someone who knows the ropes a bit, you know . . . It CAN be arranged? that's fine—that'll save me a lot of time. Now Holborn is more convenient to me, er—shall we say 10.30? . . . good. Righto then; 273, High Holborn at 10.30. All O.K. Many thanks . . .

Mr. C. R. FRENCH
Sales Dept.Mr. H. C. BACHER
Sales Dept.Mr. B. A. SANDIFORD
Sales Dept.

Very simple and very convenient, too. Avoid the trials and tribulations of a packed Olympia by arranging an appointment with one of our Representatives. These men of ours, besides being fully conversant with every make of car, know Olympia inside and out, so to speak. What a help this is.

'phone Holborn 0666 now

you do not entail any expense—or meet them at the Show. Our Representatives, who will wear the buff and brown Service Co. badge, will be in attendance at all the leading Stands.

At High Holborn we have a Show of our own, where you can not only see all the leading makes of Light Cars but you can try them. Say you were to call 'n to-day you could inspect 1928 models and a fine selection of 1927, and used and demonstration models. Perhaps you'd better call to-day. High Holborn is very convenient and you could go about your inspection comfortably and leisurely. Now is the time for a bargain by the way—and the Service Co. the place.

1928 Models.

We are able to give delivery at once or within a few days of 1928 models of the following leading makes at latest prices—

Austin. Rover.
Citroen. Singer.
Clyno. Standard.
Jowett. Swift.

Let us know your requirements. You may buy for Cash, Deferred Payments, Part Exchange or on our No Deposit scheme.

Mr. R. W. SANKET
Sales Manager.Mr. C. L. ROGERS
Service Manager.Mr. N. J. BAITLETT
Sales Dept.Mr. A. K. DUBOIS
Service Dept.

Telephone: Holborn 0666 (3 lines).

Telegrams: "Admittedly, London."

FREE !**TEAR THIS
OUT.**

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

To The Service Co., Ltd., 273-274, High Holborn, London, W.C.1.
Please send me (when ready) a catalogue of the cars and cyclecars.
NAME _____
ADDRESS _____

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

B17

The BRIGHTEST SPOT at OLYMPIA



M.C.L. Car Lighting and Starting System—the simplest and most trouble-proof in the world—will be demonstrated continuously at the Motor Show, Stand 328.

This is an opportunity for a better understanding of a system that generates at 7 m.p.h.—that requires no attention—that is perfect! Meantime a technical booklet will be forwarded to you with pleasure.

Manufactured under Midgley's Patents.

M.C.L. & REPETITION LTD., LANGLEY BIRMINGHAM.

PERFECT PROTECTION WITH

M C L CAR LIGHTING

SUPER DISCS.

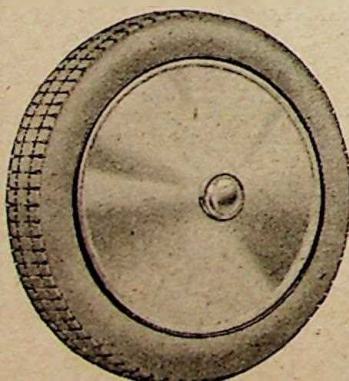
FOR ALL WIRE & ARTILLERY WHEELS.

The illustration below shows the wire wheel of an Austin Seven fitted with Ace Super Discs. They give a smart and distinctive appearance to the car and save much valuable time in spoke cleaning. The discs are made in seamless aluminium with locking ring attachment for the outer disc. Fitting is a simple matter, a screwdriver being the only tool necessary.

Price £6/10/0 complete for five wheels.

ACE SUPER DISCS for MORRIS, SINGER, ROVER, CLYNO, AND MANY OTHER LIGHT CARS. PRICE £4/10/0 per set.

Highly polished or black finish.



Write to-day for
latest
Illustrated Lists.

Cornercroft Ltd.,
Ace Works,
COVENTRY.

STAND
NO. 348
GALLERY
OLYMPIA.

THE WORLD'S BEST DISCS

'Just One Turn'

of the starting handle and away the engine will go even on the coldest morning if you have fitted a BAR-KINS RADIATOR MUFF. A BAR-KINS MUFF will ensure easy starting, lower running costs and a more efficient engine during the winter.

BAR-KINS MUFFS are now made in two qualities, the Standard for all sizes and makes of cars and the Popular for the most popular makes of cars such as Clyno, etc.

PRICES:

Standard Model ... 18/-

Popular Model ... 12/-

Drop us a postcard and let us send you full particulars.

HUGHES & Co.,
WAVERLEY ROAD,
SMALL HEATH,
BIRMINGHAM



IT MAY BE TO-DAY IT MAY BE TO-MORROW

Where will you be
when it happens?
Be safe and pack

FLUXITE

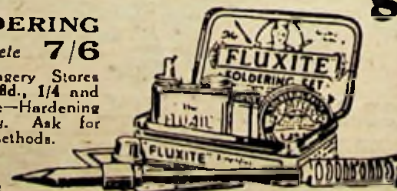
it simplifies soldering

FLUXITE SOLDERING
SET - - Complete 7/6

All Hardware and Ironmongery Stores sell FLUXITE in tins, price 8d., 1/4 and 2/8. Another use for Fluxite—Hardening Tools and Case Hardening. Ask for leaflet on improved methods.

FLUXITE LTD.

(Dept. 420), Rotherhithe, S.E.6

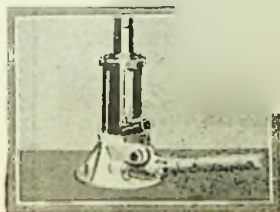


The small advertisement columns of "The Light Car and Cyclecar" form a unique mart for the disposal of all goods of interest to small car users.

(Above). Jack placed under car with two-piece handle.

(Right). Geared extension raised to axle height.

(Below). Release — car lowered gently to ground.



(Above). The car lifted by raising the handle a few times.

(Left). The two-piece handle — pressing the stud which opens the joint.

(Below). Handle divided and ready for replacing in tool box.

SEEING IS BELIEVING

How the Improved Enots Jack takes the effort out of jacking

THE photographs above have been specially prepared to show you how, with the Enots Improved Hydraulic Jack, you can jack up your car in less time and with less energy than ever before.

Jacking is now so easy that a child can do it. No unnecessary stooping or grovelling under the car. Ingenious new features make the least effort unnecessary. The pictures show and

explain this. These features are linked to amazing lifting force—hydraulic force. It lifts the heaviest car—simply by raising a handle with two fingers. Too good to be true? Come along to Stand 424 and try it yourself. The Enots is compact, moderate in weight and price—and it will not leak. Complete with two-piece handle. See it at our **45/-** stand, or write for details.

BENTON & STONE,
LTD., Bracebridge
Street, Birmingham.

ENOTS

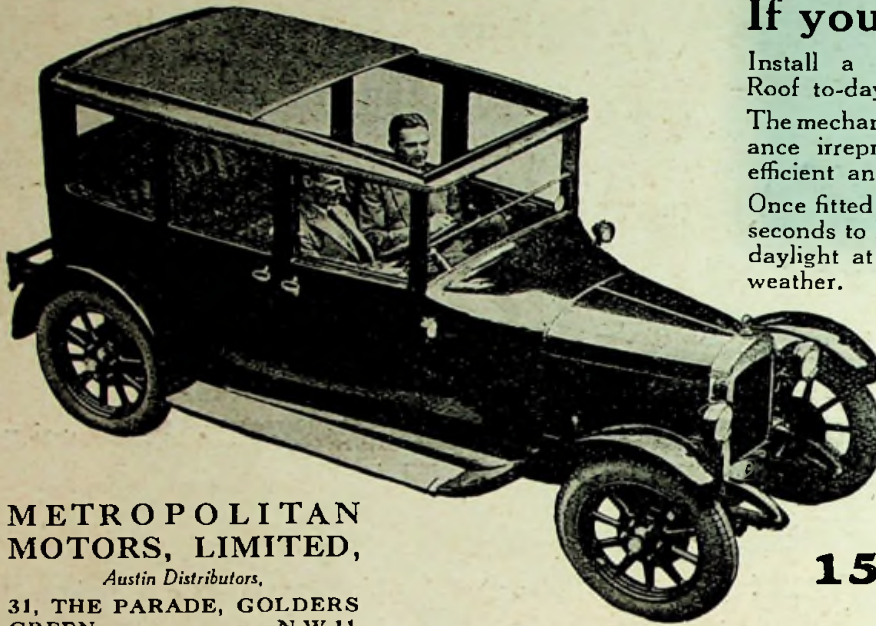
Improved

**STAND
424
OLYMPIA**

HYDRAULIC JACK

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

Your Saloon is an Open-air Car—



If you make it so

Install a Metropolitan Sliding Roof to-day.

The mechanism is simple—appearance irreproachable, and fitting efficient and noiseless.

Once fitted it is the work of a few seconds to let in a flood of air and daylight at the first spell of fine weather.

*Illustrated Folder,
"Getting More Fresh
Air Into Your Saloon,"
will be sent on request.*

**METROPOLITAN
MOTORS, LIMITED,**

Austin Distributors,

**31, THE PARADE, GOLDERS
GREEN — N.W.11**
Telephone - - Speedwell 2401 (3 lines).

15 Guineas

*Fitting Approx.
5 guineas.*

**WHATEVER YOU SEE INSIDE
DON'T FORGET WE ARE DISTRIBUTORS**

for GWYNNE

**PART EXCHANGE
Trade inquiries**

*A Representative
will be found on*

JOWETT

Stand No. 15

TRIUMPH

Stand No. 11

He will give you unbiased
opinion on any make of car.
Let us arrange a trial run.
We can supply you on advan-
tageous terms and take your
present car in exchange.

RATCLIFFE'S

200, GT. PORTLAND ST., LONDON.W.1

Our Telephone: Museum 8603. Head Office & Works: Frinton-on-Sea, Essex

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

**PUSH-ON AUTOMATIC
LUBRICATING GUNS.**

No. 2B .. 21/-
 No. 3B .. 25/-
 No. 4B .. 30/-

**HOOK-ON AUTOMATIC
LUBRICATING GUNS.**

No. 2A .. 21/-
 No. 3A .. 25/-
 No. 4A .. 30/-



**STAND
395**

Quick, Simple, Clean, Efficient

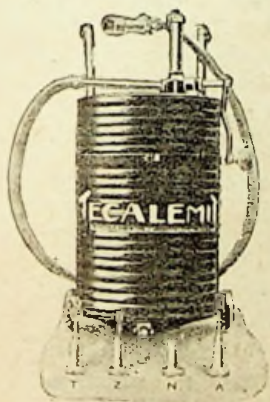
**TECALEMIT
PRODUCTS**

**The New
TECALEMIT
"One Shot"**

Chassis
Lubricating
System.



One push on the
foot - operated
pump and oil
is instantly
distributed
under pressure
to every chassis
bearing.



**TECALEMIT
LUBRICATING TANK.**

Used by large Garages and Filling Stations for servicing lubricant to cars fitted with Tecalemit, Zerk and all other popular systems. Capacity 100 lbs.
 Price - £12-0-0



**TECALEMIT
ELECTRIC CLOCK.**

No winding. Keeps on going on. Simply takes an occasional impulse from the battery of the car. Current consumption negligible.

6 or 12 volts.

Price - £3-5-0
 Fully Guaranteed.



**TECALEMIT VISIBLE PETROL
FILTERS.**

The only sure means of stopping water or foreign matter from reaching the carburettor. AUTOVAC TYPE, chamois leather or gauze filtering medium .. 18/-
 CARBURETTOR TYPE, with chamois leather, complete with all connections. 15/-

TECALEMIT GARAGE COMPRESSOR.

Used by Garages and in Workshops. Capacity 17 lbs.
 Price - £10-0-0

Tecalemit Products are retailed through 1,500 Tecalemit Service Stations throughout the British Isles. Complete list free from:

TECALEMIT LTD., 10, Little Portland Street, LONDON, W.1.

OLYMPIA

Messrs. TIMSON BROS.,
Birmingham, Liver-
pool and Newcastle-
on-Tyne, are making
a Special Display on

STAND 428

MAIN GALLERY.



"Kar-ka-leen"

THE WONDER CAR CLEANER!
No Washing Necessary

Average
cost for
one clean 1 1/2 d.

Time needed
approximately
20 MINUTES

Complete Outfit:
1 Quart "Kar-ka-leen"
1 Strong Hand Sprayer -
1 Cleaning Cloth -
Refills: Pint 2/6, Quart 4/6, Gallon 14/-
From your local Dealer, or direct from
WM. KNOWLES (Bebington) LTD.,
Bebington, Cheshire.

7/6



DO NOT FAIL
TO VISIT

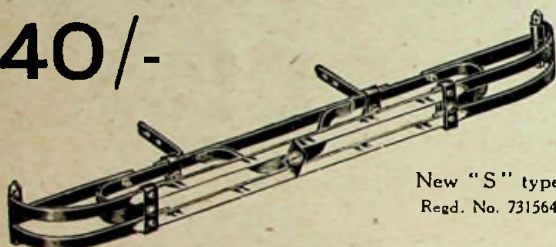
Messrs. TIMSON
BROS.,

STAND 428

Main Gallery.

Special Show of
"Kar-ka-leen."

40/-



New "S" type.
Regd. No. 731564.

SEE STAND 464

(Main Gallery)

MOTOR SHOW, OLYMPIA.

for

BUMPERS, SEATS, LUGGAGE
RACKS, INSPECTION CRADLES, etc.

"EASYFIT" SPRING BUMPERS.

Our new "S" type bumper of special spring steel, with
nickel-plated front bars, will suit CLYNO 11'9, FIAT 7 and
9 h.p., and many other light cars. Very substantially built.
Better value impossible.

40/- Complete.

A similar pattern for AUSTIN SEVEN 35/-
Model for JOWETT'S ready shortly 35/-

In addition there is a large range of models for all popular cars.

Rear Wing Fenders from 30/- pair.
SUPPLIES THROUGH ALL MOTOR AGENTS.

Sole Makers of "Easyfit" Specialities.

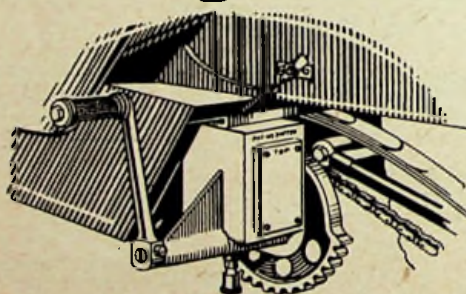
Frank Ashby & Sons, Ltd.,
Stirchley, Birmingham.

Are you a Morgan Owner? If so

End your starting
difficulties by fitting
the
"Kushi" Starter.

It automatically drops the
exhaust valves at the right
moment, thus ensuring a quick
and easy start.

Send for leaflet to:—



PATENT No 247730

E. D. MOORE, 419, Stoney Stanton Road, Coventry.

AN UNSOLICITED TESTIMONIAL.

13, Albion Street, Southwick,
Sussex. 1/10/27.

Dear Sir,

Thank you for the "Kushi" Starter received. I have now
tested same, and consider it to be money well spent. We had
no trouble to fix the "Kushi," and on testing same the engine
started first time.

As I use my Morgan every day it will be the saving of much
hard work, for of late it has been hard work to start. I found
the "Kushi" able to start my engine first time every morning
this week, whereas formerly I had to have a push to start.

I think all there is to be said of the "Kushi" Starter can
be summed up in its name, for I don't believe you can have an
easier means of starting. I shall be pleased to recommend your
Starter to any Morgan Owner I come into contact with.

You can make use of this in any way you desire.

Thanking you,

Yours truly,
(Signed) A. W. R. Jameson.

CLEARANCE SALE OF 250 MOTOR HOUSES

which must be cleared at prices quoted, which are
almost net cost of production. Please note we only have

five sizes at
special prices
as shown.
Order at once
to avoid dis-
appointment.

FIRE & WEATHER-
PROOF GARAGE.



DO NOT DELAY—
ORDER IMMEDIATELY
FROM—

SPECIFICATION.
Walls. Of 3" framing and Grey Flat Asbestos Sheets for covering.
Roof. Of 3" ploughed rafters and Grey Flat Asbestos Sheets
complete with ridge piece.
Doors. Framed and braced complete with Garnets, and covered
Asbestos Sheets, complete with hasp and staple.
Windows. On one side only, framed, ready to glaze with 21 oz. Glass.
General. All holes bored in sections, bolts supplied. Ready for
erecting by any handy man.

	Length	Width	Eaves	Ridge
Lot 1.—50 only to size—10' 3"	x 6'	x 6'	x 7' 6"	
Lot 2.—50 only to size—12' 3"	x 7'	x 6'	x 8'	
Lot 3.—20 only to size—15' 3"	x 8'	x 6'	x 8'	
Lot 4.—75 only to size—16' 3"	x 9'	x 7'	x 9'	
Lot 5.—5 only to size—20' 3"	x 10'	x 7'	x 9' 6"	

Prices.
Lot 1.—£7/10/- each. Lot 2.—£9/10/- each.
Lot 3.—£11/- each. Lot 4.—£13/10/- each.
Lot 5.—£17/15/- each. F.O.R. Catford.

If Diamond Shaped Red Asbestos Tiles be substituted for Grey Flat
Asbestos Sheets for roof, we can supply same at following prices—
Lot No. 1.—£8/10/- Lot No. 2.—£10/15/- Lot No. 3.—£12/10/-
Lot No. 4.—£16/- Lot No. 5.—£20/-
Term.—Net cash with order. Despatch can't be given in 3 days.

TURRELL'S Portable Building Works,
S.E. Department, CATFORD BRIDGE, S.E.6.
Phone: Lee Green 1828. Write for list of other Portable Buildings.

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

CLYNO

CARS

NEW PROGRAMME & PRICES

(Operative September 14th, 1927)

AN ENTIRELY NEW 9 H.P. MODEL

Will be introduced at OLYMPIA on STAND 64, where full details will be available.

TOURER COMFORTABLY SEATING 4 ADULTS .. £145 : 0

FABRIC SALOON COMFORTABLY SEATING 4 ADULTS £160 : 0

CONSIDERABLY IMPROVED 11 H.P. MODELS

A new design of radiator giving a much improved shape of bonnet. Option of Fabric or Coachbuilt Saloon Bodies, without extra charge. New coachwork with increased accommodation and all-weather protection. Smith's Shock Absorbers and additional equipment on all models. Smith's instruments grouped on sunk centre panel. 28 x 4'95 Dunlop Tyres on "Royal" models. 12-in. diameter Four-Wheel Brakes.

2-SEATER £152 : 10 "ROYAL" 2-SEATER £195 : 0

4-SEATER £170 : 0 "ROYAL" 4-SEATER £195 : 0

4-DOOR SALOON £190 : 0 "ROYAL" SALOON £220 : 0

**Dunlop Tyres. Lucas Electrical Equipment.
Smith's Instruments. Shock Absorbers
and Four-Wheel Brakes on all models.**

Rootes Ltd. - - - - Devonshire House, Piccadilly, W.1.
Lookers Ltd., 5/35, Hardman St., Deansgate, Manchester.

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

C.C.45.

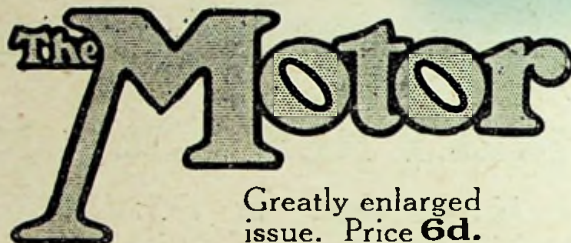
READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.

B23

1928 CAR PRICES and SPECIFICATIONS

(All makes and all models)

in



Greatly enlarged
issue. Price 6d.

2nd SHOW NUMBER

NOW ON SALE.

Other features :

PARIS SALON — FULLY ILLUSTRATED REPORT.

TENDENCIES OF FRENCH MOTOR PRACTICE.

By Charles Faroux.

NEW 16 TO 20 H.P. LIGHT SIX-CYLINDER CARS.

Principal Features of a Class of Specially Popular Chassis.

THE STRAIGHT EIGHT ENGINE.

Features and Advantages. Leading Methods of Construction.

MORE COMFORTABLE SEATING POSITIONS.

Cars to Suit Drivers and Passengers.

LEADING FEATURES OF THE SHOW.

A Review of the Outstanding Points of Interest which will claim attention.

A TRIAL OF THE NEW FORD CAR.

Sir Wm. Letts Visits Henry Ford and is taken for a Run.

NOVEL ACCESSORIES AT THE SHOW.

Many New and Interesting Features.

THE NEW 9 H.P. CLYNO.

First Detailed Description of an Interesting New Small Car.

*Don't miss the Show Report Number of
"The Motor" next week—the only journal with
a complete report of the Show in one issue!*

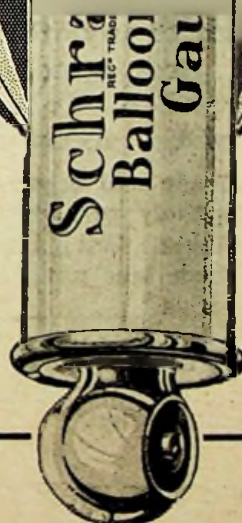
Offices of "The Motor,"
5-15 Rosebery Avenue
E.C.1

TEST all your tyres, including the spare, once a week with a Schrader Tyre Gauge.

Friday is the best day because most tyres do their hardest work over the week-end.

Get this "Friday testing habit" and enjoy longer tyre service and greater riding comfort.

The Schrader Tyre Gauge has been standard for years.



SEE HOW IT'S USED
ON STAND

299

New Hall Gallery,
OLYMPIA.

It is dependable, inexpensive, easy to carry and use. Fits in the waistcoat pocket.

Schrader products are sold by more than 100,000 dealers throughout the world.

Call at our Stand at the Motor Show if you would like further information.

Manufacturers of the 'Schrader' Tyre Valve standardised by all the leading Tyre Manufacturers.

Universally used.

A. SCHRADER'S SON, INC.
Offices & Main Distribution Stores:
26-29, New Street, Westminster,
London, S.W.1.

Schrader

Makers of Pneumatic Valves Since 1844

Tyre Valves • Tyre Gauges

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

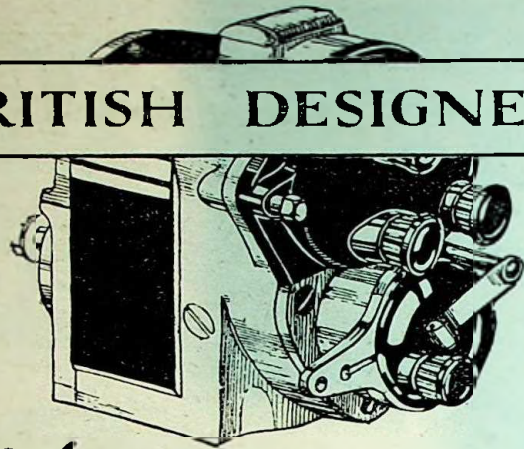
(Regd. Trade Mark).

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

B25

A TRIBUTE TO BRITISH DESIGNERS

Over 95%



OF THE CARS MADE IN THIS COUNTRY
HAVE MAGNETO IGNITION.

THE action of the vast majority of British car manufacturers in refusing to offer the motoring public anything less efficient than magneto ignition deserves the applause of the motoring public.

The magneto remains as superior to any other method of ignition as it did when it first superseded the troublesome coil and battery method. It is the only system which is independent of the accumulator.

Faulty acid, short circuits, battery leakage and other troubles in the electrical equipment of a car completely paralyze any engine which does not get its spark from a magneto. Coil ignition systems are impracticable in any country which has not an elaborate service station system like that of America.

British cars admittedly lead the world for reliability.

It is for reliability that you should insist on seeing that the specification of your car says "Magneto Ignition."

BRITISH MAGNETOS

"The Best in the World"

—vide "The Times."

BUY A BRITISH CAR WITH A BRITISH MAGNETO

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

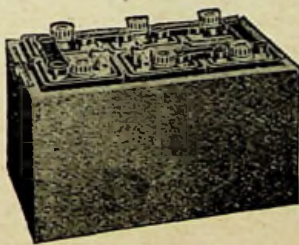


THE choice of is always a difficult matter, more especially at Show time when competition is keen. This year the difficulty is increased rather than diminished. There is, however, one sure guide, i.e., the electrical equipment. Rotax Equipment has for many years been fitted to the leading makes of cars. Choose a car that is Rotax equipped, and you can be sure of getting not only full value for your money, but an electrical equipment that will serve you faithfully under all conditions of service.

ROTAX HIGH GRADE BATTERIES

The Battery is the most important part of your car's electrical equipment, and should therefore be given more than ordinary consideration.

Apart from the trouble and inconvenience of being let down in some remote locality, the satisfactory working of the whole equipment is dependent on the efficient performance of the battery. The Rotax Battery has been designed exclusively from



the quality point of view, and has proved in actual service to possess capabilities of endurance greater than any other make in existence.

Users of Rotax Equipments should be certain to fit a replacement battery of Rotax type, as, while Rotax batteries work equally well with other makes of electrical equipment, they are particularly fitted for use with Rotax Electrical Equipment.

OLYMPIA
STAND NO. 443
MAIN HALL GALLERY.

ROTAX MOTOR ACCESSORIES, LTD.

Rotax Works, Willesden Junction, LONDON, N.W.10

'Phone: Willesden 2480.

'Grams: "Rodynalite, Phone, London."

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

The Light Car & Cyclecar

3rd Show Number

Next FRIDAY, OCT. 21st.

Don't miss this issue!

Those who are contemplating the purchase of a 1928 small car, or who are interested in following the progress of small-car design, will find the Third Show Number of "The Light Car and Cyclecar" of the greatest interest.

The trend of small-car design as indicated by the exhibits at Olympia will be reviewed in such a manner as to be of the maximum assistance to the prospective buyer. Detailed articles on engines, transmission systems, steering lay-outs, brakes, body construction and so on will be included.

Among other attractions will be a graphic report, with exclusive illustrations, of the Junior Car Club's 200-mile Race at Brooklands.

Order to-day!

PRICE 3d. AS USUAL.

TEMPLE PRESS LTD., 5-15, Rosebery Avenue, London, E.C.1.

OCTOBER 14, 1927.

THE LIGHT CAR AND CYCLECAR

Your First Call!

**STAND
502**
GALLERY MAIN HALL
OLYMPIA



SOLEX Ltd. (Director, Gordon Richards), **SOLEX WORKS, 223/231, MARYLEBONE ROAD, N.W.1.**

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

Goodwill Ad.

B29

IMPORTANT.—We are proud to announce that we have been appointed Joint London Distributors for Swift Cars. Thirty years' motoring experience confirms our confidence in the Swift as a car of inherent goodness and one which we can recommend without reservation. Buy a Swift at Newnham's.

Decide on a

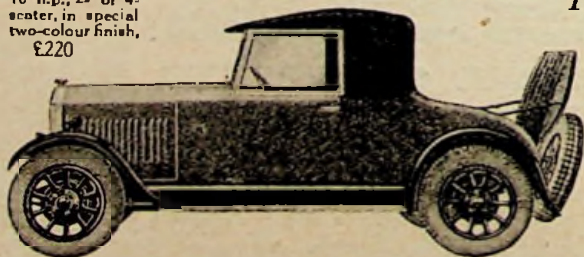
The Car of Outstanding Merit

10 H.P. MODELS.

Unusually attractive coachwork. Four wide doors to four-seaters. Four-wheel brakes. Three-bearing crankshaft. Engine of ample power for every occasion, developing 22 b.h.p. at 3,000 r.p.m., 55 m.p.h. on top gear. Wonderful acceleration on hills. The Saloon Model is luxuriously equipped, silent and tractable to drive. Particularly full equipment. Dunlop tyres standard.

Two or Four-seater ..	£220
Sports two-seater ..	£255
Four-door Saloon ..	£260

10 h.p., 2- or 4-seater, in special two-colour finish, £220



Yes, we are proud of the Swift, and you will be proud too when you drive home one of these splendid cars, so pleasing in appearance with its striking modern coachwork, so comfortable and roomy to ride in, and so smooth running and easy of control that it is an endless joy to drive.

Then, again, if you buy your Swift from Newnham's, as of course you will, you'll have the added satisfaction of getting the best possible credit terms and the most generous allowance on your present car, as well as of knowing that you have taken advantage of Newnham's unequalled facilities for best deliveries.

So let your next car be a Swift—and buy it from Newnham's. And, while the matter is fresh in your mind, why not get in touch with us immediately and discuss terms?

1928 MODELS NOW IN STOCK.

Send for Illustrated Catalogue.

NEWNHAM
MOTOR COMPANY
237-243-245, HAMMERSMITH ROAD,
LONDON, W. 6.

Distributors for Swift Cars
in London, Surrey and Sussex.

'Phone: Riverside 4646.

FIVE MINUTES FROM OLYMPIA

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

SECOND SHOW NUMBER.

ANOTHER LIGHT CAR YEAR.

THE Motor Exhibition was, in the old days, often described as the annual stimulus which kept the industry on its feet: nowadays, however, very different conditions prevail; far from being the means of turning the thoughts of the great British public towards motoring it has become an absolute necessity to buyers—trade and private—all over the world. Without the Motor Show these people—not the manufacturers—would be the sufferers.

Light cars have been responsible to a very great extent in bringing about this new set of conditions for, until the advent of machines which were cheap to buy, run and maintain, motoring was not for the masses.

This year, as usual, there is a magnificent display of small car exhibits, of all types, and to suit every pocket: this issue is the vade mecum of the man or woman who is going to Olympia to see them.

NOTES, NEWS & GOSSIP *of the* WEEK

ON OTHER PAGES

The 1,500 c.c. Limit.

New readers should note that this journal deals only with cars having engines the capacity of which does not exceed 1,500 c.c., this being the generally accepted limit for light cars.

The Grand Total.

About 200 light cars, in chassis form or complete with bodies, are to be seen at Olympia, including some very interesting newcomers. Show-goers should turn to the complete guide in this issue to the light cars on view at the Show, for much time will be saved by knowing where to find the cheap and economical models.

Olympia Parking.

A large piece of ground adjoining Olympia has been hired by the R.A.C. for the convenience of its associate members. This car park joins Addison Road Station, the entrance being in Russell Road, which runs parallel to the entrance to Olympia on the other side of the railway line. The charge per car per day is 2s. 6d., this including a ticket passing the holder through the station premises to the Show entrance.

This Week.

Our Second Show Number, and full of features of really topical interest. You should read "Enjoying Olympia" by "Focus," "That Trial Run," "Let Your Profession Govern Your Choice," "Carburettors for Light Cars" and, whether you are going to the Show or not, the complete guide to the light cars at Olympia, which gives a glimpse of the range of cars for next year. Of general interest is a detailed description of the racing Delages—the fastest light cars in the world, and a description of the light cars at the Paris Salon.

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, October 15th.

London	5.36	Edinburgh	5.41
Newcastle	5.56	Liverpool	5.44
Birmingham	5.41	Bristol	5.46

Moon—Last Quarter, Oct. 17th.

At Stand 170—

—Copies of *The Light Car and Cyclecar* will be on sale. Previous Shows have seen the demand far exceed the supply, so make sure you do not miss your copy!

Another "Olympia."

It is rumoured that after the close of the Olympia Motor Show, a car show for motorists in Cornwall and Devon will be held by local agents at Plymouth.

Salon Grand Prix Arrangements.

Owing to lack of entries the second annual Grand Prix du Salon arranged to be run at Montlhéry will not be held. It is possible that the Amateur Grand Prix will also be abandoned for the same reason. In place of these races, however, three car events have been arranged:—A 50-kilometre race for 1,500 c.c. cars, an event over a similar distance for 1,100 c.c. cars and a race confined to women drivers.

Kingston By-pass.

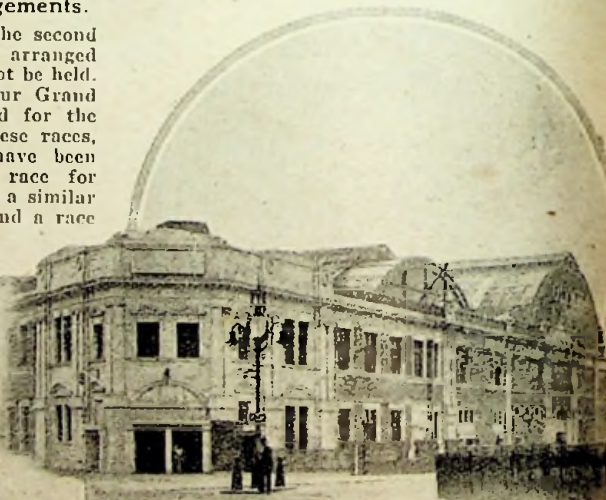
It is understood that the opening date of the Kingston by-pass has been fixed for October 28th, and the Surrey County Council has arranged for the Prime Minister, Mr. Stanley Baldwin, to open the road.

Exeter's Scheme Shelved.

Exeter's proposed street improvement scheme, which was to have cost about £350,000, has been rejected after much discussion by the authorities concerned and a mass protest meeting by ratepayers. The only "improvement" which will interest motorists is the re-painting of a number of road signs and indications for car parks.

Next Week.

Our Third and concluding Show Number. As in previous years, we shall "sum up" the Show in a manner which has proved extremely popular. Comprehensive and well-illustrated articles will deal with various aspects of small car construction such as engines, transmission systems, steering layouts, brakes, equipment, coachwork and so on. That issue will also contain a graphic description of the Junior Car Club's 200-Mile race, which is due to be run off at Brooklands on Saturday next, starting at 2 p.m.



THE HOME OF "THE SHOW."

On Thursday, October 13th, the doors of Olympia opened to admit the public to the twenty-first International Motor Exhibition. Full details of the Show and a floor plan indicating the position of the stands are given on other pages. The photos show (left) the main Hammersmith road entrance and (above) the approach road to the entrance opposite Addison Road Station.

London-Gloucester-London Trial.

The seventeenth annual London-Gloucester-London trial for cars under 1,500 c.c. will be held this year on Saturday, December 10th.

Motoring in France.

Driving licences in France are being issued at the rate of a thousand a day. There are now in that country 541,000 private cars.

Inquiry Kiosks.

A "touring" innovation of great benefit to motorists has been made this season by the Publicity Committee of Southsea. A kiosk, at which road information may be obtained, has been erected at the road entrance to both Portsmouth and Southsea.

R.A.C. Olympia Stand.

A full staff will be in attendance at the R.A.C. stand, No. 176, at Olympia, and members and associate members requiring technical or touring information are invited to make use of the facilities offered.

"Safety First" Gift.

A walled-in piece of ground which has formerly been a "blind spot" of potential danger to motorists at an Alnwick cross-roads has been presented to the local road authorities by the Duke of Northumberland.

HOW WE HAVE
PROGRESSSED IN
27 YEARS.

A "light" car of 1900 compared with a modern car, such as the "Falmouth" 9 h.p. Standard saloon, shows in a striking manner how we have progressed since the days of the red flag man!

A Hooting Pedestrian.

In the thick of the fog which hung over London last week a pedestrian was seen "hooting" his way through traffic with a bulb horn attached to his walking stick!

Motoring Humour.

A pamphlet with eight illustrations by Hassall, showing in a humorous manner vicissitudes which may overtake motorists, has been issued by the R.A.C. Copies may be obtained from the R.A.C., Pall Mall, London, S.W.

Cars at Greyhound Races.

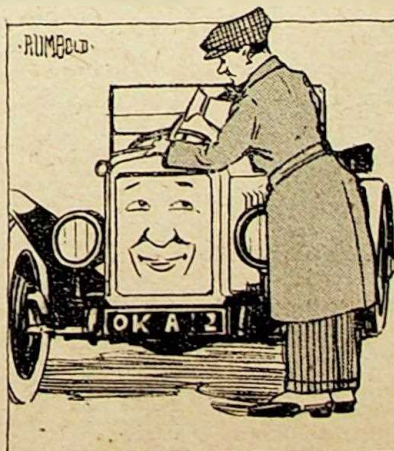
The whole of the arrangements for car parking in connection with the greyhound races at Harringay and Leeds have been undertaken by the R.A.C. at the request of the promoters. The work is carried out by a special staff.

The Scottish Motor Show.

The annual Scottish Motor Show will be opened at the New Kelvin Hall, Glasgow, on Friday, November 4th, by H.R.H. the Prince of Wales. For the last two years the exhibition has been held in Edinburgh in much reduced space, but this year it should be more than ever a success, the new Kelvin Hall having been built especially for exhibition purposes. After the opening of the Show at 2.30 p.m. the Prince will attend a dinner given by the Royal Scottish Automobile Club.

Straying Cattle.

So many complaints have been received in regard to cattle being allowed to stray on the public roads that the county magistrates of Somerset have passed a resolution favouring the increase of fines on negligent owners.

**WEEKLY WISDOM.**

Respect a car as thou wouldst a brother, then will it return thee a thousand joys, and thy path will be paved with gladness.

Rubber Signposts.

Damage having been caused to signposts through vehicles colliding with them, the authorities in Chicago are erecting a number of rubber signposts about 2 ft. high, surmounted with big "Stop" signs. If a motorist accidentally runs over a post it bends flat to the road and then springs back into position.

A New Motoring Encyclopædia.

"Cars and Motor Cycles" (Sir Isaac Pitman and Sons, Ltd.), edited by Lord Montagu of Beaulieu, is a new motoring encyclopædia to be published in 30 fortnightly parts, price 1s. 3d. each. The list of subjects to be covered in the series is comprehensive, including nearly every phase of motoring and motorcycling, and many acknowledged authorities are contributing to the work.

1928 Specifications.

Readers should note that the chassis price of the Marendaz Special is £395, and of the two-seater, £495. Prices of the four-cylinder Imperia car are as follows:—Standard two-seater, £285; four-seater, £295; de luxe two-seater and four-seater, £335; and de luxe saloon, £425. A four-cylinder saloon car with fabric body is also being introduced and will sell at £375. It should be noted that the price of the 10 h.p. Salmson coupé is £255.

Full Programme of the 200-MILE RACE.

Saturday: Brooklands, 2 p.m.

THE annual 200-Mile race organized by the Junior Car Club has always been recognized as the premier light car long-distance classic of the year; in fact, until the engine capacity for international Grand Prix races was lowered to 1,500 c.c., it was the only real light car race on the British calendar.

To-morrow's event promises to be more interesting and instructive than its forerunners for the obvious reason that it is of a far more open character, and he would indeed be a very bold prophet who endeavoured to name the winner. The most interesting feature, perhaps, is that cars in the 1,100 c.c. class will, for the first time, seriously challenge the supremacy of the 1,500 c.c. vehicles. This in itself will add a degree of liveliness to the event which hitherto it has not enjoyed.

The favourite is, of course, C. M. Harvey's straight-eight Alvis, which we understand is now once more in full racing trim and ready to face the starter on Saturday at 2 p.m. Of the 1,100 c.c. favourites — and potential winners of the race — Vernon Balls' Amilcars, one of which he will drive himself, and M. Bovier's nominees take premier positions.

The course will be somewhat similar to that adopted for the Grand Prix, that is to say, there will be two artificial bends in the home straight, but in the case of the 200-Mile race the tub hair-pin, opposite the new grand-stand, and the fork bend also will be included.

The following are the arrangements for the public:—Admission 5s. per person, children 3s., members of the promoting club free; transfer to the paddock, including grand-stand and paddock enclosure, 10s.; cars alongside track, 10s. The 5s. admission fee applies, of course, to the public enclosure, to which access is gained by means of the main entrance. Those desiring to go straight to the paddock, for which a charge of 15s. is made, should enter via Boxalls Lodge. Just inside both entrances there is an open-air garage, the charge being 5s. per car.

The paddock and the adjacent en-

closure are by far the best places from which to see the racing, and although the admission fee is considerably more than that charged for the public enclosure, it is money well spent.

For the benefit of visitors from the country who, having come up for the Motor Show, will, it is anticipated, take advantage of the opportunity to witness the classic light car event of the year and who may not have a car at their disposal, a special service of motor coaches will be run starting from

London and Olympia. The return fare will be 6s., the service leaving on the outward journey at 11.30 a.m. and returning immediately after the race—which should be just after 5 p.m.

Applications for bookings by the special coaches should be sent with remittances to the Junior Car Club, Clock House, Arundel Street, Strand, London, W.C.2. The Junior Car Club will have a Show office at

3, Hammersmith Road, W. (facing Olympia), and tickets will also be obtainable in advance from that office. A convenient route to the track, starting from Olympia, is as follows:—Hammersmith Broadway, Hammersmith Bridge, Roehampton Lane, Putney Vale, Kingston, Esher, Cobham (turn right at "White Lion"), up Pain's Hill, where bear right and follow direction signs.

The following are amongst the late items of news concerning the race:—Captain Malcolm Campbell has purchased a well-tried Bugatti, which he will drive in the race. This will add materially to the "openness" of the event.

So far as we can ascertain the following cars have supercharged engines:—Alvis Specials 1 and 2, Bugatti Specials 1 and 2 (drivers Eyston and Campbell respectively), Frazer-Nash Specials 1 and 2, Thomas Special 1 (driver Purdy), O.M. Special (driver Oats), Salmson Specials 1, 2, 3, 4 and 5, Amilcar Specials 1, 2 and 3 and Austin Special 1.

Three of the favourites: (Left to right) C.M. Harvey (Alvis), Vernon Balls (Amilcar) and Goutte (Salmson).

200-MILE RACE FINAL ENTRY LIST.

(All Cars are "Specials.")

		1,500 c.c. Class.			No. of	
Entrant.	Driver.	Car.	Boro.	Stroke.	cyls.	c.c.
T. G. John	C. M. Harvey	Alvis 1	55 x	78.75	8	1497
T. G. John	Lord Cottenham	Alvis 2	55 x	78.75	8	1497
L. d'Erlanger	C. E. T. Eyston	Bugatti 1	60 x	66	8	1493
A. Frazer Nash	A. Frazer Nash	Frazer-Nash 1	69 x	100	4	1496
H. W. Purdy	H. W. Purdy	Thomas 1	52 x	88	8	1492
Malcolm Campbell	Malcolm Campbell	Bugatti 2	60 x	66	8	1493
P. L. Densham	P. L. Densham	Bugatti 3	69 x	100	4	1496
C. W. Johnstone	C. W. Johnstone	Bugatti 4	69 x	100	4	1496
W. Urquhart Dykes	W. Urquhart Dykes	Alvis 3	68 x	103	4	1496
L. C. Rawlence	R. F. Oats	O.M.	56 x	76	8	1497
W. B. Scott	W. B. Scott	Thomas 2	52 x	88	8	1495
D. M. K. Marendaz	D. M. K. Marendaz	Marendaz				
A. Frazer Nash.	B. E. Lewis	Frazer-Nash 2				
		1,100 c.c. Class.				
J. D. Benjafield	J. D. Benjafield	Salmson 1	62 x	90	4	1087
A. Bovier	P. Goutte	Salmson 2	49.9 x	70	8	1098
A. Bovier	George Newman	Salmson 3	62.2 x	90	4	1097
A. Bovier	M. G. Casse	Salmson 4	62.2 x	90	4	1097
A. Bovier	de Marnier	Salmson 5	62.2 x	90	4	1097
O. M. C. Turner	C. M. C. Turner	Gwynne	60 x	96	4	1087
J. H. Oborn	J. H. Oborn	Talbot	58 x	95	4	998
Vernon Balls	Vernon Balls	Amilcar 1	55 x	77	6	1097
Vernon Balls	A. Morel	Amilcar 2	55 x	77	6	1097
Vernon Balls	O. Martin	Amilcar 3	55 x	77	6	1097
		750 c.c. Class.				
Gordon Hendy	Gordon Hendy	Austin 1	56 x	76	4	747.5
C. U. M. Walther	C. U. M. Walther	Austin 2	56 x	76	4	747.5
F. H. B. Samuelson	F. H. B. Samuelson	Ratier	60 x	66	4	746
J. S. H. Wilson	J. S. H. Wilson	Austin 3	56 x	76	4	747.5
A. E. S. Walter	"El Bolivar"	Austin 4	56 x	76	4	747.5
F. H. Ford Carpenter	F. H. Ford Carpenter	Austin 5	56 x	76	4	747.5
O. K. Chase	O. K. Chase	Austin 6	56 x	76	4	747.5

A TRAGEDY OF OLYMPIA—



WHAT is the secret of the Delage? How do they obtain such phenomenal speed and acceleration, coupled with such amazing reliability? What did they cost to build and what does it feel like to drive one?

These were but a few of the questions one heard on all sides after the Grand Prix at Brooklands on October 1st, when the team of three Delages, driven by Benoist, Bourlier and Divo, captured the first, second and third places at an average speed some 20 miles an hour faster than that of an express train and over a course which included no fewer than 250 acute V-bends.

Well, quite obviously, M. Louis Delage is not going to tell the world all his secrets, but, with his permission, and by the courtesy of the London and Parisian Motor Co., Ltd., 87, Davies Street, Oxford Street, London, W.1, agents in this country for Delage cars, we are able to place at the disposal of our readers facts and photographs which will shed some light on these super light cars.

The actual secret of their success is, to those who know the racing game, an open one. It is merely a question of the best brains, the best workmen, the best materials and large financial resources. Just how far these have been used to mould the fastest racing machines in the world is told by a brief reference to the specification which, by the way, reads very much like the specification of many other high-speed cars.

The engine is a straight-eight with twin overhead camshafts, operating the specially lightened valves direct. The supercharger, situated high up on the nose of the engine, is driven by the same train of gears that is used for the camshafts. There is only one carburetter, a Cozette, and it is placed on the near side of the supercharging unit. The supercharger, it will be observed, therefore sucks on the carburetter and does not blow through it as in some designs. Ignition is by a Bosch magneto which is arranged on the off side.

The exhaust manifold with its eight branches is in itself a work of art, whilst the inlet manifold is of special design, so as to ensure the equal distribution of gases. Midway along the induction pipe manifold



THE FASTEST LIGHT

COMPREHENSIVE DESCRIPTION AND
DELAGE RACING CARS WHICH HAVE
OF THE WORLD" FOR 1928, HAVING WON
INTERNATIONAL GRAND PRIX

and gearbox, the last-named having no fewer than five forward speeds and reverse. The gear ratios are:—15, 8.2, 6.5, 5.1 and 3.5 to 1. The highest gear was not

(1) Robert Benoist completing his final lap in the winning Delage—described on this page—in the R.A.C. Grand Prix at Brooklands. It was his fourth consecutive victory.

(2) The near side of the eight-cylinder engine showing the exhaust manifold and the Cozette carburetter at the front. (3) A view of the cockpit. Features of interest are the fuel pressure pump on the extreme left, the brake lever and the stumpy gear-box is also visible.

itself the blow-out valve is situated; this is a safety device to permit the gases to escape into the atmosphere should a back-fire occur in one or more cylinders. During the race the maximum engine revs.—used on the lower gears only—were 7,500 per minute, a figure, by the way, which is nearly twice that which was considered to be phenomenally high, even for racing cars, four or five years ago. On the bench this engine actually reached a speed on test in the neighbourhood of 8,400 r.p.m.

Unit construction is adopted for the engine, clutch

used on any of the cars during the race—probably owing to the strong headwind on the railway straight. The maximum speeds obtainable on the four gears used are:—41, 76, 100 and 130 m.p.h. Immediately behind the gearbox there is a sturdy servo brake, the drum of which is in the same plane as the drums on the road wheels and is driven by skew gearing from the propeller shaft. This servo brake is intended primarily to operate the four-wheel brakes. The hand brake takes effect on the rear wheels only.

The engine, gearbox and propeller shaft are offset,

CARS IN THE WORLD.

CLUSIVE PHOTOGRAPHS OF THE 1,500 c.c. GAINED THE COVETED "CHAMPIONSHIP NO FEWER THAN FOUR OF THE FIVE PRIX RACES.



so that the driver actually sits beside the propeller-shaft casing, which acts as an elbow-rest for his left arm. A more or less conventional form of final drive, including a differential, is used.

Each complete car cost about £6,000; in fact, it is stated that each engine was responsible for a third

rest. The foot controls are placed in the conventional position—that is, clutch on the left, then brake and then accelerator, all pedals being faced with fibre to prevent slip.

In a race like the Grand Prix gear-changing must be made as easy and effortless as possible, and on the Delage the gear lever, which is extremely short—almost stumpy, in fact—comes to hand quite readily, whilst the hand-brake lever is just far enough away to prevent it being grasped by mistake.

The clutch is not heavy, as one might suppose, and the foot brake also works with commendable ease. It is an extremely snug cockpit—essentially of a racing-car order, of course—and one experiences a comforting feeling of being nicely tucked in. Incidentally, the rake of the steering column can be adjusted in a

(4) The off side of the engine. Here one of the principal points of interest is the discharge pipe from the blower and the manner in which it is coupled to the specially-formed induction pipe. Just above the junction of the two pipes can be seen the supercharger release valve.

of this sum, and if an over-enthusiastic reader of *The Light Car and Cyclecar* wanted to purchase one of these cars to-day his cheque would have to be made out for at least £3,500.

Wriggling, with difficulty, into the driving seat of the winning Delage, we endeavoured to visualize for the benefit of our readers what it would feel like to handle one of these machines at very high speed, and we were at once struck by the feeling of command which one has over the machine. The range of visibility is very good, although one sits low enough to escape the unpleasant effects of the terrific wind pressure set up at high speed. The leg reach appears to be a trifle short, but one soon realizes that the "kink" given to the knees results in a most comfortable position, both from the point of view of long spells at the wheel and for maintaining control over rough surfaces.

The floor of the car is formed principally by the undershield and there is merely a narrow cross-member made of sheet-metal upon which the heels of the driver

matter of seconds merely by slacking off two nuts.

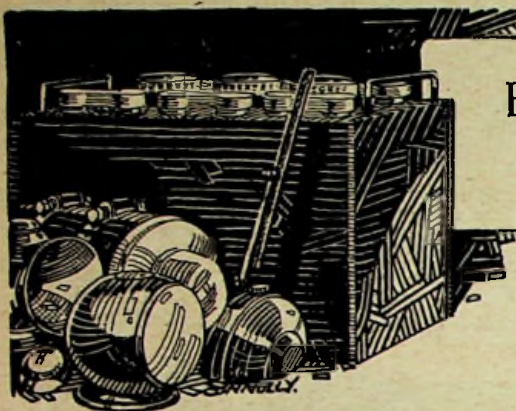
The cockpit of the Delage somewhat resembles the engine-room of a battleship, for here are all sorts of controls, pipe lines, valves and taps not found on touring cars. Of major importance, of course, is the air pump, which maintains pressure in the petrol tanks situated immediately behind the driver's back. There are two tanks, one being used as a reserve. Access is gained to the filler orifices by a trap door, and, incidentally, trap doors also enable instant access to be gained to the engine oil filler and the radiator filler.

The fascia board equipment is simple in the extreme. It consists merely of an engine switch, gauge to show fuel pressure, oil gauge, and last, but by no means least, a revolution indicator of large diameter, in which the useful areas of speed are painted different colours, each area being, of course, of wedge pattern. It is significant that with these racing cars the first colour commences at 6,000 revs., whilst the coloured sections go up to 9,000.

The body is, of course, of very low build, the radiator being set slightly backwards, whilst immediately behind each front wheel there is a streamlined faring, which has been found to be very effective in preventing spray from the front wheels flying upwards and deluging the driver.

The equipment used by the winning Delage team included Dunlop tyres, Champion sparking plugs, Bosch magneto, Hartford shock absorbers, Energol oil and Mixtrol upper-cylinder lubricant.

The car illustrated and described can be seen at the showrooms of The London and Parisian Motor Co., Ltd., 87, Davies Street, Oxford Street, London, W.1., during the period of the Olympia Motor Show.



ELECTRICAL "WHYS AND WHEREFORES."

A FEW "POSERS" ANSWERED—THE WORKING
OF CAR BATTERIES, AMMETERS, DYNAMOS AND
STARTERS—PRACTICAL HINTS.

AN analysis of the queries that we receive concerning electrical equipment reveals the fact that the same things are asked day after day by different people. It will not be out of place, therefore, if we deal with the more interesting questions, answering them in detail for the benefit of a presumably large section of our readers—many of whom are probably novices in electrical matters.

Q.—Why does not the current from the battery run back through the windings of the dynamo when the latter is not being driven by the engine? Surely the reverse current should drive the dynamo and make it act as a motor?

A.—A device known as a cut-out, placed in circuit between the dynamo and the battery, disconnects the former from the latter when the speed drops and the dynamo output falls below the reverse flow from the battery. Were the cut-out not fitted, or should it cease to function, the dynamo would tend to be driven by the battery, but its "motoring" efficiency would be low and the engine load would most probably prevent the armature revolving. The cut-out is entirely automatic in action and switches the dynamo in and out of circuit at a predetermined voltage. On no account should novices attempt to adjust a cut-out; frequently the cover is sealed to prevent any attempt of this sort.

Q.—When the engine stops, or slows down to "tick-over," the needle of the ammeter does not move gently back to zero. Instead, it shows a momentary discharge before dropping back to the zero mark. Why is this?

A.—Assuming that the ammeter is working correctly and is indicating exactly the current flow to and from the battery, it is clear that the cut-out is not switching off the dynamo when little or no current is being generated. As a result, for a brief period, the battery discharges through the windings of the dynamo and flicks the needle of the ammeter over to discharge. Unless the discharge is large—say 4 or 5 amps.—the fault is not serious and in any case calls for only a slight adjustment. It is caused by maladjustment in the first place of the armature of the cut-out, or may be due to a sticking armature.

Q.—Is a fault indicated by the fact that the lights appear brighter when the engine is running fast and the dynamo switch is on? When the engine slows down the lamps have their normal brilliancy.

A.—A device is incorporated in the dynamo, in most cases, to prevent the output rising above a certain value, and this prevents abnormal current being passed to the lamps when the dynamo is running fast. Some slight excess may be expected, however, and provided that the lamps have their normal brilliancy when the

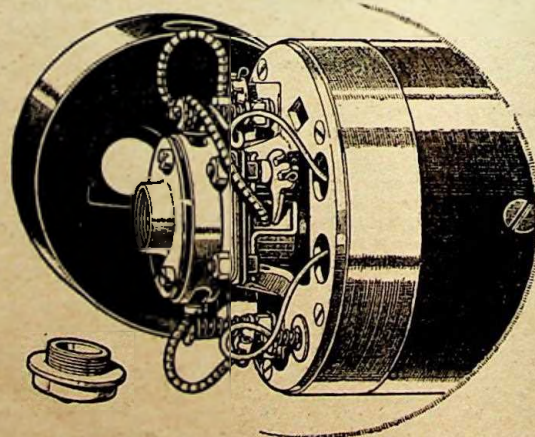
engine slows down, and that the variation of illumination is not great, no fault is indicated. If the lamps are very dull when the engine is not running, but rise to their normal brilliancy when the dynamo comes into action, a discharged battery is the cause of the trouble. This is rare in modern electrical equipments—unless the starter motor has been overworked or the dynamo has not been charging for some time—and the battery should be carefully examined when it is moved for the necessary recharging.

Q.—What is the reason for the whirring noise which sometimes emanates from the starter gearing when the switch button is depressed, and why does the starter fail to turn the engine when the noise occurs?

A.—The noise indicates that the motor pinion has failed to slide forward into engagement with the fly-wheel teeth; the starter thus spins round freely without the load of the engine. The pinion, and the quick-thread on which it runs, should be cleaned with paraffin, and—if the gearing is enclosed—a little thin oil may be applied to lubricate the mechanism, thus ensuring that the pinion will always slide forward into engagement immediately the starter revolves. Easy movement of the pinion along the quick-thread is essential, as it is merely the inertia of the pinion which makes it slide instead of revolving with the shaft at the outset.

Q.—What is the average value recommended for the specific gravity of the battery acid?

A.—A common value for the specific gravity is 1.225, but the instructions issued by the battery manufacturers should be followed implicitly.



The cover of a Lucas dynamo removed, showing the commutator, the two current-collecting brushes, and between these two brushes the third brush which keeps the dynamo output approximately constant.

Q.—Why is it necessary periodically to top-up a battery with water? Does not the addition of water dilute the acid and make it weaker?

A.—In ordinary use the level of the electrolyte in the cells falls owing to evaporation and to the process of charging. Only water is driven off, however, and as the acid radical is left behind there is an actual tendency for the s.g. of the electrolyte to increase. Topping-up with distilled water will maintain the acid strength at its proper value. If some of the acid is spilled, it will, of course, be necessary to bring up the level with fresh acid of the correct strength.

Q.—How may cracks in the pitch top of a battery be repaired?

A.—Small cracks which develop as a result of constant vibration of the battery may be closed by running a hot iron over the top of the battery. It is most important to see that the pitch is quite clean and free from acid before placing the hot iron on its surface, and, preferably, the cells should first be drained of acid. It is difficult to close large cracks satisfactorily, although repairs of this nature can easily be undertaken by the manufacturers.

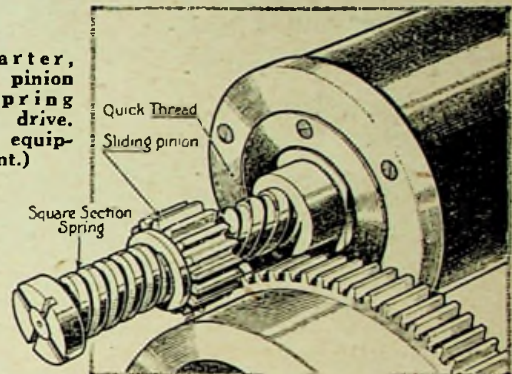
Q.—Is the current taken by the starter very great in comparison with that absorbed by the lamps?

A.—Immediately the starter switch is depressed a large load is placed on the battery for the starter has to overcome the initial inertia of the engine. The excessive flow is only momentary, and once the engine begins to revolve the starter current drops to its normal value of about 50 amps., that is, ten times the usual

Q.—What is most likely to be wrong with a lamp which "blinks" when the others glow steadily?

A.—A faulty contact should be suspected at the lamp socket or in the wiring between the lamp and the nearest junction point. If the system is arranged on the single-wire plan—that is if the chassis is used as the common return connection for all lamps—it is possible that there is faulty contact between the lamp and that metal part of the car through which its circuit is completed. Occasionally the trouble can be traced to loose wiring within the lamp itself, and in such a case the cure is obvious.

The starter, starter pinion and spring cushion drive. (Lucas equipment.)



Q.—Will an ammeter be damaged if it is dismantled so that its mechanism may be inspected? Also, what causes the needle to be deflected as the current varies?

A.—It is not advisable for anyone unacquainted with electrical apparatus to dismantle a car-type ammeter. If it ceases to function, or if the indications given by the needle appear to be incorrect, it should be entrusted to the manufacturers or to a competent electrician, for it is constructed with watch-like accuracy. A small coil of very thick wire is mounted inside the instrument, and an armature is arranged to pivot on a spindle—inside the core of the coil windings—to which the needle is attached. Immediately a current passes round the coil the tiny armature is deflected by the induced magnetism. This deflection is shown by the indicating needle, which moves across the dial in response to the strength of the current and the direction in which it is flowing. A small hair spring is attached to the moving armature at one end, and at the other to a fixed part of the ammeter casing. The purpose of this is to steady the movement of the needle when under the pull of the magnetic field and to bring it back to the zero position when the circuit is broken.

A cut-out and fuse box with the covers removed, showing cut-out magnet and armature and fuse mounting. (Lucas equipment.)

value of the current taken by a pair of headlamps. The initial momentary current may be of the order of 200 amps., and it is for this reason that heavy cables are used in the starter circuit.

Q.—What is the best method of preventing corrosion of the battery terminals?

A.—The terminals and lugs should first be cleaned with a fine file or emery cloth to remove all trace of acid corrosion and the battery leads should be tightly clamped in place. Vaseline smeared over the metal parts will then prevent sprayed acid and acid fumes from causing corrosion. It is necessary to clean the terminals and make sound connections before applying the vaseline—which is an effective electrical insulator—or imperfect contact will result. A convenient method of removing sulphate from terminals is to soak them in a strong solution of common washing soda and water. The solution should be washed off with clean water when the cleansing is finished and vaseline applied.

Q.—What is the usual method employed to control the current output of a car dynamo?

A.—On modern cars the third brush system is almost universal. The two main brushes are fitted in a manner common to most shunt-wound dynamos; the third brush is connected to one end of the field winding, the other end of which connects with one of the main brushes.

As a result of this arrangement an increase in armature speed tends to weaken the current tapped off by the third brush and one of the main brushes. The weakening is caused by what is known as distortion of the magnetic field, and the greater the armature speed beyond a certain point the greater becomes the distortion; thus, as the strength of the main field cannot increase, there is no increase in output from the dynamo.

On most machines the position of the third brush can be varied slightly relative to the rotation of the armature. This enables a greater or smaller output to be obtained at maximum speed, but it is not advisable for amateurs to alter the makers' setting, as the correct adjustment of the third brush is critical.



Saloons the Vogue.
Tourers Doomed.
Very Low Sports Cars.

Superchargers Numerous.
Few Real Novelties.
A Straight-8 Light Car.

THE French Motor Show opened in a manner which might be described almost as a blaze of glory last Thursday week to reveal once again a really wonderful selection of cars and motorcycles. To celebrate the occasion the sun, which had not made a prominent appearance for some time, shone from a cloudless sky and the magnificent hall in which the Show is staged made our own Olympia Exhibition seem by comparison very drab and tawdry.

The Grand Palais, which is in the heart of the city, is an ideal hall for a motor show. Its vast ground-floor area, its magnificent galleries, lofty roof and really delightful architecture and scheme of decoration lend an atmosphere of gaiety to the show, whilst the organizers, who insist upon a uniform design for the stands, make it easy for visitors to find in a moment any car that interests them.

The names of the cars exhibited are prominently displayed on "placards" a considerable height above the stands, and from almost any point in the hall it is possible to see the names over the bulk of the stands.

The walking ways between the stands are unusually generously proportioned, food is to be had in comfort and an exceptionally good band plays at intervals during the day.

The exhibits, as one would naturally expect in Paris, are really very "chic," the general standard of finish being extraordinarily high, and the varied colour schemes—happily this year in less gaudy shades than of yore—present an exceptionally fine spectacle.

French manufacturers, believing that the public which goes to the Salon is interested in mechanical matters, show chassis in a great many instances, and these are beautifully finished. There are, in the Salon,

any number of chassis on which every single part is polished, whilst even nickel-plated wire-spoked wheels are seen on many stands.

A noteworthy feature of the exhibits as a whole is that open bodies are found almost exclusively in sports form. The "tourer" is becoming a thing of the past. The closed car tendency has never been more pronounced than at the Salon this year.

Whilst very few actual novelties are to be found amongst the many light car exhibits, very interesting chassis may be seen which are entirely unfamiliar to English eyes. There is plenty of unconventionality in design as compared with that of British light cars, but it is an unconventionality which has become conventional so far as France is concerned.

French light cars, especially those with an engine capacity of round about 1,100 c.c., may be divided into two very distinct categories—the "fast" and the "family"; the fast being greatly in the majority. In the "fast" category we have such machines as the Amilcar and Salmson, already very well known in England. This category, however, contains a host of other makes, many of them with a splendid Continental reputation but quite unknown in England.

Such names, for instance, as E.H.P., Derby, S.A.R.A., Gardahault, G.M., Rally, B.N.C., etc., convey little to English readers, but they are those of popular and successful French light cars of the sports variety. Several natural conditions have gone to the make-up of the fast French light car. Straight roads, long distances between towns, poor road surfaces and a certain strain of impatience in the national temperament have all had their share in influencing design.

The resultant type, of which very many fine examples



ROOM FOR
ALL.

At the Paris Show, a corner of which is shown, a uniform stand design and wide corridors make every stand easy to find, whilst one can walk about without being jostled.

are to be seen in the Salon, is a whippet-like little vehicle splendidly sprung, capable of high speeds and usually possessing good road-holding qualities. It is a car which, in spite of its rather spindly appearance, will stand up to continual really fast driving over all sorts of roads.

The "family" type of French light car approaches far more closely to English ideas in design. It is exemplified chiefly in the small "popular" models produced by well-known big car firms such as Renault, Peugeot and La Licorne.

Whilst freaks are few amongst small light cars at the Salon, originality in design is by no means lacking. The front-wheel-drive Tracta, the Autobloc-Claveau, the 1,200 c.c. Harris Leon Laisne, all show a break-away from orthodox practice in one way or another.

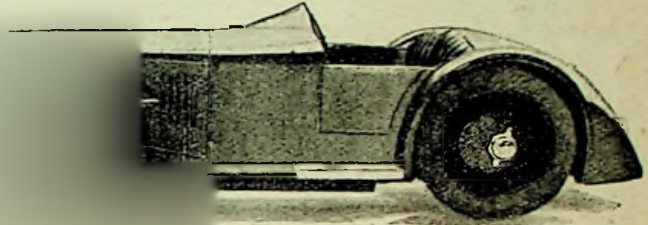
The Tracta front-wheel-drive car, well known in French road racing for the past two seasons, is shown at the Grand Palais for the first time. It is a convincing little job, with an extremely low-built chassis.

The front axle comprises two heavy-gauge steel tubes, between

gauge steel tubes, which, in addition to acting as cross-members, carry the spring supports. The design, although so very unorthodox, appears perfectly sound. Independent suspension is provided by helical springs working in steel cylinders. There is no propeller shaft, as the bevel drive is taken directly from the rear end of the gearbox; the engine clutch casing, gearbox and differential case are all built up in one unit.

A light car which attracts a great deal of well-deserved attention at the Show is the new Harris Leon Laisne, with its wonderful suspension system and tubular chassis. It is exhibited in four and six-cylinder form, the small four-cylinder model having an engine of 1 200 c.c.

In this remarkable car the frame is built of heavy-



ORIGINALITY RUN WILD.

With front wheel drive and the frame at the rear passing beneath the axle, the Tracta is perhaps the most original light car ever built. The underside of the frame is only 7 ins. above the ground when unloaded.

which is bolted up the bevel-gear casing. Vertical coiled springs give independent suspension for each front wheel. The cardan shafts, which transmit the power from the differential to the road wheels, have spherical universal joints at each end. The outer joints are particularly large and allow for the turning movement of the wheels in steering.

The engine is a normal type of four-cylinder monobloc with a multiple-disc clutch running in oil and a four-speed gearbox built up in one unit. Rear suspension is by reversed springs arranged under licence from Bugatti. Perrot brakes are fitted to the rear wheels, whilst a transmission brake on the front drive provides a front-wheel braking effect.

A light car of rather sensational appearance is the Autobloc-Claveau, shown this year in saloon form and somewhat reminiscent of the German Rumber. The Claveau has a four-cylinder horizontally opposed engine at the rear with a bore of 66 mm. and a stroke of 91 mm. (1,098 c.c.).

In this curious design the steel body, whether in saloon or touring form, plays the part of a frame, forming, as it does, a sort of stiff steel box.

At the front and rear the body is traversed by heavy-

gauge steel tubing and the side members consist of perfectly straight tubes. Independent suspension is given to each wheel and this is carried out in a masterly fashion. The wheels are articulated to the chassis by means of tubular forged-steel levers. From the inner end of each lever a small arm extends downwards through a slot into the interior of the frame side member, where it actuates an arrangement of horizontal coiled springs, a four-to-one reduction being given between the movement of the road wheel and that of the small arm actuating the springs.

A newcomer to the Salon is the little Deguinguand, already seen in races. This machine has a Violet four-cylinder two-stroke engine. Good cooling arrangements

**ORIGINAL
DESIGNS.**

(Above) The rear axle of the Harris Leon Laisne with exposed drive shafts and, to the right, the four-cylinder engine of the Sandford three-wheeler. (Below) The rear axle and underslung frame of the Rally and, to the right, the Benova's straight-eight engine.

are a feature of the power installation. Large-diameter leads take water to each side of the cylinder block.

The chassis is rather on cyclecar lines, with a two-speed-and-reverse gearbox built up in one with the rear-axle casing. Front suspension is by a transverse spring and rear by quarter-elliptics. The finish is somewhat rough, but the little vehicle is turned out to sell at an extremely low price—9,450 francs for the complete chassis, with lighting and starting set and five wheels and tyres.

Sima-Violet machines have been much improved in appearance this year. The chassis design is unaltered, but the little two-cylinder horizontally opposed two-stroke engine is no longer exposed to mud and weather, but properly covered in under a neat-looking bonnet.

Electric starting is a new feature of Sima-Violets, which has now been made standard.

Amongst the more expensive variety of French light cars, quite a number of makers now turn out supercharged machines as ordinary catalogue models for sale to the public. Amilcar, Salmson, B.N.C., Lombard, S.C.A.P. (now building complete chassis as well as engines), Garton and Derby are examples.

These ultra-sporting French machines have settled down to a more or less definite type, although each make naturally has its own special characteristics. Underslung rear axles are pretty general, whilst some chassis frames are dropped so low that the whole of the transmission arrangements are actually above the level of the frame.

The famous 1,100 c.c. six-cylinder supercharged Amilcar chassis is one of the attractions of the Show. This extraordinary little machine, which attained nearly 123 m.p.h. in the recent speed trials at Arpaçon, is a masterpiece of design and construction.

The Lombard car is shown at the Salon for the first time, although already well known in racing circles.

It is a 1,100 c.c. vehicle of unusually low build even for a French light car. Weight distribution appears to have been very carefully studied in this chassis. The frame is dropped sharply immediately behind the front axle and underslung at the rear. Suspension is by very long almost flat springs, being shackled and the rear end articulated directly to the frame.

A general improvement in the bodywork fitted to the smaller sporting light cars is noticeable. An example of this may be seen on the Derby stand. The two-seater body on the 1,100 c.c. supercharged Derby is one of the prettiest things of the kind which we have seen. Incidentally, the hood difficulty appears to have been overcome. Hoods are always a bugbear to the sports body builder, but in this case the hood, when down, fits round the curve of the beetle back behind the seats so neatly as to be almost invisible.

The Derby is a typical fast French light car of normal design and the supercharged model has a six-cylinder Cime engine. Another attractive little body may be seen on the Garton (G.A.R.); this has the very unusual feature, in a French sports body, of a large folding dickey seat. The spare wheel is mounted on the lid of the dickey and folds backwards with it.

Some exceedingly well-turned-out bodies are to be seen also on the Rally stand. B.N.C. have a fine display of their little sports cars. It may be remembered that the B.N.C. firm were the first to produce a supercharged light car as a catalogue model. The supercharged B.N.C. has been in production now for nearly three years.

Several very attractive bodies are shown and a special method of body-building is a feature of B.N.C. cars. The body is built on what is really a pressed-steel secondary chassis, which is articulated to the chassis proper at three points; the forward point is situated over the nose of the crankcase and the rear points on the side members of the frame. The new

radiator, which slants backwards, gives a very sporting appearance to the cars—an appearance which is not belied by their speed capabilities. A rather neat tubular arrangement is now fitted to support the front wings; this is immensely strong.

The Rally is an example of the thoroughly normal fast light car. The extra-low sports model, which is shown as a polished chassis, looks a sturdy and thoroughly satisfying vehicle. It is fitted with a 1,100 c.c. Chapuis-Dornier power unit.

It is noticeable that whilst the present Paris Salon is essentially a "six-cylinder" Show in so far as medium-powered cars are concerned, makers of the smaller light cars remain for the most part faithful to the four-cylinder engine. A make which reappears at this year's Show is the Benjamin, now known as the Benova. Benjamins may be remembered as two-stroke cars, with a curious type of engine in which the lower part of the cylinder was used as a pump.

There is nothing unorthodox about the new Benovas; they are thoroughly standard French light cars of the

"family" rather than the sports type. Three models are shown—a 945 c.c. four-cylinder, a 1,100 c.c. four-cylinder and a 1,500 c.c., fitted with the new S.C.A.P. straight-eight engine. A feature of all models is the underslung worm drive for the rear axle.

Amongst the "family" type of very small car the new La Licorne model is a good example. This sturdy little chassis, which we described in detail recently, attracts a lot of notice on the Licorne stand and looks like a "best seller."

Cyclecars are fewer than ever this year. They are represented by the Morgan and Sandford three-wheelers and by the Sima-Violet, Alcyon, C.M., Lafitte and the new Deguinguand, amongst four-wheeled vehicles.

There is no alteration in the design of the French Morgan or the Sandford for 1928. The latter is, perhaps, the most refined cyclecar ever made, and the chassis exhibited is turned out in a manner worthy of a high-grade luxury car. The Sandford is a miniature racing car on three wheels; it is a thoroughly sound design, well carried out.

Lafitte's show their new sports model, which has a low frame and slightly larger engine than the standard type. The new dropped frame is also being adopted for other Lafitte models and a great improvement in

(Left) The Lombard as a sports coupe.
(Below) The latest Rally super-sports model. The wonderfully low-build will be noted.

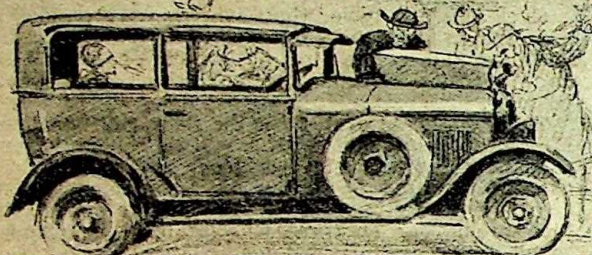
(Below) The Chenard-Walcker beetle-backed racer in touring form with a 1,500 c.c. engine.

CLOSED CARS THAT APPEAL.

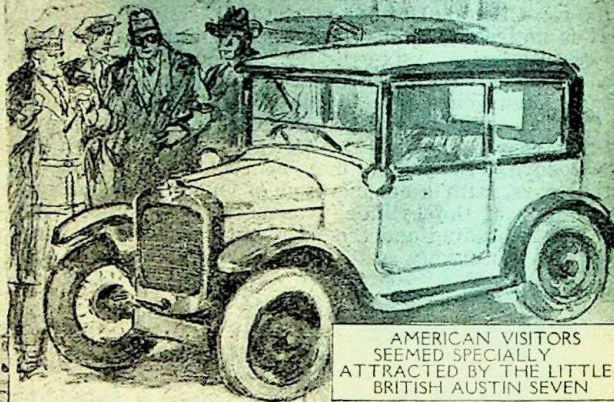
(Above) The La Licorne which has very wide doors and extremely modern lines. As with many other French cars bumpers are fitted. (Left) The Deguinguand cyclecar with an attractive coupe body. It has a four-cylinder two-stroke engine.

appearance is obtained by it. The coupé model shown is quite attractive and looks very good value for money. No alterations have been made in the general design of the original little chassis. The C.M. is also unaltered.

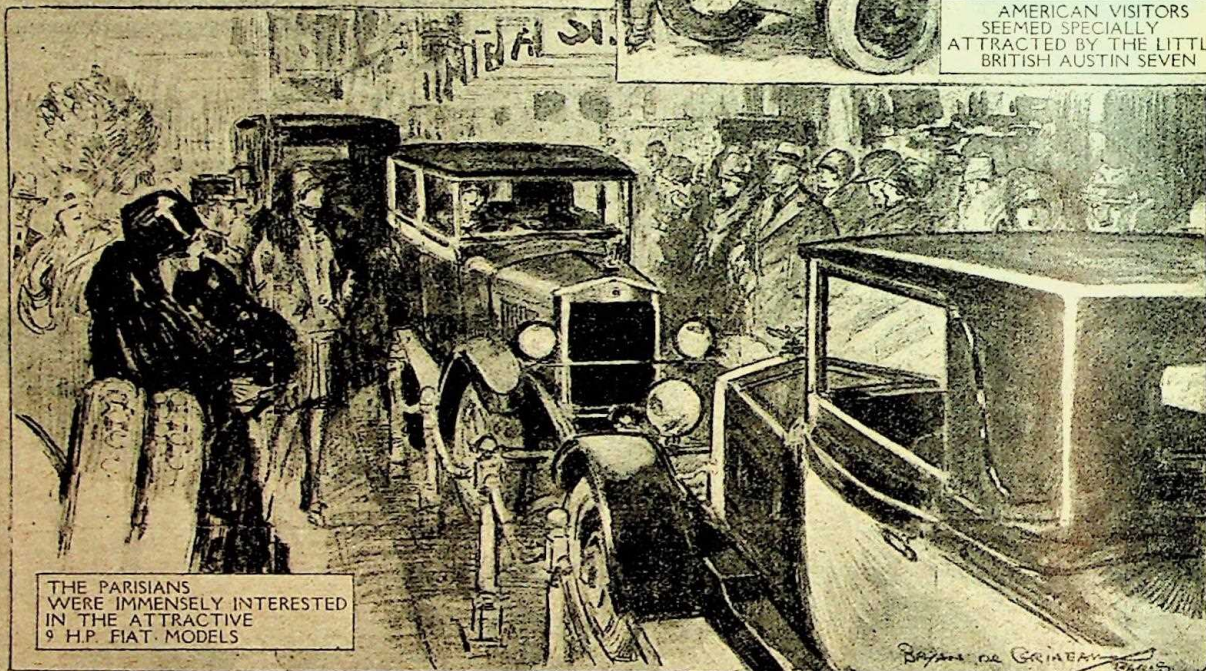
The new Deguinguand is not referred to by its makers as a cyclecar, but as it weighs only 250 kilogs. and has a 60 mm. by 65 mm. four-cylinder engine, it certainly comes within French cyclecar limits.



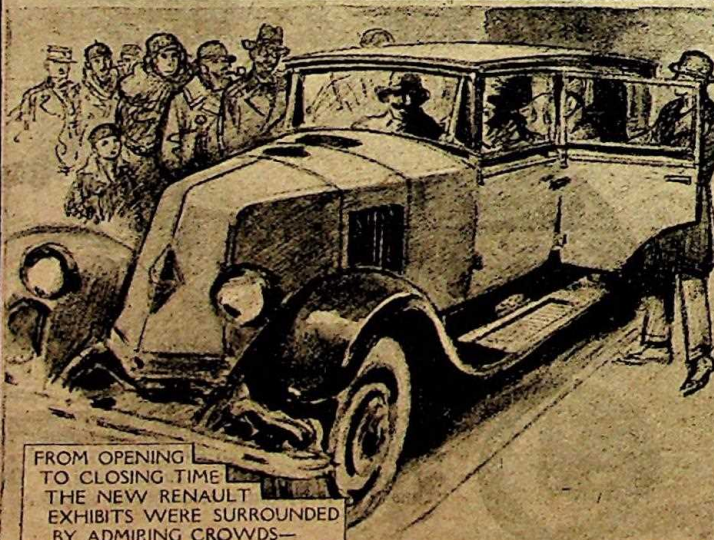
THE 7 H.P. PEUGEOT—MOST POPULAR OF ALL FRENCH CARS WITH THE BOURGEOISIE



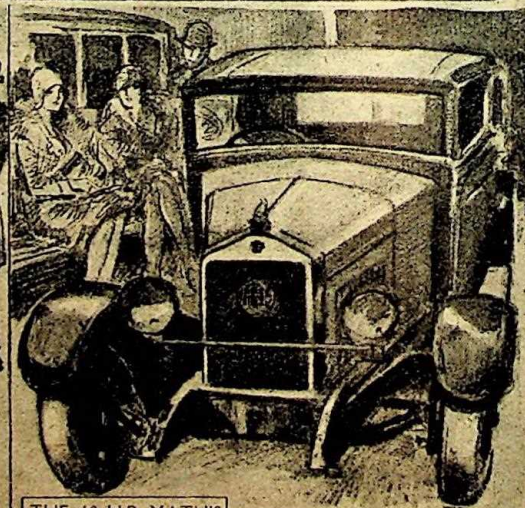
AMERICAN VISITORS SEEMED SPECIALLY ATTRACTED BY THE LITTLE BRITISH AUSTIN SEVEN



THE PARISIANS WERE IMMENSELY INTERESTED IN THE ATTRACTIVE 9 H.P. FIAT MODELS



FROM OPENING TO CLOSING TIME THE NEW RENAULT EXHIBITS WERE SURROUNDED BY ADMIRING CROWDS—



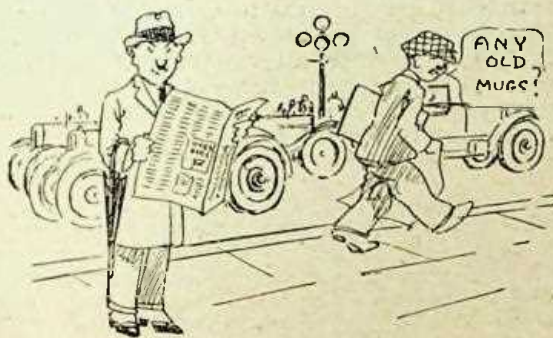
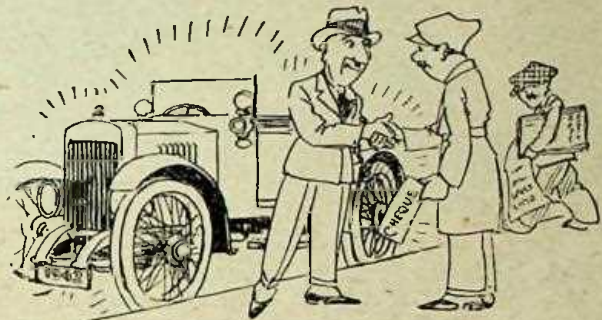
THE 10 H.P. MATHIS A MOST GRACEFUL AND ELEGANT EXHIBIT

A Reunion.



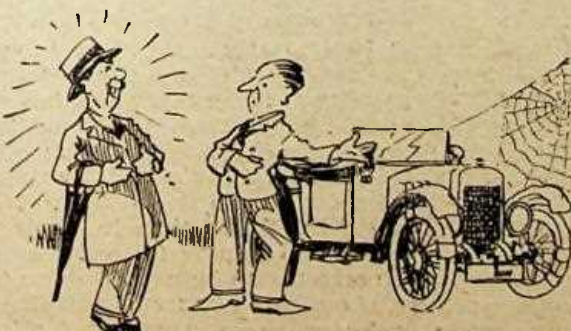
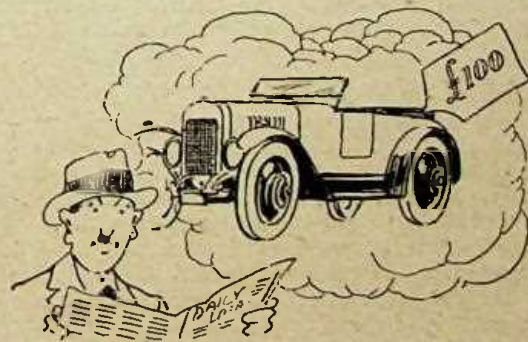
I owned a car some years ago,
Her revs. were fast, her pace was slow,
Her engine faulty through and through:
She was a "Tripehund" nineteen-two.

She fell to bits. I patched her up
And sold her—Well, I "sold a pup"!
And then I vowed that nevermore
Her breed should pass my garage door.



But they've improved—just see this ad.
They really can't be half so bad—
"New model 'Tripehund,' very late"—
Although they don't say *just* what date—

"Sporting appearance, paintwork good,
"An easy starter, windscreen, hood
"In perf. condit. and sound throughout—
"One hundred quid or thereabout."



I'll go and see her—can but try her—
And if she's like her ad, I'll buy her . . .
Good Lord—It is!—My own old car!
What—optimists—some sellers are !!!

GILBERT RUMBOLD / TINGLE BY TINROD!



Light Car Comment and Advice by *Focus*

Scarcity of Chassis.

ONE is inclined to regret the paucity of chassis at the Show. In the bad old days, when any experienced motorists could spot errors of workmanship and design in almost every small chassis, there was one to be seen on almost every stand, but nowadays when a dozen slide rules and an X-ray machine would not be able to detect a fault in light car chassis it is rare indeed to see one laid bare for all the world to look upon.

A common reason given by exhibitors for showing no chassis is that their stand room is too limited. One feels tempted to reply in the case of certain makes that it would be better to have a stand with nothing on it but a chassis, one complete car and a hundred people than half-a-dozen complete cars, four languid salesmen and an air of desolation.

"The Works" Appreciated.

THERE seems to be no good reason for doubting that the public still like to look at mechanism even if it does not understand it, and for this reason alone it is reasonable to assume that exhibiting a chassis would be well worth while.

Of course, when this is done it is generally agreed that a special Show finish is desirable and the cost of this is heavy. One has heard complaints that the cost is, in fact, so great that for this reason alone it is hardly worth while to show a chassis. But with this view I do not agree, for a nicely finished chassis is always acceptable for agents to exhibit in their showrooms and can do a full year's work on exhibition.

The Social Side.

NOT the least interesting feature of the Motor Show, in my opinion, is the many impromptu reunions which take place during these few days. Salesmen from the north meet southern members of the trade in the restaurants and at the bars, and one hears discussed thrilling tales of the war years and depressing stories of the immediate post-war search for a crust. On many occasions, too,

at the Show I have seen two members of the general public who have not met for years suddenly encounter one another in a gangway and march off arm in arm to celebrate the occasion. That is one of the principal charms of Olympia. It brings together all and sundry who are interested in the great game of motoring, and for this reason alone its many discomforts are a thousand times worth while.

At the Salon.

AT the Paris Show I was far from impressed this year by the general tendencies revealed by the exhibits. Too much, one felt, was for show and too little for utility. Thus, on several stands one found the types of saloon which one would imagine might be the property of a music-hall artiste. Many of these exhibits if less gaudy would have looked really well, whilst their interior decoration was luxurious to a degree.

Looking a little closer one noticed that the various odds and ends of nickel plating were of a very tawdry type; the gear lever was just a piece of bent steel with a rough sort of knob on the top of it, and the hand-brake lever might have been made by a village blacksmith. It is strange that the French, who are usually so particular about detail, should exhibit such cars.

Where Driving is an Art.

MY annual visit to the Paris Show is one of those occasions to which I honestly look forward. The gay city at Motor Show time has many attractions to offer apart from its Motor Show. If all else falls by way of diversion one can always take a taxi ride and revel in the skill, daring and loquacity of the driver. In no city that I have visited can one drive faster than in Paris, and in no other congested centre is fast driving safer, for every driver seems to be a good driver, and owner-drivers, chauffeurs and men at the helm of commercial vehicles share a common gift for always dodging the right way and never acting in an unexpected or unreasonable manner.

At the Cross-roads.

I HAVE previously expressed the view that we suffer in England from too many point-duty policemen and too much shepherding. If we were left more to our own devices I believe that we should soon all become better and safer drivers and that the toll of the streets would be materially reduced. Our temperament is saner than that of the Parisian, which implies that we need less official control than our neighbours across the Channel.

Paris, of course, has not a traffic problem to compare with that of London, because there are fewer vehicles, wider streets and many more bridges across the river, but even so one feels confident that our traffic authorities could copy other Parisian notions than "roundabouts" and one-way streets with advantage to all concerned.

Study Maintenance Costs.

WITH the continued fall in the price of petrol and the cuts announced in new car prices I find there is a tendency for potential owners to ignore the claims of the light car in favour of something in the higher flights. And here a note of caution needs to be sounded.

The allurements of the medium-powered car are undeniable both in price and performance, but while we hear much about low initial cost little or

nothing is said about maintenance. Some medium-powered cars are listed at lower prices than cars of more modest c.c., but the difference in running costs over a period of a couple of years is apt to be startling. And if—as may happen—the price of petrol begins to rise again, the difference will be greater still. Tax, insurance, tyres and other items are all greater with the larger models, a fact that salesmen omit to mention.

I am not disparaging the medium-powered car, but I know of so many cases where maintenance has proved an unexpected burden that I feel compelled to warn prospective purchasers to pause before deserting the smaller type of vehicle.

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MY unfortunate experience with the contact-breaker spring of my Singer Junior has led one of my correspondents to complain in similar vein. After a 200-mile trouble-free run he garaged the car—a new 1927 model—but the next morning it refused to start. The trouble was traced eventually to the magneto-distributor collector brush, which had literally disintegrated.

How he reached home on the day previous was a mystery: one can only assume that the brush broke up as the engine stopped—an extraordinary but quite feasible solution. Incidentally, his car has covered only a matter of 2,000 miles.



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*Bleach the whitened spot to suet fair,
Press the brouder crease with might and main,
Walter ever part the glistening hair—
Time to do the Motor Show again.*

Drawn and coloured by D. Forsaker, and dedicated, with permission,

OLYMPIA

*All persuasive are the gallant band,
Verded in ev'ry secret of their craft,
Splendidly mendacious there they stand,
Sniffing slightly in the usual draught.*

— to John Walker Esq., dealer of Fine Limousines, Edinburgh.

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Livestock on the Roads.

OCTOBER has brought us sunshine—also fog; and many newcomers to motoring found themselves facing conditions for which they were in no way prepared. There is nothing so terrifying to the novice as to find the road blotted out and sense of direction lost, and this year the difficulties have been added to in rural districts by the fact that, following the Michaelmas sales, there was an unusual amount of livestock on the roads.

Sheep in a fog are a rare trial, and a flock in front can make driving a purgatory.

Stray Animals.

A PROPOS animals on the road, I am glad to see that the law against stock being allowed to stray is being tightened up in country districts, for nothing is more disconcerting than to meet a number of heifers frisking about in the light of one's headlamps, or shire horses kicking up their hefty heels.

Shut the Gates.

FARMERS are not always to blame, for they frequently suffer for the sins of people who, using the fields carelessly, leave open the gates. Motorists are not guiltless in this respect, especially at this time of the year, when luscious blackberries over the hedge tempt people to trespass, and many an innocent farmer has had to pay for their delinquencies. Farmers have had enough to endure this year in all conscience without having their difficulties added to by thoughtless townspeople.

Olympia's Paradoxes.

OLYMPIA presents several paradoxes. It is an exhibition of things whose very essential is motion, yet all are immobile. What should we say of a show of clocks and watches with none of them working? Then, again, it is a place where folk viewing the very latest examples of mechanical locomotion actually become "worn-out" with walking!

c16

Focus's Ready-made Show Report for Daily Pressmen.

CRANKING GHOST LAID.

AMAZING INVENTIONS. EVE ON CARBURETTERS. RECORDS SMASHED.

NEVER before have there been such wonderful bargains in cars as there are at Olympia. On every hand there are wonderful two-seaters at knock-out figures, family four-seaters within the reach of all, and limousines at gift prices. The motorists' millennium is here.

But all the cars in this great Mecca of motorists are not cheap. There is one sumptuous saloon at over £5,000, and it has been sold already! The lucky owner is an Indian rajah who, with his covey of ranees, made a picturesque spectacle.

ORDERS ROLLING IN.

Already all records have been broken. One great firm had sold the whole of its 1928 production of cars before the doors of Olympia had been open for half an hour. Another reports record business, and on every hand orders are being taken at meteoric speed.

Eve is there in her thousands. And she is a very modern Eve. Her talk is of carburetters, converters, torque action and what-not, whilst her men-folk have merely to sign the cheque.

Never before has woman so completely overlorded this great motor exhibition. She argues with salesmen on matters far too technical for them to understand and clutches and gears are an open book to her.

MUST HAVE SPEED.

One sylph-like figure was noticed on the largest stand in the hall dictating her needs to a group of perplexed salesmen, all quite at a loss to grasp the finer technical points of the super-engine which had to figure under the bonnet of her rakish sports machine.

Another Edison in skirts held a crowd of admiring men entranced as she argued the pros and cons of a very difficult subject with no less a man than the great engineer responsible for building the super-car which won the great French Schneider Cup race.

STARTLING INNOVATIONS.

Amongst other exhibits which will draw the great public in their thousands and tens of thousands to Hammersmith all next week are a mystery invention which allows a driver to go ahead or astern at will and a marvellous hush-hush mechanism which kills for ever the bugbear of cranking.

This wonderful invention lets the driver start the engine from his seat by simply pressing a button.

It is rumoured that Mr. Henry Ford has cabled an offer of a hundred million dollars for the right to fix this last word in luxury to the new Ford car, which *The Daily Gump* is able to announce is to be known as the Model T.

Copyright: Gratis.

Certainly "shanks' pony" is never so much in evidence among motorists as a class at any other time. It is surprising, too, that in an exhibition in which all that is luxurious in the way of seating accommodation and comfort is to be seen on every side, one finds it difficult to discover anywhere to sit down. The "stands" were rightly named!

A plan followed by many people who seek peace and quietness is to climb into a saloon and shut the doors against all comers. Many of the biggest deals fixed at the Show are concluded in the back seats of exhibits in the coachwork section.

"A Body Show."

A FRIEND of mine who has visited Olympia ever since the Show was first held there told me that he should give it a miss this year. "Last year," he said, "I was bored stiff. What with bonnets secured down and doors locked up and a general 'keep off the grass' attitude to the curious, what was there for a keen owner to see?"

"The truth is," he continued, "people are now buying cars from their looks and not for what's in the 'works,' and it's no longer a Motor Show, but a motor-body Show, with all the 'innards' hidden away. I shall stay at home and peruse the catalogues." I confess to some feeling of sympathy with this enthusiast, but surely he could satisfy his mechanical inquisitiveness by a tour of the London show-rooms.

All for Nothing.

IN the centre column I give a Ready-made Motor Show report for daily Pressmen, and I have no doubt that many of them will find it useful. The copyright is absolutely gratis, the mistakes have been carefully chosen and it contains a fearful lot of rubbish. On the whole, I think it should be most popular with news editors, whilst the public will find it extremely helpful.

Those reporters whose copy has gone to press are advised to keep this page until next year. It will do just as well then as now.

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The Light Car and Cyclecar

Conducted by
EDMUND DANGERFIELD.

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(7 lines).

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

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

Our Policy.

SOON after the conclusion of the war, when the boom in light cars really started, we received from time to time letters from enthusiasts who, having taken up their positions on a main road, prepared a census of cars for their own amusement and the edification of the motoring world at large. A typical extract from these communiqués read as follows:—"... of 100 cars which passed me no fewer than 17 were light cars. . . ." Any reader who cares to take a similar census on a main road to-day will appreciate, as a result of the figures he obtains, what phenomenal progress economical motoring has made in the intervening years, and an extract from his letter would probably read:—"... of 100 cars which passed me only 17 were large cars. . . ."

We take justifiable pride in this amazing development. Adhering strictly to a policy which was inaugurated when the "new movement," as it was called, was in its infancy, we have refused to lend our aid to any scheme calculated to foster uneconomical cars with engines which were needlessly large, and we have persuaded large manufacturing concerns as well as small to follow our lead. The result is reflected to-day by the unquestionable increase in the efficiency of small engines, the perfection of the light car as a whole and the extraordinary growth in the number of light car adherents. Our policy is still the same. We are the only small-car journal in the world, and to small cars we shall continue to devote our whole attention.

The Continental Tendency.

ONCE again the Paris Show indicates that the French are taking light cars very seriously—it indicates, furthermore, that at all costs they are not going to allow design to stagnate. Already they are studying six-cylinder models very closely indeed, and an eight-cylinder-in-line engine actually appears in the chassis of a car intended for road work as distinct from racing. Several exhibitors are showing supercharged models, and one has a supercharged design which has now been in production for three years.

A matter of note is that determined efforts are being made in France to build cars much lower than of yore, and there are, in fact, two quite

praiseworthy designs on view the chassis frames of which are so low that the underpart of the side members has a ground clearance of only 7 ins. This, perhaps, is carrying matters rather too far, but these cars do indicate in a very striking manner that a low build has much to recommend it on the score of appearance and road-holding.

By comparison with those at the Paris Salon our own light cars at Olympia this

week will create the impression that design is moving very slowly and possibly along unduly orthodox lines. This undoubtedly is beneficial from the point of view of motorists as a whole, but whether it is good policy so far as our future hold on the home market and world's markets are concerned is somewhat questionable. The French still fail, except in a few isolated instances, to produce the types of car which British light car owners as a whole prefer—a chic appearance in their view being considered more important than the owner's comfort and convenience.

The Value of the Show.

THE Motor Show does an immense amount of good. It establishes an exceedingly valuable link between manufacturers and the folk who use their products, and it allows maker, distributor, retailer and buyer to meet and discuss their various points of view. In a more material manner the Show is of great importance to the trade, for it allows a fairly accurate forecast of the coming season's business to be obtained, and, consequently, helps factories to keep busy during the slack winter months, which benefits car owners in direct proportion to the steadying effect which it has upon trade.

Without our big annual Show cars would cost more, progress would be slower and many recruits to motoring would be lost, for whilst the Show lasts all England discusses it, tens of thousands of people visit it and every newspaper in the land hands out to its readers what modernists might term "the motoring urge." That they do it with little regard to accuracy is regrettable and almost harmful to the trade, but bad publicity is better than none at all; in consequence we should all be grateful to the Show for stimulating business and thus helping to reduce the cost of our pastime, hobby, recreation or means of locomotion as the case may be.



Showing that it is a great mistake to view a trial run as a species of joy-ride, and that trial runs, properly undertaken, are valuable and instructive. The general lines to work upon are given here.

MANUFACTURERS attach considerable importance to trial runs given during the Show period. If a visitor has been favourably impressed by an exhibit very attractively presented on a Show stand, a trial run may mean a definite order, for the impressions gained by actual road experiences are far more lasting than the mental picture of a car in its Olympia setting.

Some folk seem to imagine that a trial run is one of the side shows of Olympia, and occasionally one sees a party going off in a four-seater obviously out more for the fun of the thing than to gain any useful impression of the car. As we have already intimated, however, manufacturers take this side of the business very seriously, and passengers should make up their minds to gain as much useful information as they can during the short run given to them, allowing for the fact that the car is usually on its very best behaviour, and that the roads round Olympia are fairly flat and smooth.

Trial runs are, of course, very popular: those who believe in the side-show aspect of them never hesitate to accept an offer, but bona fide visitors would do well to pick out the cars which they fancy, and in which they are genuinely interested at the Show, make an appointment on the stand and enjoy a trial run the next day, when most probably an appointment can be made at a really convenient time.

One of the most important points which a prospective purchaser has to bear in mind is that if his car is used for business as well as pleasure purposes a large proportion of his running will

be done solo, and also within a 20-mile radius of his home. For this reason he must endeavour to visualize, if possible, how the running conditions in the neighbourhood of Olympia compare with those in his own home county, and he must see that suitable tests are undertaken so as to prove the worthiness of the car for the particular country in which it will be used.

This aspect has been dealt with previously in our pages, and it is well worth emphasizing. Naturally, one thinks at first only of difficult country, and whether the lessons learnt from a trial run "down Hammersmith way" will serve as any indication of the prowess of a car in, say, Scotland, Wales, Devon or Cornwall; but there are numerous other points to be considered. For example, if one lives in very flat country—the Fen district, for instance—a car which picks up well in top gear is very useful, for the major part of one's running will be done in that gear, and there are innumerable bends for which one does not want to change down. Again, the approach to one's garage may involve more than the normal amount of manoeuvring, in which case a good steering lock and light steering will make all the difference to one's comfort.

Of course, quite a lot of essential information can be obtained on the Show stand itself; it is assumed, in fact, that as a result of judicial inquiry and examination the number of "probables" has been reduced to, say, three or four, and we may now imagine that the interested party has taken his seat in the car at the time and place appointed for a trial run.

It is imperative that one should keep one's attention riveted on the subject in hand; if the attention wanders to some brilliant shop-window display, or perhaps to the captive balloons high above the glittering glass roof of Olympia, one may miss some vital point in the conduct of the car.

If the engine is running as one approaches, ask the driver to stop it and restart, noting whether this is accomplished quite easily and without undue noise from the starter.

Now observe whether the gear lever slips into first with ease, and whether a smooth get-away is made; note whether the engine is revved up, or whether a comparatively low number of r.p.m. is all that is required to get the car moving without shock. Watch how long the operator has to pause in neutral when making upward changes of gear, for, providing he changes quietly, the quicker the change the more enjoyable will the car be to drive and the "nippier" it will be.

Watch for Stiff Steering.

As you approach the first right-angle turn in your run, observe how the driver uses the steering wheel. If he requires two hands and appears to wrench at it, find out if there is any explanation for it being so stiff; if, on the other hand, the car is swung round in an obviously effortless manner, one hand only being used, the car is obviously a winner in that respect.

Having become acclimatized, as it were, to the car under running conditions, have a look round; observe whether the width of the seats under driving conditions is as satisfactory as it appeared to be on the Show stand, and make sure that, for your passenger, the leg-room is right. If the weather is wet, glance over the side and look for mud on the rear wings; this is the most vulnerable spot and is a useful indication as to whether or not the car is properly mudguarded.

Notice what sort of road surface you are traversing, and endeavour to judge the springing accordingly. If you come across a section of road which approximates that to which you are accus-

tomed at home, ask the driver to accelerate—if conditions permit—to 33-35 m.p.h., your ordinary comfortable touring gait.

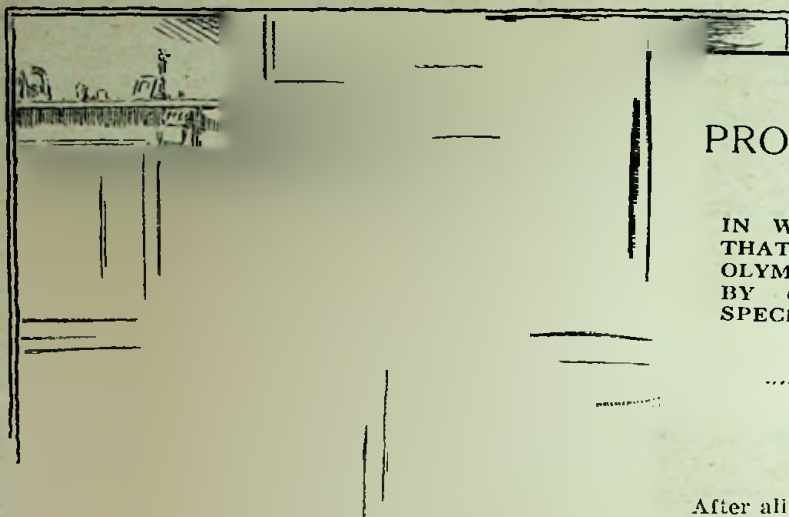
One or two general tests may be applied with advantage. Whilst traversing a level road ask the driver to retard the ignition fully and take his foot off the accelerator pedal. The speed will naturally decrease to 4 m.p.h. or 5 m.p.h., and if the car proceeds without jerk or snatch it may be taken for granted that not only is the engine well balanced and the ignition arrangements thoroughly satisfactory, but that undue backlash in the transmission is absent. If from this speed the car will pick-up and show reasonably good acceleration it may be said to have emerged from an acid test.

Here is another test, the result of which will provide useful data no matter whether one lives in flat or hilly country. On an upward gradient of about 1 in 12 ask the driver to reduce the speed to about 15 m.p.h. and to change down smartly, at the same time accelerating to the comfortable maximum on second gear. The average light car should eat up the rest of the gradient. Coming back and, perhaps, descending the same hill ask the driver to slip the gear in neutral and let the car coast for 100 yards or so, for there is no better way of showing up squeaks or rattles; moreover, it will be a useful preliminary to testing the power of the hand and foot brakes individually.

Finally, having once more arrived at Olympia or the venue from which the run started, have the hood raised and the side curtains put in place.

AN ESSENTIAL DIFFERENCE.

When taking a trial run in the neighbourhood of Olympia—Hyde Park, for instance—remember that the conditions may not approximate at all to those which will govern the normal use of the car near your home and, perhaps, in mountainous country.



LET YOUR PROFESSION GOVERN YOUR CHOICE.

IN WHICH THE WRITER SHOWS
THAT THE CHOICE OF A CAR AT
OLYMPIA SHOULD BE GOVERNED
BY OTHER FACTORS BESIDES
SPECIFICATION AND APPEARANCE.

After all, if the doctor, the nurse, the clergyman, the commercial traveller, the journalist or the City man—to mention but a few—are dissatisfied with the means of travel provided by the tram, bus and train people, they have no other alternative than a car.

Cycles are of use only in a limited sphere and obtain economy at the expense of much effort, while motor-

IN this year of grace 1927 the notion is quashed, we hope, that public means of travel are sufficient for the needs of professional people. Trams, buses and even train services leave much to be desired from the point of view of those who wish to go from one place to another quickly, cheaply, with comfort, and—most important—not according to any prearranged timetable.

This much most people will have gathered from the advertisements of car manufacturers, who, naturally, are not loth constantly to publish comparisons of car and train travel costs; but in most cases it needs something more than a comparison of running costs to turn a potential car buyer into an actual motorist.

When the professional man, quoting the evidence of his bank book, says: "I can't afford a car, which is my only alternative to train travel," what he really means is that he cannot afford a large car; and it is a light car and not a large car which he really needs if he is out to better his travelling facilities and not simply to have a sumptuous car "on show."

True, there may be rare events in which cars costing less than £1,000 and devoid of luxury are absolutely



When it is essential
that a man should be
"on the spot" in the
shortest possible space
of time, a sports
light car is an in-
valuable acquisition.

banned, but it may be taken that such occasions will be so few and far between as not to be a matter for serious consideration.

The possession of a car, of no matter what size, must add to the status of a professional man, and the prospect of owning a modern vehicle which will be perfectly trouble-free and reliable is always alluring. Comparison between the expenses incurred in travelling in public conveyances and in owning a private car for professional purposes are invariably favourable towards the latter. If any further fact is needed to turn the scale it is necessary only to consider the convenience of a car in comparison with the inconvenience of other means of travel. That a car works to its owner's timetable is no mean point in its favour.

c20



"When work is done
... the possession
of a car lengthens
the time which may
justly be devoted to
sport." In this case a
two-seater or a
chummy is indicated.

cycles—for business purposes at least—have too many obvious disadvantages outweighing their one good point, namely, extremely low maintenance costs. Light cars combine economy and low running costs with comfort and convenience, which is all that is asked by most people.

For doctors, a car—and generally a light car, for it should be simple to run and maintain—is nowadays regarded as something of a *sine qua non*; but for the sake of example consider the case of a traveller, handling the goods of a fairly small firm, who has formerly found buses, trains and so forth sufficient for his business needs.

For the "Traveller."

Recent activities of a rival firm which has provided all its travelling salesmen with cars force him to consider the fact that he can cover only half his available ground without a car. Because he lacks the convenience of having a means of travel instantly at his command, he finds that while he is making circuitous routes by bus or tram or wasting time on station platforms representatives of the rival firm are doing good business. Result: After due deliberation and confidential chats with his bank manager, he purchases a small saloon car of reputable British make. We will assume that his firm is a little dubious about the success of the venture and will grant only the usual railway fares towards the cost of upkeep. What does he find? Most important of all, that his car more than pays for itself in actual cash during each day's running, the expenditure on petrol and so forth being far less than railway fare for the same distance covered. He is "in," though, in more than saved expenses.

He can keep pace with his rivals, who also use the road. The carrying capacity of his saloon far exceeds

the means he has formerly possessed; ergo, he carries more stock and his sales go up with a bound. The possession of a car adds to his prestige and to the impression of importance he wishes to convey to potential buyers. He arrives at his destinations spick and span, and, having had a fair share of the "joy of the open road," he is full of energy, facts are on the tip of his tongue and he is brimming over with alluring sales-talk. A marked difference from the mentality of a man alighting from the stuffiness of a railway carriage! Finally, it will not take long for the firm to realize the value of a car to an out-door salesman and to take a larger share in maintenance costs if not to bear part of the initial expense. Perhaps in this way he will be relieved of the cost of depreciation, which might have made him hesitate at first to buy a car.

Consider another example: A journalist, for instance, on the staff of a national "daily." A news editor does not quibble about the cost of news, within reason, and it remains for the reporter only to show that the convenience of a modern light car heavily outweighs expense incurred. There are few large journals nowadays which fail to realize that reporters can carry out their duties better if they have private means of transport.



"The country parson feels that his strenuous duties could be more properly accomplished if he had something better than a humble bicycle."

Picture some important event happening in a Midland town—a large fire, perhaps, or a railway disaster—and a man from the London office being sent to get the story. No "waiting for the next train" for the reporter engaged in such a task! He has a small two-seater, essentially of the sporting type and capable of a genuine 60 m.p.h. He knows his roads by heart and is a driver who, by constant practice, can keep up a good average over a long distance. With, possibly, an hour's start over the train, he beats even an express comfortably, he is taken right to the heart of the affair and has his facts recorded long before train-using Pressmen arrive on the scene.

The car can still do him good service, however, if the news centre is some way out of the town and no telephone is at hand. Within five minutes he is back at the nearest large post office and a call is soon through to H.Q. A "spontaneous" story having been dictated over the lines, he is off again for London, carrying with him fuller details for the later report after the news has first been published. A journalist car-equipped heavily handicaps papers and news agencies relying solely on trains and telephones.

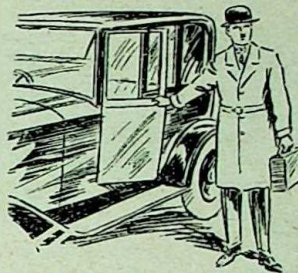
All are Reliable.

The important fact to note, however, is that both the aforementioned traveller and journalist have chosen cars to suit their professions. The touring saloon of the salesman, having comfort combined with cheapness as its keynote, would be of little use to the journalist. The sports car of the Pressman, possessing few pretensions towards large luggage-carrying capacity or cleanliness, would be a "misfit" for the traveller. Reliability is the only feature they have in common and both types of owner will doubtless have sufficient mechanical knowledge to be able to take the usual care of a car and to carry out minor repairs.

But what of those professional people who have little time and still less inclination to bother with gears and grease-guns and yet, at the same time, wish to avail themselves of car convenience? What of the district nurse or the country parson, who feel that their

strenuous duties could be more properly accomplished if they had something better than a humble bicycle or "Shanks's pony"?

There is no dearth of cars on the British market which are of exactly the type to suit their needs. Cars are to be had, and at a cost of under £150, which are absolutely to be depended upon and which need no more maintenance attention than can be given by those who



"A commercial traveller who lacks the convenience of a car finds that while he wastes time on station platforms his rivals are doing good business."

have had cycles and who are able, therefore, to mend punctures, adjust brakes and so forth without troubling the local garage.

Many reputable car dealers give free service during the first three or four months of the life of a car—when it might possibly be harmed by non-attention to certain details—and as the percentage of car buyers who have a full motoring knowledge is small, agents are always willing to give a helping hand in mechanical matters.

This may serve to reassure those who, perhaps, hesitate to take over the responsibility of a car because they feel that their mechanical knowledge is insufficient, being limited to the working of lawn mowers, gramophones and sewing machines! At all times they will have the backing of the agent who supplied the car.

Pleasure Runs.

Not always will a car be required for business purposes. When the day's duties are done, the possession of a car lengthens the time which may justly be devoted to sport. Golfers pack their clubs in the dickey and set off for the links; the family man settles his kiddies in the rear seats of his chummy or small four-seater and takes an hour's leave in the evening time. If a professional man does not make full use of his car during the day, other members of his family may make shopping expeditions and so forth easier by borrowing it when paterfamilias is not looking! If he does not mind other people driving his car, he may be induced to choose a car which is essentially easy to control.

It should not be necessary to quote instances from other professions to show that the economy and convenience of a light car make it more than a serious rival to public means of travel. Obviously, a deal of

"The family man settles his kiddies in the rear seats of a chummy or four-seater and takes an hour's leave in the country."

thought must be expended before a man will spend £200 to £300 to obtain travelling facilities, when already he can go from place to place by taking a penny tram ticket or by exerting a little effort on a bicycle; but when he has once sampled car convenience, has compared road and rail running costs, and has had his whole outlook on life changed by the fact that journeys become a joy and not an added weariness, he will not yearn to go back to the old order of things. Quoting again the evidence of his bank book, he will say: "I cannot afford to be without a car!"

CARBURETTERS FOR LIGHT CARS.

WIDE CHOICE

These photographs, from left to right, depict the single-jet Smith, the power jet Claudel Hobson and the new Amac carburetters. The main principles of their working are described in the text.

ALTHOUGH no outstanding breakaway from normal methods of carburation can be seen in the instruments for 1928, it is evident that the various makers are by no means marking time. Detailed improvements and small modifications have been incorporated in most makes, the idea being, generally, to improve efficiency or accessibility and to make the instruments readily adaptable to any type of engine. Thus any owner who decides to make a change will have no difficulty in carrying out the work himself.

A very interesting carburetter is the new Amac, which is available in all sizes and with a horizontal or vertical outlet. It works on the submerged-jet principle, regulation of the mixture being obtained by allowing air to be drawn through an annular space surrounding the jet.

An interesting feature of design in the Amac instruments is that all joints are of the coned variety, no washers being used anywhere, except, of course, for the flange on the induction pipe. Amac, Ltd., Perry Barr, Birmingham, are the makers and their stand at Olympia is No. 188.

"The carburetter that thinks" is the claim made by Brown and Barlow, Ltd., Witton, Birmingham, for their instrument, which is shown on Stand No. 496. It works on unusual and very ingenious principles, which have proved entirely satisfactory in practice.

Briefly, the main jet is fitted in a passage formed between the float chamber and the choke tube. The jet orifice is submerged, but the top of it is open to the atmosphere; in this way compensation is provided and a well-atomized emulsion is fed to the choke tube via



The carburetter on the right is a Cox Atmos with an adjustable main jet, whilst beside it is an M-type Solex. Below are shown two views of the new universal model Stromberg, the components of which can be assembled to suit any type of engine. Two systems of assembly

Holes drilled in the sides of the jet tube allow the air to pass through according to the demands of the engine, thus providing a correct mixture at all speeds. The main air supply is taken across the top of the jet assembly, the cap of which is slotted to ensure a finely divided fuel spray.

A separate jet is provided for slow running; it is housed in the body of the carburetter and feeds to the intake via a small choke tube formed in the bolt which holds together the two main parts of the carburetter.

c22

an annular groove and four small tubes, which project slightly into the choke orifice and ensure that the emulsion mixes thoroughly with the main air stream.

A calibrated hole governs the amount of air admitted to the slow-running jet, which feeds via a hole adjacent to the closing edge of the butterfly throttle. There is, however, a hole drilled in the throttle and this plays an important part in regulating the slow-running speed and in ensuring a perfectly smooth change-over from pilot to main jet. It is possible to remove the jet from the B. and B. carburetter without turning off the petrol. A new addition to the range is a twin choke model for use on six and eight-cylinder engines.

The Cox Atmos carburetter—Cox Carburetters, Ltd., Lower Essex Street, Birmingham (Stand No. 267)—makes use of a diffuser tube set across the main air intake in the waist of the choke. The tube is in communication with the atmosphere at one end via a passage above the main jet; thus the suction of the engine causes a rich emulsion to issue from the four rows of fine holes in the diffuser tube and to blend with the main air stream.

The main jet is adjustable by means of a needle valve, whilst both it and the pilot jet can be cleaned without stopping the engine. A spring clip holds the

diffuser tube in place, and when this is removed the choke tube can be withdrawn without the use of special tools. Cox Atmos carburetters are available in a very wide range of types, both horizontal and vertical.

A separate jet which comes into action only at full throttle when maximum power is required is a feature of the Claudel-Hobson carburetters which are being shown on Stand No. 449. The makers, H. M. Hobson, Ltd., 29, Vauxhall Bridge Road, London, S.W.1, claim that this arrangement ensures maximum fuel economy at ordinary touring speeds, because comparatively small jets can be used; the power jet, however, provides the slight extra amount of fuel at full throttle which is required to enrich the normal mixture for maximum power.

The main and pilot jets are contained in an ingeniously conceived assembly known as a diffuser; the main jet is submerged and feeds fuel into the diffuser through calibrated holes into three concentric tubes, the inner of which has a restriction formed in it to serve as a pilot jet. The upper end of this tube projects into the centre of the barrel-type throttle, whence the slow-running mixture finds its way to the engine via an adjustable by-pass. Automatic correction of the main mixture strength is carried out by the diffuser, through which a predetermined amount of air is drawn down the concentric tubes.

Two separate and distinct types of carburetter are made by S. Smith and Sons (M.A.), Ltd., Cricklewood Works, London, N.W.2. These, which may be seen on

Below (left) is shown the B. and B. carburetter with horizontal outlet. (Centre) An S.U. carburetter in part section. (Right) The well-known Zenith hori-

II

changing. The main jet is of the submerged type; it is held in place by a flat-topped cap, which forms part of the diffuser assembly.

Mixture regulation is carried out automatically in the diffuser, whilst a separate jet is used for slow running. A special design of butterfly throttle ensures that the slow running and main mixtures blend accurately on the change-over, and thus prevent the formation of flat-spots. The carburetters are made in sizes to suit all engines, and they are available with either vertical or horizontal outlets.

By an ingenious method of construction the Stromberg carburetter—Stromberg Motor Devices, Ltd., Millman's Street and Cheyne Walk, London, S.W.10—can be assembled from standard parts to suit the control arrangements of any light car. The carburetter—a very neat die-cast job—is made in one size and type only, namely, 26 mm. horizontal, and the flange can be drilled for any stud centres from 45 mm. to 55 mm. There is only one interchangeable jet and slow-running adjustment is by means of a knurled screw. The carburetter can be examined on Stand No. 330.

A tapered needle sliding in the jet and controlled by engine suction forms the mixture-regulation device of the S.U. carburetter, which is to be seen on Stand No. 437. The makers are the S.U. Co., Ltd., Shipton Works, Prince of Wales Road, London, N.W.5.

Connected to the suction disc is a piston, from the base of which extends the tapered needle; thus, when the piston is in its lowest position the main air intake is blocked and the needle is restricting fully the jet orifice. Increase in engine suction, due to opening the throttle, causes the piston to rise, thus drawing the needle from the jet and increasing the area of the main air intake. The mixture can also be regulated from the driving seat by moving the jet carrier.

Stand No. 467, consist of a single-jet instrument and one having five jets.

In the single-jet model the jet is submerged and feeds fuel to the engine via a diffuser, the outlet holes of which are in the waist of the choke. Attached to the diffuser is a slow-running tube and pilot jet. The strength of the slow-running mixture can be regulated by means of a knurled screw on top of the carburetter body. Extreme simplicity is the keynote of these instruments.

In the five-jet Smith carburetter each of the four main jets has a separate choke tube arranged so that the sliding sleeve which fits over the choke outlets uncovers them progressively according to the engine suction. A separate jet is used for starting and slow running, whilst a drilled sleeve, movable from the driving seat, regulates the average strength of the main mixture.

Solex, Ltd., 223-231, Marylebone Road, London, N.W.1, are showing a full range of their carburetters on Stand No. 502. Apart from its efficient working, one of the most attractive features of the Solex is the ease with which it can be dismantled for cleaning or jet

Almost every type and size of carburetter is made by the Zenith Carburetter Co., Ltd., 40-42, Newman Street, London, W.1, whose stand at Olympia is No. 493. The type of instrument best known to light car owners is the one in which mixture regulation is carried out by means of a submerged compensator jet delivering an emulsion of fuel and air through a concentric sleeve which surrounds the main jet. A separate jet, the mixture strength of which is accurately controllable, is used for starting and slow running.

In addition to this model, the Zenith Co. is showing the triple diffuser carburetter in which by an ingenious arrangement of concentric choke tubes a high air velocity is obtained which effectively pulverizes the fuel. There are actually three streams of air passing the chokes, thus considerable turbulence is set up and a thoroughly homogeneous mixture results.

Zephyr Carburetters, Ltd., Leamington, are showing a number of different types of instrument on Stand No. 291. There is a special two-jet model designed especially for use on light cars, whilst, in addition, there is a three-jet model intended to operate efficiently at a low vacuum.

Cyclecar

Comments

SHACKLEPIN

THREE-WHEELER AND FOUR-WHEELER JURISDICTION—THE QUESTION OF PUBLICITY—TOLL AND FERRY CHARGES—THE NEW ROYAL RUBY THREE-WHEELER.

LAST week I mentioned that there are no cyclecars at Olympia, but that there would be two or three at the Motor Cycle Show.

Several readers have since written to ask why these three-wheelers cannot be exhibited at the car Show so that prospective buyers can compare their merits with those of four-wheeled two-seaters and chummies.

The answer is, of course, that three-wheelers are regarded as motorcycles not only in Westminster, but also in trade and competition circles. Thus all four-wheelers, whether cyclecars or pukka cars, come under the jurisdiction of the Society of Motor Manufacturers and Traders and the Royal Automobile Club, whilst the interests of three-wheelers are watched over by the British Cycle and Motor Cycle Manufacturers and Traders Union and by the Auto-Cycle Union.

Whether this state of affairs is wholly desirable is a matter on which one hesitates to give an opinion, particularly when it is borne in mind that a common belief is that the vast majority of recruits to the cyclecar are drawn from the ranks of motorcyclists. My own feeling is that the proper place for the three-wheelers, if the best business is to be done, is undoubtedly at the Motor Cycle Show, and that if they were at the car Show they would not come in for their proper share of attention from the point of view of sales.

Undoubtedly their presence at Olympia side by side with full-blown cars would earn a good deal of publicity for them, for the daily Pressmen consider it a point of the greatest importance to mention the two extreme ends of the price scale.

From the sporting point of view one feels that cyclecars would have had more and better opportunities for demonstrating their capabilities if they had always been regarded as cars instead of as motorcycles. At

Brooklands, for example, three-wheeler events held at motorcycle meetings do not create a great deal of attention, whilst in the big motorcycle trials, although they are frequently able to give points to the sidecars, one has often felt that they have not had a fair share of publicity.

From the point of view of taxation, three-wheelers, of course, have scored heavily by being regarded as motorcycles, for, provided that their weight is not more than 8 cwt., a tax of only £4 is paid, whilst if they were taxed as cars their owners would have to pay more than twice as much. In this connection, perhaps, it would not be inopportune to mention, as I have from time to time in the past, that although three-wheelers are regarded as sidecar machines by the taxation authorities, the police look upon them as cars in other respects. Car size number plates must be carried, for example, and the licence holder must be affixed in a position appropriate for four-wheelers.

An argument which one seldom hears in favour of three-wheelers, yet one which is of considerable importance, relates to their treatment at toll-gates, ferries, and so forth. On many occasions when I have been touring in various parts of the country with a Morgan I have made use of ferries, private roads, and toll bridges at fees often only half those charged for even the smallest types of four-wheeler. In most cases strangely enough one finds that there is a "tri-car" rate as distinct from the car rate and motorcycle rate, the former usually being about midway between the charge for a two-seater and a sidecar machine.

At garages in London I find that three-wheelers are very often stored at sidecar rates or at the very minimum car rate, but one does hear sometimes from readers to the effect

that garages in the provinces have a flat rate for cars no matter what their size and decline to accept a three-wheeler at the sidecar price. My colleague "Focus," incidentally, complained that on a tour in Scotland this summer there had been occasions when he was called upon to pay as much as 2s. 6d. at a garage for storing an Aero Morgan for a single night.

I am now at liberty to disclose the name and to give further details of the new three-wheeler which I mentioned last week. The machine will be known as the Royal Ruby; it is being made by the concern which manufactures the Royal Ruby motorcycles and will be shown on their stand at the Motor-cycle Show.

It is proposed to market three models—a lightweight fitted with a Villiers 3½ h.p. two-stroke engine and priced at about £85, a model fitted with a 6 h.p. single-cylinder J.A.P. engine to sell at about £95, and a 10 h.p. de luxe model which will cost approximately £135 and will be fitted with a water-cooled Blackburne engine.

The first two models will have a three-speed-and-reverse gearbox and final chain drive, but a propeller shaft and skew-gear drive will be used on the de luxe model.

A feature of the chassis frame is that it is continued in a loop around the rear wheel; in spite of this, however, the wheel is readily detachable. Geared steering of the pinion and sector type is used and brakes are fitted to all three wheels.

A neat bonnet and radiator—a dummy in the case of the air-cooled models—is fitted, and the two-seater bodies will be fabric covered in colours to suit customers' tastes. The upholstery is of the pneumatic type and an efficient hood and side-screens are standard fittings.

The de luxe model will have detachable and interchangeable wheels and a low-built streamlined body.

There is a

Trojan

for each individual taste

Trojan Utility Model

Solid Tyres **£125**

Ditto on

Pneumatic Tyres **£130**

Three-door Touring Model

Solid Tyres **£140**

Ditto on

Pneumatic Tyres **£145**

Three-door Touring Model

Balloon Tyres **£145**

10 h.p. Roomy
Four-seater Saloon
Pneumatic Tyres **£175**

For the man who wants a sound, serviceable car which is simple to drive, easy to maintain, and essentially economical on all points the Trojan is the most attractive proposition on the market to-day. The choice of models is not limited, as there are half a dozen types from which selection may be made.

OUTSTANDING SUCCESS OF THE TROJAN ROLLER-BEARING ENGINE.

The improved Trojan engine which was introduced last year has proved remarkably successful. The balanced crankshaft and roller-bearing big ends contribute towards making the engine as nearly perfect as possible, and it is safe to say that, with a Trojan engine trouble is reduced to an absolute minimum.

Leyland Motors Ltd. have pleasure in announcing that Trojan, Ltd., Croydon, have been appointed Sole Concessionaires for Sales and Service throughout Great Britain, and all applications with regard to agencies should in future be made to that Company.

Look for Trojans on Stand 130 at the Olympia Exhibition.

MADE BY LEYLAND MOTORS LTD.

LANCS.

Making

EP

1½-litre Hyper-Sports
Super-Charger £495

12/40 h.p. Sports
Tourer £325

New Features

Super-Charger as Standard

A leading feature of the Lea-Francis programme for 1928 is the introduction of the $1\frac{1}{2}$ litre Hyper-Sports model, fitted with a super-charger. This fitting, whilst giving terrific acceleration and a phenomenal maximum speed, 80-90 m.p.h., makes the car as docile in traffic as the ordinary tourer. It is exceptionally low built, clings to the road like a leech, and corners with safety at high speeds. Extremely comfortable two- or four-seater bodies are fitted.

New Free Wheel Device

THE perfection of this device is now completed, and it is actually in production. It makes gear crashing impossible. At any speed you can change to and fro all gears without declutching and without a sound. The world's worst driver couldn't foul the gears with this new device. Moreover, it allows you to coast on, with the gears still engaged, saving wear and tear on many working parts and giving greatly decreased petrol consumption.

Wide Range of Cars

THE 1928 programme of Lea-Francis includes the widest range of British-built cars available. No less than 36 models and 8 different chassis. Prices range from £275 for the 10 h.p. Four-speed, Four-cylinder, 2- or 4-seater, fitted with Four Wheel Brakes and Shock Absorbers, to the 12/40 h.p. Saloon at £450. You are invited to inspect and try these wonderful Lea-Francis Cars for yourself at Olympia.

Full particulars from

LEA & FRANCIS, LTD., COVENTRY

London Showrooms: 118, GT. PORTLAND ST., W.1
Museum 8720.

LEA-FRANCIS

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

Talk to

on the Austin Stand
94

IF you require a light car that is possessed of real "zip" get an Austin Seven—and have it specially tuned by Boyd-Carpenter and Thompson, Ltd. This firm specialises in the Austin Seven, with which it has had personal racing experience. The many successes achieved at Brooklands and elsewhere are eloquent testimony to the great efficacy of our special tuning system, the price of which is only £7 : 10 : 0.

Our representatives will be in attendance at the Austin Stand throughout the period of the Olympia Show, where consultations are cordially invited, or a *demonstration car will gladly be sent to any private address on request.*

Immediate delivery of all Austin Models from £135. Any make of car supplied, and used cars taken in part exchange.

**47, West End Lane,
KILBURN, N.W.6.**

Telegrams "Racykars, Kilb."
Telephone Hampstead 4977.

SIX WORLD'S RECORDS.

At Brooklands, on August 28th, Mr. F. H. Boyd-Carpenter and Mr. C. K. Chase broke the following records in Class H (up to 750 c.c.) driving an AUSTIN "Seven":

12 hours at 62'53 m.p.h.
6 hours at 62'97 m.p.h.
3 hours at 63'50 m.p.h.
1,000 kilos at 62'97 m.p.h.
500 miles at 62'83 m.p.h.
500 kilos at 62'60 m.p.h.

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

Enjoying Olympia

"FOCUS" EXPLAINS
HOW TO SEE THE
SHOW IN COMFORT.

INVALUABLE AD-
VICE FOR VISITORS
TO OLYMPIA.



ONCE again I will do my best for those who are really keen to see the exhibits at Olympia. The one great opportunity to do this is between 10 a.m.—opening time—and about 11.30 a.m., and in this hour and a half, with the aid of the guide which appears on the centre pages this week, it is possible to sprint round and see nearly everything of major interest. Having done so it will then be found that, due to the crowds, it is difficult to make one's way about any longer in the region of the most-sought-after stands. The galleries, incidentally, are seldom crowded until 3 or 4 o'clock in the afternoon, when I have known them so dense with humanity that life became almost insupportable.

My sincere sympathy is extended to those who are unable to visit the Show during business hours, for in the evening the atmosphere is inclined to be thick, the crowds dense and the salesmen tired and much less helpful than earlier in the day. Even so, however, it is possible to spend an evening at Olympia and see all the exhibits which really interest one.

The *modus operandi*, having entered the hall, is first to seek the cloakroom, which is just round to the right as the main hall is entered from Addison Road, remove hats and overcoats, dump umbrellas, walking-sticks and similar paraphernalia and then, joining in the crowd, shape a course for the stands of principal interest. It will be possible to get quite a good view of the "star" exhibits and, at the worst, the experience will still be enjoyable.

The Best Day.

It is very hard to say which will be the best day to visit Olympia this year from the point of view of avoiding the crowds. It is probable, however, that *f.s.d.* will not secure any added elbow room, for in previous years the Show has been just as thronged on 5s. and 10s. days as it has been on the half-crown days. I think the sooner one visits the Show the less crowded it is likely to be, for, as next week advances, so will undecided folk make up their minds to go and so will those who perpetually put off their engagements until as late as possible gradually begin to flock to Hammersmith.

Wednesday and Thursday, one imagines, would be days to avoid owing to these being early closing days in so many districts, whilst Wednesday is, in addition, a cheap-fare day on many of the railways serving outer

London. Friday, too, is a popular day with the railways for lower fares and later trains, so that Monday or Tuesday are likely to be the least crowded of the nine days the Show is open.

Of course, by first studying this issue at home, a visit to the Show is very much simplified and the minimum amount of time is wasted in trying to get from one stand to another. A sound plan, in addition to poring over the guide to the exhibits, is to go very carefully through the advertisement pages, as these give a great deal of useful information concerning the most interesting exhibits.

For Country Visitors.

It is very questionable whether one is well advised to go by car to Olympia, and my own view is that country visitors do well to leave their cars in outlying garages and go to Hammersmith by train, tram, or bus. Olympia is admirably linked up with all parts of London, and the cost of making use of a public vehicle is probably lower than using one's car when long wasteful delays in traffic blocks and the cost of parking and so forth are taken into consideration.

Last year the arrangements for parking visitors' cars were very much better than one had come to expect, but, even so, the congestion creates the likelihood of wings being damaged and panels scratched, whilst the annoyance of having to manoeuvre the car in and out of difficult positions is a form of inconvenience well worth avoiding.

Car parks to steer clear of are those on which the cars are parked one in front of the other, as the formation is necessarily close and a dozen or more may have to be moved before one can get away after having seen the Show. The diagonal parks with all the cars side by side and at a slight angle to the kerb are very much to be preferred.

Doubtless there will be many provincial readers who will be coming to town to-morrow (Saturday) to see both the Show and the 200-Mile Race in a single day. They would be well advised in my view to spend the morning at Olympia and carry on to Brooklands in the afternoon, winding up the day with a theatre or some other peaceful form of entertainment. An afternoon spent at Brooklands followed by an evening at Olympia would be rather too much for any save the most stalwart and enthusiastic motorist.



TYRE DESIGN for the COMING SEASON.

There is still a confusing number of patterns, sizes and types of tyre upon the market; in fact this year the already bewildering range has been added to considerably. We give a detailed account of the tyre exhibits to be seen in the gallery.

OUTSTANDING features of this year's Show, so far as tyres and tubes are concerned, are the large variety of sizes and patterns which are now available and the adoption of the Michelin safety rim which, as a glance at specifications will show, is now being widely used upon chassis of foreign origin.

There are no fewer than 200 different tyre sizes, many of them interchangeable, and they include wellbase, straight-sided, beaded edge and wired-on types in high and low-pressure patterns. Some of the measurements are given in inches, some in millimetres, whilst the latest, being made to fit the safety rims, are described in centimetres.

The Michelin safety rim has been described in detail in previous issues, but for the benefit of those who are not acquainted with the design it is as well to point out that the rim is really a combination of the flat and wellbase types. The circumference on the valve side is of the wellbase pattern with the well deepest near the valve, the groove gradually getting shallower on each side until it finally becomes, opposite the valve, a flat-base rim. This is claimed to make tyre changing easier, while at the same time the risk of a tyre becoming pulled off when the pressure is low is now eliminated. The valve is surrounded by a pad of rubber which fits down into the groove, and thus prevents the edges of the cover dropping into the well when the tyre is very near deflation. When the tyre is to be taken off, a wing-nut on the valve allows the seating to be pushed up into the tube so that the tyre edges can be dropped into the well in the ordinary way.

What is to be Seen.

All but one or two of the prominent tyre manufacturers have stands in the gallery.

The Avon India Rubber Co., Ltd., 343-5, Euston Road, London, N.W.1, are installed in Stand No. 520, and high, medium and low-pressure tyres figure among their exhibits, while both beaded-edge and wired-on covers are fully represented. The well-known Tricord tread is common to practically all sizes and is claimed to have an anti-

skid design of particular efficiency. In two or three of the popular car sizes there is now an Avon Pioneer cover. This is a low-priced alternative to the Tricord and should appeal to motorists whose annual mileage is comparatively small. Sample tyres representative of the full range are attractively displayed on the Avon stand.

Tyre Accessories.

The British Goodrich Rubber Co., Ltd., Leyland, Lancs., is displaying on Stand No. 521 high-pressure (beaded-edge and straight-sided) and balloon (straight-sided and wired-on) types of tyre. All these tyres have a specially designed non-skid tread. This concern is also displaying foot pumps for all types of motor vehicle, the range including the now famous Wood-Milne foot pump. Tyre gaiters, tyre-repairing materials, pump tubing and repair outfits are on view.

On the stand of the Dunlop Rubber Co., Ltd., Port Dunlop, Birmingham, (No. 515), there are to be seen the Dunlop buttressed triple-stud wired-on type of tyre; a medium-pressure tyre (standard equipment of many of the light cars); straight-sided tyres for flat-base rims and the cheaper Kempshall wired-on-type cover. Dunlop detachable wire wheels are shown as well as the popular steel artillery wheels and discs. There are several new features among the accessories, such as step-mats and clutch and brake pedal rubbers. Technical assistants present at the stand are ready to advise motorists on all points in connection with tyres.

A special feature of the exhibits on the Englebert stand (No. 520) is the centimetre balloon tyre designed for the new safety rims. The sizes shown are 11, 12 and 13 by 45 cms. and 14 by 50 cms. There are, of course, Englebert Chevron cord covers in beaded-edge, straight-sided and wellbase types in both high and low pressure.

The Firestone Tire and Rubber Co. (1922), Ltd., 216, Tottenham Court Road, London, W.1, are showing on Stand No. 524 a comprehensive range of their gum-dipped tyres, together with Firestone red tubes and Firestone tyre accessories. The range includes gum-dipped balloon tyres, ordinary gum-

dipped cords in a new range of metric and inch sizes and steam-welded red tubes, while of special interest to vulcanizers is a display of tread gums, fabrics, solutions, and so on. In addition, Oldfield cord covers and tubes are exhibited.

The Fisk extra-heavy-duty balloon cord tyre is to be seen on Stand No. 523, the temporary home of the Fisk Tyre Co., Ltd., Fisk House, Grosvenor Road, London, S.W.1. This tyre is claimed to have become very popular since its introduction to the public at last year's Show by reason of its characteristic safety tread and sturdy construction. Other types well worthy of attention on this stand are the N.S. high-pressure cord regular balloons, medium-pressure and high-pressure tyres. Fisk Circle-made red tubes are also exhibited. One of the principal features of Fisk tyre construction is the use of Fillerless cords which, it is claimed, largely eliminate friction within the fabric and so lengthen the life of the tyre.

The 100,000,000th Tyre.

The Goodyear exhibits on Stand No. 519 include all-weather tread balloon tyres and cord tyres (high-pressure) for wellbase, straight-sided and beaded-edge rims, 27-in. by 4.4-in. Pathfinder balloon tyres for wellbase rims and 30-in. by 3.4-in. beaded-edge Pathfinders. A special display of a Goodyear tyre with a serial number exceeding 100,000,000 is sure to be a centre of attraction. Goodyear tubes, tyre savers and other similar accessories are very much in evidence. The familiar diamond-tread design of the all-weather tread tyres has remained basically unchanged for a quarter of a century. The address of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., is Chelsea Wharf, Lots Road, London, S.W.10.

Stand No. 526 is the Show headquarters of Henley's Tyre and Rubber Co., Ltd., Finsbury Square, London, E.C.2. Here Henley's high-pressure cord and balloon tyres in both straight-sided and beaded-edge patterns and Henley ring-shaped tubes are to be seen.

Tyres and inner tubes for light cars, John Bull patches, repair outfits and

numerous other interesting rubber accessories are being shown on Stand No. 415, where the Leicester Rubber Co., Ltd., Leicester, have taken up their position. An exhibit of special interest will be the new John Bull patent step-mat, which has an invisible and perfectly rigid method of fixture.

The well-known Moseley tyre is being shown in beaded-edge, straight-sided balloon and wired on types on the stand of David Moseley and Sons, Ltd., Manchester (No. 518). The Moseley five-ribbed tread is standard for all types, and it is claimed that this tread has almost exceptional anti-skid properties, while it is said to be very light on steering and, owing to the absence of studs, to be very silent. An interesting feature of the display is a selection of Moseley "float-on-air" pneumatic upholstery and loose cushions constructed on the "float-on-air" principle.

The North British Rubber Co., Ltd., Edinburgh, are displaying on Stand No. 531 tyres which are guaranteed for specific mileages. Clincher tyres are

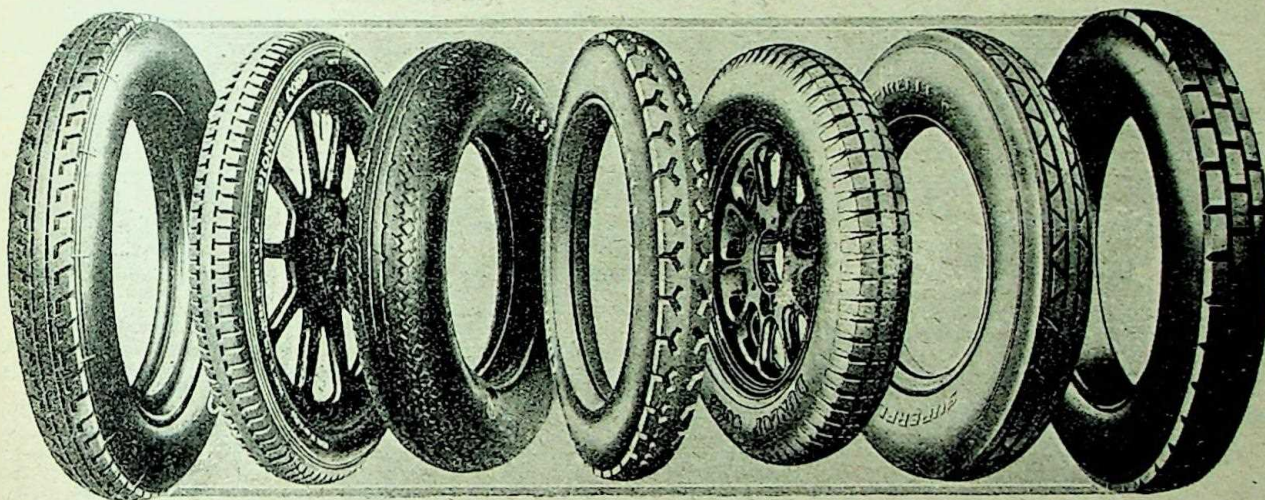
guaranteed for 700 miles, while Rapson double-tread tyres are guaranteed against everything for 7,000, 10,000 and 15,000 miles. The Rapson tyre is of unique design, having two distinct treads, the lower one of which comes into operation when the upper one wears out. Every size required is made, while the most popular sizes are displayed on the stand. A full range of the concern's other products are shown, including repair outfits, rubber flooring, mats and matting and rubber hose. In addition there is a comprehensive range of tubes, including the Rapson "deflector," which is claimed to reduce the likelihood of a puncture to a minimum.

The famous Palmer cord tyre is being shown on the stand of the Palmer Tyre, Ltd., 100-106, Cannon Street, London, E.C.4 (No. 525). This concern claim to be the originators of cord tyres and Palmer tyres have been constructed on the same principle for a period of nearly 35 years, although, of course, new features and improvements in detail are continually being introduced. Palmer

inner tubes are also to be seen with a range of Palmer accessories, such as cord patches and tyre levers.

Pirelli, Ltd., 114, Queen Victoria Street, London, E.C.4, are displaying on Stand No. 552 high-pressure racing cord covers and low-pressure Superflex covers for beaded-edge, straight-sided flat-base and well-base rims. These are all guaranteed against bursts or blow-outs for 12 months from the date of purchase within a limit of 10,000 miles. Pirelli tubes are also on view.

Stepney Tyres, Ltd., Llanelly, Wales, and Stepney Rubber Works, Ltd., Walthamstow, London, E.17, have Stand No. 533, where they are displaying Stepney cord tyres in high and low-pressure patterns for all types of rims. These tyres are supplied in practically all sizes and a feature of the balloon tyres is that they are constructed on a reinforced cord casing. Stepney inner tubes for all types of pneumatic tyres are shown and, in addition, the concern is exhibiting many useful accessories.



A REPRESENTATIVE GROUP OF TYRES. — (Left to right) A Palmer Flexicord, an Avon Pioneer, a Firestone balloon, a Pirelli racing cord, a Dunlop buttressed triple stud cord, a Pirelli Superflex and a Palmer cord.

MOTOR SPORT PUT RIGHT!

(With apologies to "Critique," who, in a recent issue, asked "What is Wrong with Motor Sport?")

THE first hint I had that anything was out of the ordinary was the sight of a huge banner hung across the pillars of a gateway at Waterloo. Its giant lettering caught my attention as I gazed for the first time for many months at the murky buildings of old London. Baggage in hand, I pushed through the crowd outside the station, the better to see what message of national importance the banner carried.

In great red characters waving over the roadway it told the world: BROOKLANDS—CHEAP RETURNS. Was that all? And why Brooklands?

A small boy jostled through the crowd, carrying the evening papers under his arm, wildly waving a display bill and adding largely to the station's general noise and clamour. Pressing a coin in his grubby hand I grabbed the proffered sheet; he passed on, shouting: "All the speeds at Shelsley! Piper, piperrrrr..."

The headline made me drop my suitcase and investigate further. "Newman Does Hat Trick." How can Newman do the hat trick in billiards, and what's his best break, anyway? Why, it's Newman of the track, and not Newman of the table!

"Divo and Benoist in the Final," said the leader heading; but what have Divo and Benoist to do with the nation's affairs? There was a small panel in the centre of the page, printed in black type. It read: "In To-morrow's Issue, My Life Story, by—" well, one of the best-known racing men of the day. Hastily I scanned the other pages of this remarkable paper for signs of rationality—this paper that was once my favourite *Evening Comet*. Where were the horses—the greyhounds—"The Sergeant" gave Eyston (Bugatti) as the week's best tip! The whole thing was motor mad!

Having half-an-hour to spare I

jumped on a bus to see my old friend Jones on the *Daily Standard*. Perhaps he could give some explanation. A lift whirled me to the heights of his office, far above the roaring rotaries, and with awe I entered the editorial sanctum. Jones was wearing a wet towel and was trying to speak down two telephones at once, handle a blue pencil, watch a tape machine and swear at a compositor. I caught his eye and gathered that my call was ill-timed.

"Sorry, old man," he said, between intervals in 'phoning. "Can't possibly see you now. Going to press shortly . . . and the Home Secretary is opening the new road track. . . . Goo' bye . . . call again after the Southport meeting."

As "Critique" said recently in *The Light Car and Cyclecar*, "As for the present state of affairs, it leaves me dazed."

QUEER.
631

Names and Addresses of Light Car Exhibitors.

A.C. (Accedes).—A.C. (Accedes)
Cars, Ltd., Thames Ditton,
Surrey.

Alfa-Romeo.—British Sales, Ltd., 1,
Baker Street, Portman Square,
London, W.1.

Alvis.—Alvis Car and Engineering
Co., Ltd., Coventry.

Amilcar.—Vernon Balls, 95, High
Holborn, London, W.C.1.

Argyll.—Argyll Motor Co., Ltd.,
Glasgow.

Aston-Martin.—Aston - Martin
Motors, Ltd., Feltham, Middle-
sex.

Austin.—Austin Motor Co., Ltd.,
Longbridge Works, Birmingham.

Berliet.—Automobiles M. Berliet, 40,
Sackville Street, London, S.W.1.

Bianchi.—Bianchi Motors (1926),
Ltd., 319, Regent Street, Lon-
don, W.1.

Bugatti.—Ettore Bugatti (Automo-
biles), 1 and 3, Brixton Road,
London, S.W.9.

Clyno.—The Clyno Engineering Co.
(1922), Ltd., Wolverhampton.

Donnet.—Donnet Motors, Ltd., 42,
Albemarle Street, London, W.1.

Fiat.—Fiat (England), Ltd., 43-44,
Albemarle Street, London, W.1.

Humber.—Humber, Ltd., Coventry.

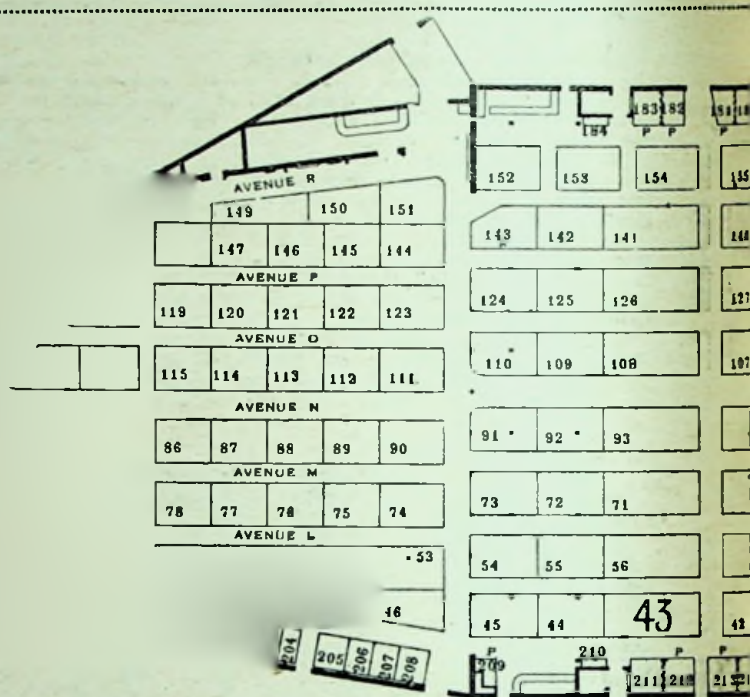
Jowett.—Jowett Cars, Ltd., Idle,
Bradford.

Lea-Francis.—Lea and Francis,
Ltd., Coventry.

Mathis.—B. S. Marshall, Ltd., 25,
Basil Street, Knightsbridge,
London, S.W.1.

c32

LIGHT CAR STAND POSITIONS AT OLYMPIA.



KEY TO STAND NUMBERS.

Large figures are used in the accompanying floor plan to indicate stands on which light cars are shown.

A.C. (Accedes)...	10	Clyno ...	64	Riley ...
Alfa-Romeo ...	36	Donnet ...	30	Rover ...
Alvis ...	39	Fiat ...	69	Salmson ...
Amilcar ...	5	Humber ...	70	Singer ...
Argyll ...	22	Jowett ...	15	Standard ...
Aston-Martin ...	1	Lea-Francis ...	100	Swift ...
Austin ...	94	Mathis ...	25	Triumph ...
Berliet ...	19	Peugeot ...	57	Trojan ...
Bianchi ...	139	Renault ...	59	Vernon-Derby ...
Bugatti ...	2	Rhode ...	9	

"THE LIGHT CAR AND CYCLECAR" Stand No. 176.

POINTS TO REMEMBER.

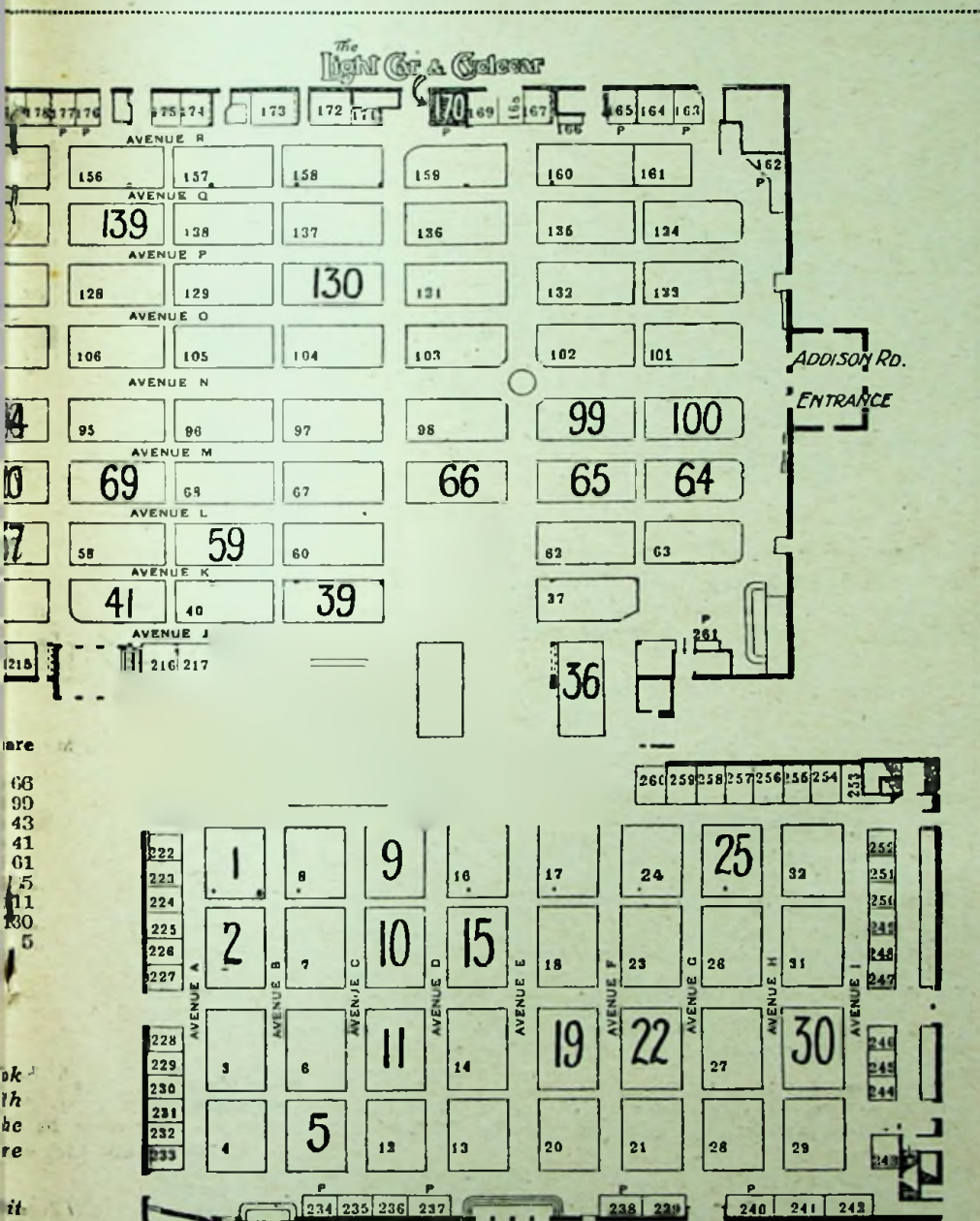
Olympia is served by trains from all parts of London. You should go to Addison Road station, which is connected by a covered way with one of the entrances to the Exhibition. Visitors travelling by Metropolitan Railway may find it necessary to change at Edgware Road station.

Numerous bus services converge at Olympia, and passengers will find it convenient to use the Hammersmith Road entrance to the New Hall.

Private car parks in charge of authorized attendants will be available. Mostly these are situated in side streets adjacent to Olympia. To facilitate parking arrangements you should state approximately what length of time you will be likely to leave your car. There are also several garages nearby where visitors may leave their cars for a moderate charge.

Once inside Olympia make use of the plan and key given on this page to examine the light car exhibits methodically. The guide to the exhibits given on other pages will prevent you from missing any interesting items. Keep this issue for future reference, as the specifications and descriptions which it contains give much valuable information concerning models which will be on sale after the Show.

LOOR PLAN SHOWING AT A GLANCE STANDS ON WHICH
IGHT CARS ARE EXHIBITED—NAMES AND ADDRESSES OF
MANUFACTURERS—TWENTY-NINE MAKES FROM WHICH TO
CHOOSE.



THE TWENTY-FIRST MOTOR SHOW.

The Twenty-first International Motor Show opened at Olympia on Thursday, October 13th, and will remain open until Saturday, October 22nd. The Exhibition is open from 10 a.m. to 10 p.m. each day. Charges for admission are 2s. 6d. on each Friday and Saturday, 10s. on the opening day and 5s. every other weekday.

Names and Addresses of Light Car Exhibitors.

Peugeot.—Peugeot (England), Ltd.,
78-80, Brompton Road, London.
S.W.3.

Renault.—Renault, Ltd., 21, Pall Mall, London, S.W.1.

Rhode.—The Rhode Motor Co.,
Tyseley, Birmingham.

Riley.—Riley (Coventry), Ltd.,
Coventry.

Rover.—The Rover Co., Ltd., Coventry.

**Salmsen.—S.M.S., Ltd., Chiswick
Wharf, Chiswick, W.4.**

Singer.—Singer and Co., Ltd., Coventry.

Standard.—Standard Motor Co.,
Ltd., Coventry.

Swift.—Swift of Coventry, Ltd.,
Coventry.

Triumph.—Triumph Motor Co., Ltd.,
Priory Street, Coventry.

Trojan.—Leyland Motors, Ltd., Leyland, Lancs.

Vernon-Derby.—Morgan Hastings,
Ltd., 17, Berkeley Street, Piccadilly, London, W.1.

WHEREVER possible the addresses of the actual works of the manufacturers have been given in the accompanying lists. In instances where cars are manufactured abroad, however, the names and addresses of concessionaires in this country are listed. Full particulars of showrooms in London at which cars may be seen were given in our First Show Number, published last week.

It should be borne in mind that many of the concerns exhibiting have arranged for demonstration cars to be outside Olympia. Thus if an intending purchaser is interested in one particular model he may inspect it at leisure inside the exhibition and afterwards, by appointment, make a short trial run round the streets near Olympia.

COMPLETE GUIDE TO THE LIGHT CAR EXHIBITS

On this and the following pages we give informative details of all the light cars on view at the Show. Readers who are visiting Olympia should study this guide in conjunction with the stand plan which appears on our centre pages; in this way they will be able to find those exhibits which are of particular interest to them without unnecessary trouble.

A.C. Stand 10 The 12-24 h.p. Two-seater.

ONLY one four-seater A.C. (Acades) model is on view on this stand, this being a Royal two-seater priced at £299. This car has a 1,496 c.c. side-valve engine, single-plate clutch and final worm drive, the gearbox, which provides three forward speeds and reverse, follows the usual A.C. practice, being situated on the back axle. It has a right-hand change. The car shown is painted blue and upholstered in grey antique leather, whilst the radiator and lamps are finished in Nevada.

Six-cylinder enthusiasts will no doubt be somewhat disappointed that the 14-litre A.C. (Acades) Six is not on view at Olympia, but it should be noted that a full range is on view during the Show at A.C. (Acades) Car Concessionaires, 55-56, Pall Mall, London, S.W.1.

bined ashtray and cigar lighter, wind-screen wiper, companions, a luggage carrier and trunk are fitted, the latter item, however, being an extra for which £15 is charged. The price of the model shown is £856 10s., but the standard Weymann saloon sells for £825.

The semi-sports four-seater will undoubtedly attract considerable attention with its blue cellulose finish and white wheels and brake drums. The upholstery is in blue antique leather to match, whilst the hood and hood cover have piped blue edges. The price of this model with standard equipment is £725, but the car shown is fitted with a revolution counter. René Thomas steering wheel and stone guard costs £736 19s.

Both these cars have 1,487 c.c. six-cylinder engines, the valves being operated by an overhead camshaft driven by

spiral bevels, whilst other notable features of the engine are a four-bearing crankshaft and a twin venturi carburetter. In unit with the engine is a dry multiple-plate clutch and a four-speed gearbox. The springing is unusual in that the front semi-elliptic springs actually pass through the axle, thus permitting of a low chassis; this practice has been adopted as a result of racing experience.

The remaining exhibit is a 15-75 h.p. sports chassis, which is similar to the standard production, but fitted with twin camshafts and two carburetters, whilst it has a higher compression ratio and higher gear ratios. The provisional price is £650.

Alfa-Romeo cars are handled in this country by Alfa-Romeo (British Sales), Ltd., 1, Baker Street, Portman Square, London, W.1.

ALFA-ROMEO. Stand 36 Six-cylinder Italian Cars.

OF the five exhibits on this stand three come within the light car class, these being a four-door four-seater Weymann saloon, a semi-sports four-seater and a sports chassis. The manufacturers are well known for the high-class workmanship of their productions, and their exhibits are well in keeping with this reputation.

The 15-60 h.p. four-door Weymann saloon with English bodywork is covered in beige Fabrikoid, whilst the interior is upholstered in a pleasing shade of green. The interior furnishing of the car can be described only as luxurious; the front seats are of the adjustable semi-bucket type, whilst the rear seat has detachable centre armrests and loose down cushions. A com-



THE TWO-SEATER
A.C.

Grace of outline characterizes this product of a well-known British concern; it is the Royal two-seater priced at £299.

OCTOBER 14, 1927.

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ALVIS.

Stand 39

Popular Sports Saloon.

ALTHOUGH outshadowed, perhaps, by the new 1,870 c.c. six-cylinder models, two of which are to be seen on this stand, the four-cylinder Alvis cars which have gained such an enviable reputation for performance and reliability will undoubtedly receive their due meed of attention from visitors.

Three four-cylinder cars are shown, and of these the coachwork-built sports saloon finished in grey and green is perhaps the most striking. Alvis enthusiasts will remember that this car made its appearance for the first time at Olympia last year, where it created great interest and drew many envious glances. Its popularity during the past season shows that there is much to be said for a saloon car having a sports car performance—a combination which was not dreamed of three or four years ago.

The price, £595, may seem a trifle high for a light car, but discerning motorists know that it is a very high-class product having an unusually good performance, being, in fact, excellent value for money.

Of the other two four-cylinder cars shown by the Alvis Car and Engineering Co., Ltd., Coventry, one is a two-seater de luxe model, which, finished in two shades of blue, costs £485, whilst the other, an attractive four-seater de luxe finished in two shades of brown, costs £495.

Unchanged for 1928—the popular Austin Seven tourer.

can be gained from the fact that no fewer than seven crankshaft bearings are employed. The transmission is similar to the 9 h.p. model, with the exception that a differential is fitted.

The equipment includes clock, speedometer, rev. counter and so forth. The price is £695. Amilcars are handled in this country by Vernon Balls, 95, High Holborn, London, W.C.1.

its low build and sporting lines, but comfort has not been sacrificed to attain this end. The car conforms with the very latest practice in every respect, the engine being a 1,488 c.c. four-cylinder overhead-camshaft job, whilst the drive is taken through a single dry-plate clutch and four-speed gearbox to the worm-driven rear axle incorporating a differential.

The brake drums are unusually large for a light car, being no less than 14 ins. in diameter. Suspension is by

A LUXURIOUS — The 15-60 h.p. six-cylinder Alfa-Romeo in four-seater form; this model costs £725.
ITALIAN "SIX."

ARGYLL.

Stand 160

With Sleeve-valve Engine.

A FOUR-SEATER and a stripped chassis comprise the light car exhibits of the Argyll Motor Co., Ltd., 38, Hozier Street, Bridgeton, Glasgow. This car is unusual in that it has a single sleeve-valve engine, the capacity

semi-elliptics all round, whilst shock absorbers are, of course, included. The standard touring car shown is priced at £550, whilst the four-door four-seater saloon costs £675.

The final exhibit is a three-seater sports model listed at £575, and, although the specification of this car follows generally that of the standard model, there are several important differences. Dry-sump lubrication, dual ignition, the fitting of two carburettors and the use of a pressure system in place of an Autovac for the fuel supply, are among the most important, whilst a close-ratio gearbox giving top and bottom ratio of 4 to 1 and 10.25 to 1 respectively is fitted.

AUSTIN.

Stand 94

A Very Popular "Seven."

SITUATED almost exactly in the centre of the main hall, this stand will probably be thronged, from the moment the doors open until they close, by visitors who study true mechanical perfection and really economical motoring. Both the 7 h.p. saloon, which has very much increased in popularity during the past year, and the touring model are shown; the latter has, of course, been a firm favourite for several seasons.

The fact that it accommodates two adults and two children without their being cramped in any way, and yet has very small overall dimensions, makes it suitable for many who have only a limited amount of garage space.

The specifications of both models remain unaltered for 1928, as these cars have proved themselves so satisfactory during the current season that no modifications are deemed necessary. As previously announced, however, the prices have been substantially reduced, the tourer now selling at £135, whilst the saloon costs £150.

Undoubtedly, one reason why the Austin Seven makes such a strong appeal is its refinement, both in design and workmanship. In fact, the phrase "a large car in miniature" cannot be applied more truly to any other small car. The manufacturers are the Austin Motor Co., Ltd., Longbridge Works, Birmingham.

AMILCAR.

Stand 5

Improved 9 h.p. Models.

THREE Amilcars are shown at Olympia this year, these being a new four-door saloon mounted on the 9 h.p. chassis, a coupé, also mounted on the 9 h.p. chassis, and a 12 h.p. six-cylinder model fitted with a two-seater body. The 9 h.p. models shown have a longer stroke than the former 9 h.p. type; actually, the bore and stroke are 60 mm. and 105 mm., giving a capacity of 1,187 c.c., as against 1,078 c.c. of the old models. In other respects the engine is similar to the Grand Sport type, side valves, forced-feed lubrication and a two-bearing crankshaft being the main features. The prices of these two models are: saloon £360, and coupé £325.

The third Amilcar exhibit, the six-cylinder model, has a capacity of 1,098 c.c., the tax being £12, whilst it differs from other Amilcar models in that overhead valves are employed. An idea of the sturdy construction of this engine

of which is 1,496 c.c., the tax being £12. The gearbox, which has right-hand change, has four forward speeds, whilst the car has, of course, four-wheel brakes. The price of the complete chassis with tyres is £295.

The four-seater model shown is painted Ailsa grey and upholstered in red antique leather, the price being £395.

ASTON-MARTIN.

Stand 1

Two New High-efficiency Models.

CONSIDERABLE interest was aroused by the announcement published exclusively in *The Light Car and Cyclecar* on September 16th that Aston-Martin Motors, Ltd., Feltham, Middlesex, were placing on the market two striking new chassis for 1928. It seems likely, therefore, that this stand will be crowded with sporting motorists who are anxious to see for themselves the new models.

The standard four-door four-seater touring car is at once noticeable for

BERLIET.

Stand 19

A Pioneer "Small Four."

LIGHT car enthusiasts visiting this stand will be interested in the 12-25 h.p. four-seater coachbuilt saloon, the only light car shown by the Berliet concern at Olympia this year. This car, although rated at only 10.4 h.p., boasts of a very roomy and comfortable body. The engine actually is a (35 mm. by 112 mm. (1,480 c.c.) side-valve job in unit with a single dry-plate clutch and four-speed gearbox. Four-wheel brakes are fitted, whilst we are pleased to note that the semi-elliptic springing is assisted at both front and rear by shock absorbers. The price of this model is £299, the chassis with tyres being available at £215.

Berliet cars are handled in this country by Automobiles M. Berliet, Richmond Bridge Works, Twickenham, London.

BIANCHI.

Stand 139

An Italian Product.

TWO 10-30 h.p. Bianchi models are on view at Olympia this year, these being a fabric saloon and a four-seater. The fabric saloon has pleasing lines and is coloured dark blue, the furniture hide upholstery being of a shade to match. These models are typically Italian and reflect excellent workmanship.

The main points of the specification are a 1,300 c.c. overhead-valve engine with three-bearing crankshaft and forced-feed lubrication, a single dry-plate clutch and separate four-speed gearbox. The final drive is by an enclosed propeller shaft, whilst four-wheel brakes are, of course, fitted. Half-elliptic springs are used fore and aft, and the equipment includes shock absorbers all round.

Bianchi cars are handled in this country by Bianchi Motors (1926), Ltd., 319 Regent Street, London, W.1.

BUGATTI.

Stand 2

A Supercharged Grand Prix Model.

THE Bugatti concern has always taken a prominent part in both road and track races, and it is not surprising, therefore, that all the models

shown on this stand are, with the solitary exception of a 2-litre Weymann saloon, either sports or racing cars. Two 1,500 c.c. models are shown, one being noteworthy on account of its being supercharged; this is the Grand Prix racing car and is staged with a

short, the overall length of the car being no more than 3 ft. 6½ ins.! It has four-wheel brakes, aluminium detachable wheels and a spare, whilst it is fitted with a two-seater racing body. This interesting little model costs £60.

Bugatti cars are handled in this coun-

Roominess is the key-note of this Berliet saloon.

two-seater racing body built by the makers.

The supercharged engine has a bore and stroke of 69 mm. and 100 mm. (1,496 c.c.), overhead valves operated by an overhead camshaft, force-feed lubrication, a four-speed gearbox and internal-expanding brakes on the four wheels. Altogether it forms a most striking exhibit, which will not be missed by enthusiastic sportsmen. The price of this car is £725.

The other 1,500 c.c. job is a sports four-seater, with bodywork by Jarvis and Sons, Ltd. The general specification for the chassis is very similar to the racing car, with the exception, of course, that it is not supercharged.

Another interesting Bugatti exhibit is certainly a *light* car, although its engine has a capacity of neither under nor over 1,500 c.c.! This car is, in point of fact, a baby Grand Prix model intended for children up to about eight years of age. Its speed is no higher than 10-12 m.p.h. It is driven by an electric motor, the current being supplied by a 12-volt 60-amp.-hour battery, giving approximately 3 hrs. running on one charge. The wheelbase is very

try by Ettore Bugatti Automobiles, 1 and 3, Brixton Road, London, S.W.9.

CLYNO.

Stand 64

The New "Nine."

OLYMPIA this year is remarkable for the number of attractive little cars with engines under 1,000 c.c., and amongst these the Clyno "Nine" will undoubtedly create great interest, particularly as a good deal of mystery attached to it until very recently. This car, actually, is of quite orthodox design, and has a sturdy, businesslike chassis.

The 950 c.c. engine has side valves, a two-bearing crankshaft, splash lubrication and magneto ignition, whilst the popular single-plate type of clutch is employed. The usual Clyno practice of having a separate gearbox has been dropped in this model and unit construction is employed. Two models are marketed for 1928, the prices being: Four-seater tourer £145, and fabric saloon £160.

So far as the 11 h.p. car is concerned, the manufacturers, the Clyno Eng. Co. (1922), Ltd., Pelham Street,

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<i>Crossley</i>	<i>Panhard</i>	<i>Ballot</i>	<i>Lancia</i>
<i>Daimler</i>	<i>Renault</i>	<i>Bean</i>	<i>Lea-Francis</i>
<i>Dodge</i>	<i>Reo</i>	<i>Bentley</i>	<i>Peugeot</i>
<i>Durant</i>	<i>Standard</i>	<i>Bugatti</i>	<i>Riley</i>
<i>Hudson</i>	<i>Studebaker</i>	<i>Ceirano</i>	<i>Rolls-Royce</i>
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<i>Jewett</i>	<i>Swift</i>	<i>Clyno</i>	<i>Schneider</i>
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<i>Morris-Cowley</i>	<i>Voisin</i>	<i>Hillman</i>	<i>Vauxhall</i>
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If your car is not listed above, please write for "A Guide to Better Lubrication," by R. T. Nicholson, M.A. Sent post free on receipt of a postcard addressed to Shell-Mex Ltd. (Dept. 66), Kingsway, London, W.C.2.

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MOTOR-CYCLES

Edited by

LORD MONTAGU OF BEAULIEU

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OCTOBER 14, 1927.

605

Wolverhampton, believe it has proved so very popular during the past season that no striking alterations are necessary, and have contented themselves with general minor improvements to this well-tried car. A representative range is shown, both standard and Royal models being exhibited.

It is noteworthy that in the case of the latter larger tyres are now fitted, Dunlop 28-in. by 4.95-in. balloons being standardized. Another improvement which will appeal particularly to those who do a large amount of night driving is that the instruments are now grouped on a central panel, where they can be adequately illuminated by a dashlamp; a small cubby hole is provided on each side of this panel. This improvement applies to both Royal and Standard 11 h.p. models.

A slight reduction in price has been made to the whole 11 h.p. range, the new prices being as follow:—Two-seater, £152 10s.; four-seater, £170; four-door saloon, £190; Royal two-seater, £195; Royal four-seater, £195; Royal four-door saloon, £220.

DONNET.

Stand 30

Four and Six-cylinder Models.

AN interesting range of light cars, including both four and six-cylinder models, is to be seen on this stand. The engine of the former is a conventional side-valve job of 1,098 c.c., whilst the transmission is by single dry-plate

With typically French lines—the four-seater Donnet.

clutch, centrally controlled four-speed gearbox and open propeller shaft. Half-elliptic springs are used all round, whilst four-wheel brakes, naturally, figure in the specification. Included in the equipment are horn, speedometer, clock and screen wiper.

Two six-cylinder models are on view, these being a four-seater open tourer and a four-door saloon. This type is known as the 12-40 h.p. model and has an engine capacity of 1,328 c.c., whilst the tax is £15. As in the smaller model, side valves are employed; the specification, in fact, is very similar, so far as the more important features are concerned.

The price of the 12-40 h.p. four-door saloon is £235, whilst the open four-seater costs £265. Donnet cars are handled in this country by Donnet Motors, Ltd., 42, Albemarle Street, London, W.1.

FIAT.

Stand 60

A Well-known Italian Product.

THE Fiat exhibits this year include three light cars; the 9 h.p. type, which made its bow some two years ago and has firmly established itself in the range of high-class "small fours," is represented by a standard English four-seater body upholstered in real

a gear-driven pump is used. The carburettor is of Fiat design, and has a special hot-spot to ensure rapid "warming-up" of the mixture. Other features of this model are a centrally controlled three-speed gearbox, a single dry-plate clutch and internal-expanding four-wheel brakes, the front being of the servo type.

The handsome 12 h.p. Fiat saloon, which costs £350.

leather and having rigid all-weather equipment and a four-seater Weymann-type saloon tourer.

The four-cylinder engine of the "Nine" has a bore and stroke of 57 mm. and 97 mm. (990 c.c.), and is taxed at £8. Overhead valves operated by an overhead camshaft are employed, whilst forced lubrication by means of

The 12 h.p. model is staged with a 4-5-seater saloon body having a mulberry colour finish and being upholstered in cloth. Unlike its smaller brother, this model has side-by-side valves, a four-speed right-hand-change gearbox and a multiple-disc clutch. The car shown costs £350, but the chassis only, complete with tyres, is priced at £210.

The sole concessionaires for Fiat cars in this country are Fiat (England), Ltd., 43-44, Albemarle Street, London, W.1.

HUMBER.

Stand 70

High-grade Small Cars.

HUMBER, LTD., Coventry, have had the reputation for many years of building very high-grade cars, and, as they were pioneers of the light car industry, their smaller models have always been assured of wide support from the public. Up to date in every respect, they represent the embodiment of all that is modern and refined in the design of small four-cylinder cars, and for the 1928 season some very fine models—examples of which are to be seen on their stand at Olympia—are being produced.

The range of 9-20 h.p. Humbers, all of which have engines of 1,057 c.c., includes a two-three-seater with dickey

The new Clyno Nine which is likely to create great interest.

at £250 and £235, a four-seater tourer at £250 and £235, a saloon at £300 and £280 and a four-seater fabric saloon at £285. The appearance of the cars has been altered slightly by lifting the radiator 1½ ins., which raises the dash a corresponding amount, and greatly enhances the general lines of the car; but an even more important modification since last year is the fitting of front-wheel brakes—an improvement made some months ago.

Amongst smaller points will be noticed the two-way tap giving a reserve of one gallon of fuel, the shock absorbers on the front axle in addition to those fitted at the rear, and the more accessible position of the accumulator on the off-side running board.

The following bodywork details are worthy of notice:—On all three models there is a driver's door; in the saloon there is a phaeton seat instead of two bucket seats, a higher waistline, narrower windows, deeper body, quick-lift window winder to driver's door, safety catches to three doors with a lock to one and a silk blind operated from the driver's seat covering the rear window. The open models are finished in mole cellulose and the *tout ensemble* is very attractive.



Fabric (above) and coach-built (left) saloon bodies on the Humber Nine chassis.

JOWETT. Stand 15 "The Little Engine . . ."

JOWETT, CARS, LTD., Idle, Bradford, Yorkshire, have become known the world over as the makers of "the little engine with the big pull"; they have now extended the slogan—very properly, be it said—by adding, "and with the appetite of a canary"! Unquestionably the Jowett range represents one of the most economical forms of motor extant; but, be it noted, without any sacrifice in comfort.

One of the outstanding exhibits is, of course, the new coupé, to which the attention of doctors and professional men is particularly directed. The door is 28 ins. wide, there is a single-panel screen which can be opened by an ingenious screw regulator, whilst another feature of the car is the large rear window; this model has a very useful double dickey. The price complete is £165.

Another model of outstanding interest is the £170 saloon. The feature of this model is the height of the roof, the deep and well-sprung seats with their comfortably upholstered squabs and the finish of serviceable Bedford cord or real leather, as the customer desires. With four up, this little car will keep up an average of 25 m.p.h. on a day's run.

c42

The Jowett range is completed by the short two-seater at £134, the long two-seater at £142, the chummy at £142, the full four-seater tourer at £145 and the new sports model at £145, guaranteed to do 60 m.p.h.

The last-named is probably one of the cheapest sports models on the British market to-day.

The Jowett engine is of the two-

For 1928 the Humber Nine has a higher radiator, giving more up-to-date lines.



LEA-FRANCIS.

Stand 100

A Supercharged Sports Model.

ONE of the outstanding features of the Show is undoubtedly the 12 h.p. supercharged sports model staged on this stand by Lea and Francis, Ltd., Lower Ford Street, Coventry. This car has a 1,496 c.c. overhead-valve engine, forced-feed lubrication and

three-bearing crankshaft. It naturally has a performance distinctly above the average, but the fact that it is taxed at only £12 and is a thoroughly practicable proposition for touring should make it very popular with sportsmen. In addition, it is quite docile to drive in traffic, speeds so low as 10 m.p.h. being possible in top gear, whilst at the other end of the range 85 m.p.h. is claimed to be quite within the capabilities of the car.

Other features which will appeal to discerning motorists are its four-speed gearbox and Dewandre servo brakes acting on all four wheels. The model shown is fitted with a four-seater black fabric-covered sports body, whilst the equipment includes two spare wheels, a revolution counter, tonneau cover, speedometer and two horns.

This model is easily discernible by its sloping radiator, a feature which distinctly enhances the general lines of the car, and at the same time gives it a speedy, but not freakish, appearance. The price is £495.

Other light car exhibits on the Lea-Francis stand are a 10 h.p. two-seater and a 12-24 h.p. four-seater tourer. The colour scheme of the former is somewhat unusual, but nevertheless pleasing, the body being painted white and the wings and chassis black, whilst a touch of colour is added to the car by the red-leather upholstery. This model costs £275.

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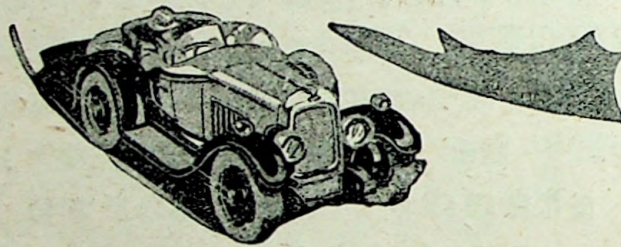
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	Summer	Winter	Summer	Winter	Summer	Winter
Alvis	BB	A	BB	A	BB	A
Armstrong-Siddeley	BB	A	BB	A	BB	A
Austin, 7 h.p.	A	A	A	A	A	A
Austin, 12 h.p.	BB	A	A	A	A	A
Austin (other)	BB	A	BB	A	BB	A
Bean	A	A	A	A	A	A
Citroen, 7.5 h.p.	A	A	A	Arc	A	Arc
Citroen, 12/24 h.p.	A	A	A	A	A	A
Citroen (other)	BB	A	BB	A	BB	A
Clyno	BB	A	BB	A	BB	A
Crossley, "Six" and 14 h.p.	A	A	A	A	A	A
Crossley (other)	A	A	BB	A	BB	A
Daimler (all models)	A	A	A	A	A	A
Darracq, 12/32 h.p.	BB	A	BB	A	BB	A
Darracq (other)	A	A	A	A	A	A
Hillman	A	A	A	A	BB	A
Humber, 8 and 9/20 h.p.	A	A	A	A	A	A
Humber (other)	BB	A	BB	A	BB	A
Jowett	A	A	A	A	A	A
Lagonda, 12/24 h.p.	A	A	A	A	A	A
Lagonda (other)	BB	A	BB	A	A	A
Lanchester	A	A	A	Arc	A	Arc
Lancia (Lambda)	A	A	A	A	A	A
Morris-Cowley	A	A	A	A	A	A
Morris-Oxford	A	A	A	A	A	A
Peugeot (Sl. Valve Mds. and 11 and 12 h.p.)	A	Arc	A	Arc	A	Arc
Peugeot (other)	BB	A	BB	A	BB	A
Riley, 11 and 12 h.p.	BB	A	BB	A	BB	A
Rolls-Royce	BB	A	BB	A	BB	A
Rover, 8 h.p.	A	A	A	A	BB	BB
Rover (other)	A	A	A	A	A	A
Singer	A	A	A	A	A	A
Standard, 14 h.p.	A	BB	A	BB	A	A
Standard (other)	A	A	A	A	A	A
Sunbeam, 4 and 6 cyl.	A	A	A	A	A	A
Swift	A	A	A	A	A	A
Talbot, 18/55 and 20/60 h.p.	A	A	A	A	BB	A
Talbot (other)	BB	A	BB	A	BB	A
Trojan	A	A	A	A	A	A
Vauxhall, 14/40 h.p.	A	A	A	A	BB	A
Vauxhall, 23/60 and 25/70 h.p.	A	A	A	A	A	A
Vauxhall (other)	BB	A	BB	A	BB	A
Wolsley	BB	A	BB	A	BB	A

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

The 12 h.p. tourer, which makes up the trio of Lea-Francis light cars, is finished in a similar manner to the 10 h.p. two-seater, and forms an excellent proposition for the motorist who wants a comfortable, high-class touring car with a good performance. Its price is £295. With both the 10 h.p. and 12 h.p. cars a luggage grid, driving mirror, windscreen wiper, clock, speedometer and bulb and electric horns are supplied as standard.

The new Mathis four-door Weymann saloon.
Note the luggage trunk.

that customers can see exactly what they are getting for their money.

Apart from the cars, there is an excellent machining exhibit in the shape of a crankshaft from one of the 10 h.p. engines, and, of very great interest indeed, a model of the new hypoid gear, which may be described as a combination of spiral-bevel, straight-bevel and underslung worm drive, giving, it is claimed, absolute smoothness, silence and efficiency, coupled with the lowest

possible body line. This gear is a Gleason-cut product, and the Mathis concern is the first in Europe to adopt it. It is fitted as standard on the new saloon.

Mathis cars are handled in this country by B. S. Marshall, Ltd., 25, Basil Street, Knightsbridge, London, S.W., and the staging of the exhibits at Olympia has been under the personal direction of Mr. B. S. Marshall.

PEUGEOT.

Stand 57

Low-priced "Sevens."

Of the five cars on this stand three are in the light car class, the popular 7-12 h.p. model being represented by a cabriolet with dickey seat and a saloon-type all-weather four-seater, whilst the third light car exhibit is an 11-25 h.p. four-door fabric saloon.

The cabriolet has a leatherette cloth-lined hood and neat folding glass side lights. It should make an ideal town car for the man of moderate means, although, of course, it is quite suitable

MATHIS.

Stand 25

Entirely New Weymann Saloon.

CONSPICUOUS on the Mathis stand is the new 10 h.p. four-door four-five-seater Weymann saloon, now the standard model, which sells for £275. Finished in dark red, it has a larger body than the previous model, whilst the roof, sides and back are gracefully rounded. This car made its debut at the Paris Salon, and it will be sure of a reception in England equally as enthusiastic as that accorded to it in France.

On the same stand are seen the 10 h.p. two-three-seater with double

(Right) The large rear tank of the new Lea-Francis chassis; the spring anchorage is also shown. In the photographs below are seen the four-seater tourer and the super-charged sports model.

SPLIT PHOSPHOR BRONZE ROLLERS

for extended touring. Accommodation for two passengers is provided in the dickey seat, and at the price of £139 10s. it should prove a popular car for 1928.

The same figure is charged for the all-weather four-seater, features of which are a leatherette cabriolet-type hood, antique finish upholstery, rigid side curtains and adjustable tipping front seats.

The 11-25 h.p. model differs from the smaller cars in that it has a 1,394 c.c. engine in place of the 719 c.c. unit, a multi-disc clutch and four-speed gearbox instead of the single-plate clutch

dickey, finished antique blue-leather upholstery, priced at £235; the 10 h.p. four-door four-five-seater "false cabriolet" Weymann, also finished in dark blue, but priced at £295, and the 10 h.p. four-door four-five-seater sports Weymann saloon, finished in grey and blue, at £315. The equipment of the various cars is plainly indicated on show cards placed in a conspicuous position on the stand, so

and three-speed gearbox, whilst four-wheel brakes are fitted. The general dimensions of the chassis are, of course, greater. The fabric-saloon body has adjustable front seats, winding side lights and a detachable travelling trunk—a feature which is becoming popular with French manufacturers, and which is much appreciated by tourists. The price is £285. Peugeot cars are handled in this country by Peugeot (England), Ltd., 78-80, Brompton Road, London, S.W.3.

RENAULT. Stand 59
A Six-cylinder Light Car.

FEW manufacturers market such a comprehensive range of models as do the Renault concern, which is represented in this country by Renault, Ltd., Seagrave Road, West Brompton, London, S.W.6, and the eight exhibits on

(Above) A very popular French car—the 7-12 h.p. Peugeot.

to the few examples to be seen at Olympia. The Renault "six" has a 1,474 c.c. side-valve unit with detachable head and four-bearing crankshaft. The chassis in general follows Renault practice, but is considerably lower, as the front semi-elliptic springs are underslung, whilst the transverse spring at the rear is placed behind the axle.

The equipment is in every way up to the standard expected by light car owners to-day, electric horn, shock absorbers all round, clock, speedometer, petrol gauge and an illuminated fascia board being standard. The prices of the two examples of this new chassis are £279 for the open five-seater and £324 for the fixed-head model.

The popular 9-15 h.p. range will be continued, and is represented on the Renault stand by a two-seater and double dickey at £179 and a four-seater metal-panelled saloon at £199.

**THE RENAULT
MONASIX.**

One of the most interesting of the new models, this six-cylinder Renault is noteworthy on account of its low build; the fixed-head, all-weather model is shown above. The photograph on the left shows the fascia board and controls, whilst the engine is seen below.

this stand range from the 45 h.p. model to the well-known 9-15 h.p. car.

Of the four models which come within the light car class, the new Monasix, which is shown with a five-seater open body and also with a four-seater fixed-head all-weather body, is likely to attract most attention. Six-cylinder cars have been springing rapidly into favour of recent years, but so far few light car manufacturers have adopted this type of power unit. All the more interest, therefore, is attached

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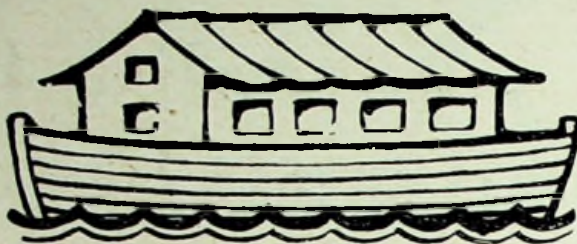
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of attractive
nature to suit
your convenience.*

*Your present
car accepted as
deposit.*

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sight.*

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Here are some interesting figures :

In buying a car, the cheapest is not always the most economical in the long run. Cars of nominally greater power can be purchased for less than the 10/25 h.p. Rover, but your motoring will cost you less *in the end* if you decide on a "Nippy Ten"—the full sized car that costs least to run.

We have carefully compiled a reliable table of the cost of running a 10/25 h.p. Rover for a distance of 10,000 miles, which is a very fair annual average for the majority of motorists. The fuel and oil consumptions are well within the capabilities of the 10/25 h.p. Rover.

RUNNING COST OVER 10,000 MILES.

Oil at 1,000 m.p.g. = 10 galls. at 5/11 ..	£2	19	2
Petrol at 38 m.p.g. = 263 galls. at 1/2 ..	15	6	10
Annual Tax	10	0	0
Insurance	9	19	6
Driving Licence	5	0	0
Garage at 5/- weekly for 52 weeks ..	13	0	0
Decarbonising (twice)	3	10	0
Grease, also oil for axle and gearbox ..	15	0	0
Allow for incidentals	10	0	0

Total, equals 1'58d. per mile.. .. £65 15 6

The set of five tyres supplied with the car can generally be relied upon to last considerably more than 10,000 miles, but this, of course, depends very largely upon the nature of the roads and the manner in which the car is driven. As regards the cost for incidentals, this would cover washing the car occasionally and similar small expenses, as we do not anticipate that any renewals of parts would be necessary under considerably more than 10,000 miles. We have not included any item for depreciation, as this depends very greatly upon circumstances which vary considerably, and cannot be even approximately estimated.

But bear in mind, if you are choosing between the Rover and a lower-priced car of *nominally* greater power (the Rover has a 25 h.p. engine!) that month after month, year after year, you will be paying less in tax, in insurance, and in fuel for the Rover than for the other car; that in the course of a surprisingly short time the difference in first cost will have been wiped out and that you will, in the end, be in pocket through choosing a "Nippy Ten"—the car that costs little to run.

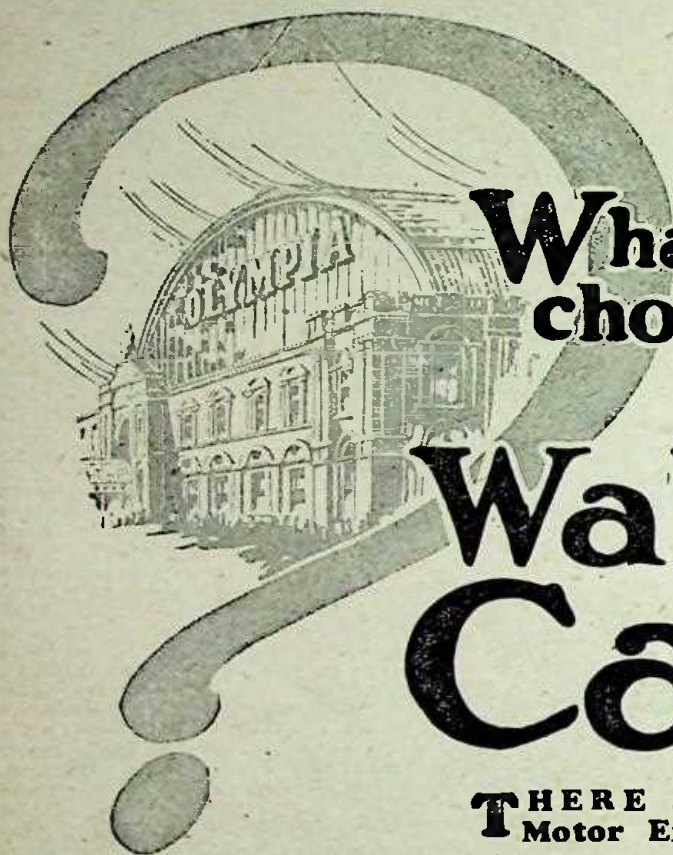
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RHODE.

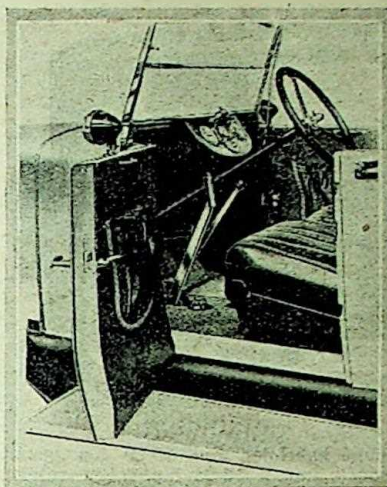
Stand 9

An Ingenious Two-six-seater Body.

THE Rhode Motor Co., Rlytheswood Road, Tyseley, Birmingham, were largely responsible for the popularity which the chummy body enjoyed a few seasons ago, and for 1928 they have introduced a model which seems likely to be largely copied by other light car manufacturers. We refer to the two-six-seater model. This car is, at a glance, scarcely distinguishable from an ordinary two-seater, but examination shows that behind the front seats there is a well which is provided with a folding seat; thus children or luggage can be accommodated under the hood, whilst in addition the usual dickey seat is to be found at the rear. The price of this interesting car is £198.

Another Rhode model in which the coachwork differs from the usual practice is the saloon, although the difference here is entirely in construction. In order to keep down weight, but to secure greater strength, the body frame

The 10 h.p. Rhode in
four-seater form.



A view of the driving seat and controls of the 1928 Rhode; the brake adjustment is on the floor boards.

in the opinions of private owners, and, needless to say, it has come through the test with flying colours.

Three examples are to be seen on the Riley stand this year, one of these being a Brooklands speed model two-seater with a guaranteed speed of 80 m.p.h. The advent of this car will, perhaps, be somewhat of a surprise to many visitors, for, although the Riley Nine boasts of a very good road performance, it has been looked on in the past more as a touring car than as a sports job. The Brooklands speed model, which sells at £395, will, therefore, be examined with more than usual interest.

In addition, a 9 h.p. sports model with a four-seater fabric touring body is shown, and this car, which is priced at £298, has a guaranteed speed of 65 m.p.h. The last of the Riley Nine trio shown is the well-known Monaco fabric-saloon listed at £285. This saloon is of very low build and pleasing appearance, but, nevertheless, provides comfortable accommodation for four 6-ft. passengers. Four doors are provided, whilst adjustable front seats are fitted. The upholstery is carried out in leather, and pneumatic cushions are provided for the rear seats. The equipment is in keeping with the rest of the car, an automatic windscreen wiper, clock, dashlamp, luggage grid, electric horn, driving mirror, speedometer and shock absorbers being included, whilst the instrument board is provided with two lockers. Purchasers have the choice of either blue, carmine or brown fabric for the body.

The manufacturers are Riley (Coventry), Ltd., Foleshill, Coventry.

of this car is welded strip-steel reinforced with timber. This saloon, which is cellulose finished and has real leather upholstery, sells for £250. Other Rhode exhibits are a four-five-seater model and a polished stripped chassis. One of the chief points of interest in the chassis is the ingenious braking arrangement, by which either foot or hand brake can be adjusted from the driving seat by means of knurled knobs protruding from the floorboard.

RILEY.

Stand 66

Three 9 h.p. Models.

SINCE its introduction at Olympia last year the Riley Nine has had an ample opportunity of proving its worth

saloon—the 10-25 h.p.
Rover Paris model.



Another attractive saloon—the
Riley Nine.

ROVER.

Stand 99

Popular 10-25 h.p. Models.

A FEW months ago the Rover Co., Ltd., Coventry, made a number of notable improvements to the well-known "Nippy Nine," one of the most important being the fitting of a slightly larger engine which altered the capacity and tax to 1,185 c.c. and £10 respectively and the substitution of an enclosed for an open propeller shaft, the range of Rover light cars now being known as 10-25 h.p. models. The changes have resulted in a far better performance without any sacrifice of economical running.

An outstanding exhibit on this stand is the Riviera Weymann saloon, which typifies a style of bodywork which has been advocated on numerous occasions in this journal. It is similar in general appearance to the well-known Rover

This pleasing Salmson
fabric saloon sells for
£285.



Paris model Weymann saloon, but with the important difference that the roof can be folded back, thus producing a car which is similar, but more proof against draught, than an open touring model with the side screens in position.

To close or open the roof is but a few seconds' work, so that the car can quickly be adapted to the vagaries of our weather, it being possible, in fact, to enjoy the advantages of both a closed and open car during a journey in changeable weather. The price of this model is the same as that of the Paris Weymann saloon—namely, £250.

Semi-sports Rovers, with their attractive two-colour schemes, have established for themselves a firm place in the hearts of those who want something a trifle more sporting than an ordinary touring car, but do not wish to run a pure sports model. An example of this type of bodywork is on view in the form of a two-seater model finished in red and cream, which is priced at £260.

SALMSON.

Stand 43

Sports and Touring Models.

A VERY imposing array of Salmson cars appears on this stand, no fewer than six different models being shown. The exhibits comprise a 10-20 h.p. de luxe four-seater model painted in maroon with black wings, wheels and chassis, the upholstery being in dark red leather-cloth, a 10-20 h.p. fabric saloon upholstered in cloth, a 10-20 h.p.

coupe cabriolet, two 10-20 h.p. sports models and a 12-24 h.p. fabric saloon.

The specification of the 10-20 h.p. touring and enclosed cars includes a 1,087 c.c. overhead-valve engine, single-plate clutch, centrally controlled three-speed gearbox and four-wheel brakes. The chassis of the sports skiff shown is

similar, with the exception that variable control for the magneto is provided, whilst the pistons are domed and rear-wheel brakes only are fitted. This model is exhibited with a pleasing red and grey finish.

Probably the most striking car on this stand is the Grand Prix two-seater fitted with a streamline body covered with blue fabric, the wheels and chassis being painted yellow. This car is

noteworthy, incidentally, for its twin overhead-camshaft engine. The 12-24 h.p. fabric saloon also has a twin overhead-camshaft engine, but the capacity is slightly greater (1,194 c.c.), whilst another difference is that it has four forward speeds.

SINGER.

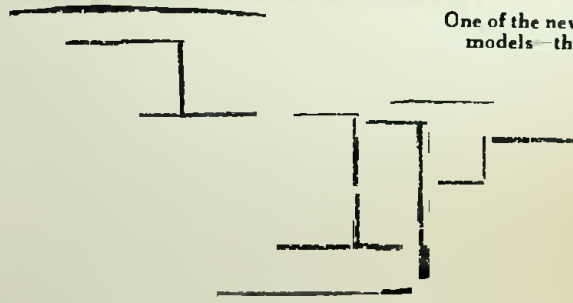
Stand 41

With Many Improvements.

DURING the year which it has been on the market the Singer Junior has achieved wide popularity, but with the much-improved chassis and wider range of bodywork available for the coming season its sales should go up by leaps and bounds, and there is no doubt that the Singer stand will be the centre of a crowd eager to examine a car which is reliable, provides ample accommodation and is withal cheap to run.

Improvements for 1928 include the adoption of semi-elliptic front springs and four-wheel brakes, the fitting of a single plate in place of a cone clutch and an alteration in the method of attaching the torque tube to the frame, whilst minor modifications have been made to the engine.

One of the new 9 h.p. Standard
models—the Selby tourer.



The new range of bodies available includes a most attractive and very well-proportioned two-seater. This car has a vertical two-panel front screen, and is, of course, provided with good all-weather equipment. A speedometer, bulb horn and full kit of tools are supplied as standard, the model complete as shown being priced at £140.

Other Junior exhibits on the Singer stand are a four-seater—the 1928 edition of the type which has been on the market during the past year—and a new four-door saloon with rising windows and independently adjustable front seats. The prices of these models are £140 and £165 respectively. The manufacturers are Singer and Co., Ltd., Canterbury Street, Coventry.

A very pleasing two-
seater—the 1928 Singer
Junior.

STANDARD.

Stand 61

New Model of a Pioneer Make.

THE Standard Motor Co., Ltd., Coventry, have in past years had very considerable experience in the light car field, and the new 9 h.p. model marks the re-entry of this old-established concern into the ranks of light car manufacturers; it is safe to say that it will create no small amount of interest at Olympia.

Actually, two models are being shown—the Falmouth fabric saloon and the Selby four-seater model. Both have very attractive lines, although a slightly unusual note is struck by the bonnet louvres being horizontal instead of ver-

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ALVIS

A33
S

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

tical. Both cars shown have ample width and leg room, despite the fact that the overall length is only 10 ft. 8 ins. and the width 4 ft. 10 ins.

The four-seater model is cellulose-finished, and this also applies to the two-seater, which, however, is not on view at Olympia. The equipment is very generous, a luggage grid, driving mirror, speedometer, clock, dashlamp, petrol gauge and screen wiper figuring in the standard specification. The prices are £190 for the four-seater model and £215 for the saloon. The

The sturdy four-door fabric saloon model Standard.



Features of the 9 h.p. Standard. (Left) A sketch of the front end of the engine showing the pressed timing case and (below) the front brake assembly.

two-seater, incidentally, is listed at the same price as the four-seater.

The chassis of the Standard "Nine" was described very fully in a recent issue of this journal, but it is not amiss to give the main points. The engine is a side-valve four-cylinder job of 1,155 c.c. (tax £9), with a two-bearing crankshaft, whilst forced-feed lubrication and magneto ignition are employed. The clutch is of the fabric-lined disc variety, and the gearbox, which is centrally controlled, provides three forward speeds. Four-wheel brakes, semi-clip-

Pneumatic upholstery is used, whilst a sloping screen, with small triangular side panels, is fitted. The latter, in conjunction with the wire wheels fitted to this model, undoubtedly enhance the pleasing lines of the whole. A red and grey colour scheme is used for the exterior, whilst the upholstery is in red. The price is £255, and the car will be examined with considerable interest by visitors, especially as the manufacturers, Swift of Coventry, Ltd., Coventry, have hitherto concentrated on touring and enclosed cars.

The Swift concern has always been noted for the tasteful colour schemes adopted, and the remaining three models on this stand bear out this reputation. They are actually a four-seater open touring model painted maroon and having red upholstery, a two-seater and dickey painted red and black, with red antique upholstery, and a brown fabric saloon with upholstery to match the exterior. The price of the two former cars is £220, whilst the saloon costs £260.

TRIUMPH.

Stand 11

The New "Super Seven" Model.

FEW new models have created such great interest as the Triumph "Super Seven," this being mainly due, no doubt, to the fact that the chassis incorporates two features very unusual for so small a car. The first is the three-bearing crankshaft for the engine—although the capacity is only 832 c.c.—whilst the other is the use of hydraulically operated four-wheel brakes. In other respects it is a sturdy,

tie springs all round and 27-in. by 4.4-in. tyres are other interesting features.

SWIFT.

Stand G5

A Comprehensive Range.

NO fewer than four 10 h.p. models are exhibited on this stand, and the purchaser of a Swift now has a comprehensive range of bodies from which to choose. Of more than passing interest is the two-seater sports model, which is an entirely new production so far as bodywork, at any rate, is concerned; the chassis is the usual 10 h.p. Swift, but the engine is, of course, specially tuned.

ATTRACTIVE SWIFT MODELS.

(Top) The new sports model which is an attractive addition to the Swift range and (above) the latest coupe.

The de luxe model four-seater
Triumph, which sells for £167 10s.

businesslike job, with many sound features. The final drive, for instance, is by an underslung worm, a system which has much to recommend it, both on the score of quietness and efficiency, whilst the propeller shaft is enclosed in a torque tube.

The manufacturers, the Triumph Motor Co., Ltd., Priory Street, Coventry, are showing a complete range of these models and, in addition, a chassis, and the latter will repay a careful examination; neatness and strength are the keynotes of the design, the former being aided by the absence of complicated rods and compensating devices for the four-wheel brakes, due to the use of the Lockheed hydraulic system.

The prices of this interesting range are as follow:—Popular four-seater, £149 10s.; de luxe four-seater, £167 10s.; de luxe two-three-seater, £167 10s.; fabric saloon, £187 10s.; coachbuilt saloon, £192 10s.; and chassis, £113.

TROJAN.

Stand 130

A Comprehensive Range.

A VERY interesting feature on this stand is a chassis with a number of parts sectioned to show the working and also to emphasize the simplicity of Trojan design. In view of the unorthodox practice employed in many parts of this car, there is no doubt that this exhibit will attract considerable attention. In addition, the manufacturers, Leyland Motors, Ltd., Leyland, Lancashire, are staging an interesting sectioned working model of the engine and gearbox, and this, too, should prove a very interesting exhibit.

A head-on view of the Triumph
Super-seven.

WITH MINOR MODIFICATIONS. — The 1928 Trojan, which differs only in small details from the past year's models.

Three complete cars are on view, these being the well-known Utility model with solid tyres, the three-door four-seater open touring model fitted with high-pressure tyres and an interesting three-door four-seater model equipped with a serviceable detachable saloon top.

It should be noted that any of these models can be obtained with solid, high-pressure or balloon tyres—a useful feature, as the purchaser can specify the equipment which will suit his requirements best.

The design of the Trojan is, of course, very unconventional; the engine is a four-cylinder two-stroke of 1,488 c.c., but as the cylinders work in pairs, each group having a common combustion chamber, the engine is virtually a two-cylinder job. The system of having the two cylinders working in pairs, however, has the advantage that more efficient scavenging is obtained than in a normal two-stroke engine, whilst there is no need for having baffles on the piston heads, and decarbonizing is necessary only at very long intervals.

The transmission is as unusual as the engine, for a two-speed epicyclic gear is used, the final drive to the "solid" rear axle being by chain. The springing, too, is unusually supple for a light car, an ingenious system of coupled full-cantilever springs being used. No fundamental alterations have been made to the Trojan for 1928, but minor changes have been made to the front axle, brakes and the windscreen.

A SPEEDY FRENCH CAR.

The two-seater Vernon-Derby, which is priced at £275. This make was introduced to the British market less than a year ago.

VERNON-DERBY.

Stand 5

An Attractive Sports Car.

THE Vernon-Derby, which was introduced to the British market some months ago, is represented at Olympia by a chassis and a blue sports two-seater. This car is noteworthy for its low build and attractive sporting lines, whilst its performance is in keeping with its appearance.

The engine is taxed at £9, and has a capacity of 1,093.5 c.c., overhead valves, a two-bearing crankshaft and forced-feed lubrication. The gearbox is in unit with the engine and has central control, whilst the final drive is by an enclosed propeller shaft. No differential is fitted. Four-wheel brakes figure in the specification, while suspension is by half-elliptics at the front and quarter-elliptics at the rear, shock absorbers being fitted all round. A rev. counter, speedometer and clock are supplied as standard. The price of this interesting French two-seater is £275.

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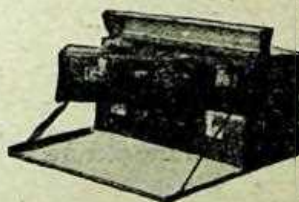
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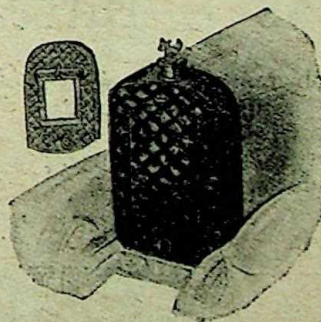


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Always a part of the Picture

The photograph reproduced above, taken at Los Angeles, California, shows Miss Gloria Swanson, the ever-popular film actress, with her Peugeot—the ever-popular car.

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

A TOUCHING STORY.

A SHORT TALE WITH A MORAL FOR
THE KIND-HEARTED.

CUNNINGLY.

THE smart little blue two-seater swung in through the drive gates and came to a rest beside me with that particular "stop with a jerk" cessation of motion that is peculiar to Phillis's driving.

"Daddy!" she cried as I approached. "I've just had a wonderful adventure!"

"What is it this time?" I asked indulgently. "another narrow escape from the Stores' Ford van—or has one of Farmer Jenking's ducks come to an untimely end?"

"Don't be horrid," she panted; then, with a sudden change of humour, she went on briskly: "I was touring along over the common quite sedately when just ahead I saw a well-set-up figure tramping along, a haversack over his shoulders and a stick in his hand. As I passed I just happened to glance at him, and, really, he was remarkably good looking."

"Yes?" I remarked. Here Phillis in a tentative manner commenced to finger the lapels of my coat as she continued, "Well, Daddy, when I'd gone about a quarter of a mile farther on, 'Dinky' (her car) suddenly stopped, and I simply couldn't get her to start again. I got fearfully worried and did everything I could think of!"

A Helping Hand.

Here I smiled, for I could picture her "doing everything she could think of," which usually consists of keeping the starter button down until either the car starts or the batteries run down. Not observing my smile she went on, "I was just thinking I should have to walk back, when suddenly a nice voice asked 'Can I be of any assistance?' and turning I saw 'Him,' his stick was in one hand, and the other grasped a battered old felt hat, while the sunlight made his fair wavy hair look like a crown!"

Here, I must confess, I grunted.

Phillis looked hurt, but continued: "'I don't know what is the matter with it,' I told him, 'it suddenly stopped, and now I cannot start it again.'"

"Laying his stick, haversack and hat upon the grass, he commenced operations. Daddy, he was clever; first of all he looked at the carburettor, then the plugs, and then he discovered that the mag. wasn't working! It was interesting to watch him, I was simply enthralled. I could tell by his features and by his speech he was no ordinary tramping man, and I tried to get him to tell me what he was and where he was going, but he didn't seem to like talking.

"He took the mag. all to bits and told me that the rocker arm had stuck; I wondered whether he was fooling, for I've never seen any rockers or arms on that little black box you told me was the mag.!

"Finally he had it all up together again," Phillis continued, "and 'Dinky' started first time! Daddy, I

was in an awkward predicament—he was really quite a decent-class fellow, and I hated the idea of giving him money! So, just to gain a few minutes and perhaps find out something about him, I said 'You traced the trouble very quickly! Have you ever driven one of this make?' Daddy, if you had only seen the look of anguish that came into his eyes as I made the remark! Instantly I knew I had made a *faux pas*, but, before I could say anything further, he laughed so cynically and said 'Yes, for four years until the smash came!'

"Smash?" I asked innocently. 'Did you have an accident?'

A Delicate Matter.

"Oh, no!" he replied, 'nothing so commonplace as that! I was alluding to the business smash I suffered about three years ago. My partner put a few entries through the books that I knew nothing about! Of course, we filed our petition, and—here he gave a rueful glance at his dusty boots and the haversack lying on the roadside—'this is the result. My wife died nearly two years ago, and at present I'm just earning sufficient to keep body and soul together and pay for the keep of my little girl, who's living with her old nurse. I've got a fortnight's holiday, and am tramping to see her. It's cheaper—tramping—and leaves more to spend when I get there.'

"Daddy, I did feel sorry for him, and I knew he'd be most dreadfully hurt if I'd offered him cash. I didn't know what to do, then I had a brainwave. I had a packet of chocolate in the car, and, as he turned his back to pick up his haversack, I slipped a pound note under its wrapper. I'd only just time to do it before he turned and faced me again.

"If you are coming back this way at the end of your holidays, call at this address"—here I gave him my card—and perhaps my father will be able to find you a better job! Here is a packet of chocolate for your little girl," said I, handing him the 'surprise' packet.

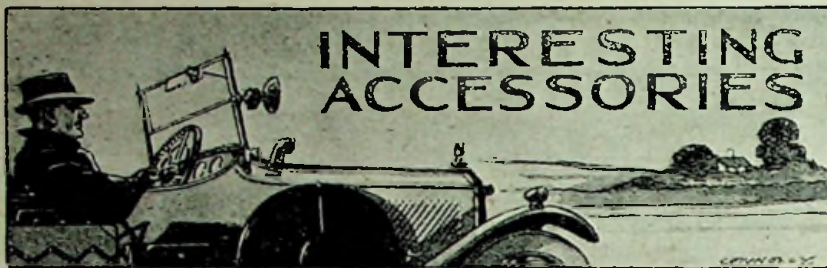
"Daddy, he was so overcome, he dropped his hat on the seat beside me and bent to reach it—so that I should not see the tears in his eyes, I think. Then, as he stepped back, I turned 'Dinky' and left him—walking towards his little girl!"

Phillis was quite worked up over her experience, and after all said and done, it was a touching story.

* * *

More touching than we thought—at the time! For later in the evening Phillis, who is very careless over these matters, suddenly discovered the loss of her handbag and note case, which were lying on the seat upon which her roadside acquaintance, under the stress of his emotion, dropped his hat!

G.E.T.M.
c61



Novel Anti-dazzle Device.

AN accompanying illustration shows a novel device for preventing dazzle which has been evolved by an Australian concern, the Glareless Reflector Lamp Co., Ltd., of Sydney. The device takes the form of a perforated reflector of special design, which has a plated, but not highly polished, surface. Casselite glareless reflectors, as they are known, are claimed to diffuse the light sufficiently to prevent dazzle without interfering with the efficiency of the lamp.

Fitting is simple, as it is necessary only to remove the lamp-glass and bulb and slip the Casselite reflector over the ordinary reflector, a little vaseline being smeared over the surface of the latter to prevent scratching. We understand that these reflectors are shortly to be placed on the market in this country; in the meantime, inquiries should be forwarded to Tozer, Kemsley and Millbourn, Ltd., 84, Fenchurch Street, London, E.C.3, who are the London agents.



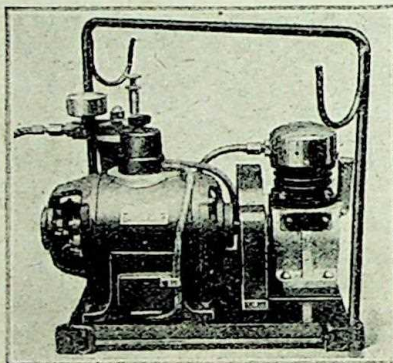
For preventing dazzle—the Casselite glareless reflector which can be fitted to most headlamps in a few minutes.

Tyre Pump de Luxe.

A MECHANICAL tyre pump which works from any public electric supply is being marketed by the A.E.G. Machinery and Apparatus Co., Ltd., 131, Victoria Street, London, S.W.1. It is of the single-cylinder type driven through sturdy reduction gearing by a $\frac{3}{4}$ h.p. electric motor. A simple turn-button switch controls the pump and a gauge mounted in a prominent position gives the pressure. The whole is mounted on a cast-iron base fitted with a carrying handle and a four-wheeled trolley can be supplied if extreme portability is required.

Although the pump is small in size and light in weight it has a most useful performance. For example a 28-in. by 4.95-in. balloon tyre can be fully inflated

in about 1½ minutes; a maximum pressure of 85 lb. per square inch is claimed, although a test showed that this could easily be exceeded by about 15 per cent. The electric motor is supplied to suit all usual voltages, and the pump is provided with 16 ft. of tubing and 10 ft. of connecting wire. A universal push-on tyre-valve adapter is provided. Prices vary according to the maximum capacity of the pump required, but the smallest size, suitable for private garage use, is priced at £17.



A mechanical tyre pump which can be worked from any public electric supply; prices range from £17 upwards.

For Cleaning Celluloid.

DISCOLOURED side screens not only are very unsightly but, in addition, they are a positive danger if the discoloration prevents the driver from obtaining a clear view on each side of his car. We have found, however, that dirty or scratched celluloid screens can be restored very easily and effectively by the use of Cellubrite, which is a liquid cleaner and polisher made by Messrs. Nunn and Sherry, 57, Crouch Street, Colchester. The preparation is sold at 1s., 1s. 9d. and 3s. per bottle.

New Polish and Tar Remover.

JUDGE BRAND CO., LTD., West Street, Gateshead, Newcastle-on-Tyne, have just placed on the market two new products for car cleaning. The first, which is known as Autobrite dry cleaner and tar remover, is applied by means of a piece of mutton cloth, or other soft material, dampened with water, the cloth being rubbed backwards and forwards over the surface until all stains have been removed; the surface should then be given a final polish with a clean, dry, soft cloth. Before applying it is, of course, advisable to wash away any accumulation of mud or grit.

We recently tested this cleaner on a wing which had become very badly spotted with tar—the tar having dried hard—and it was found that after two applications the spots completely disappeared.

The second product—Autobrite mark-proof car polish—is applied in a similar way and gives a brilliant finish. Both are available in 1s. tins, whilst an outfit comprising one tin each of these productions, a tin of Nickleen nickel and aluminium polish, a tin of Judge hand cleaner, and six polishing cloths can be obtained in a partitioned box for 5s.

Ornamental Gear-lever Knobs.

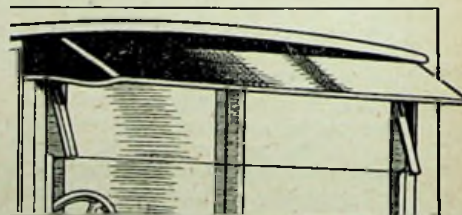
READERS who have an eye for beauty in the interior of their cars will be interested in the range of tastefully coloured gear-lever knobs marketed by The J.G. Products Co., Bush House, Aldwych, London, W.C.2. The price for most light car sizes is 3s. 6d. J.G. gear-lever knobs are available in a large range of colours to suit the interior decoration of the car, the range including cloudy blue, amber, royal blue, claret, jade and cerise.

New Hand Cleaner.

A NEW liquid hand cleaner has just been placed on the market by the North British Publicity and Distributing Co., Ltd., 19, Main Street, Govan, Glasgow. It is made up in handy tins priced at 1s., and is claimed to remove grease, tar, paint, oil, rubber solution and so forth from the hands without in any way harming the most delicate skin. Emolsol is quite simple to use, as it is necessary merely to sprinkle sufficient of the liquid on the hands to cover them with a thin film and, after a few seconds, when the liquid has become "tacky," to add a little cold water and rub the hands together to produce a lather, finally rinsing in cold water.

Sun Visor.

AN accompanying illustration shows a neat sun visor for fitting to existing saloon cars. It is manufactured by the Jorjon Manufacturing Co., 14, Addison Avenue, Holland Park Avenue, London, W.11, and retails for 30s. carriage paid. The "Jorjon" visor consists of a light rigid steel pressing which is covered with leather



The Jorjon sun visor for fitting to existing saloon cars; it consists of a steel pressing covered with leather cloth.

cloth, and models are produced to suit a large number of light cars. The makers state that this visor is quite easy to fix, the job taking only a few minutes. In addition to its value as a means of keeping the sun out of a driver's eyes it is also useful in wet weather, as it shields the top panel of the windscreen to some extent and prevents rain from entering at the joint.

BUY IT



11.22.H.P

£215

THIS 11.22 Wolseley is as fine a car as money and experience can build. It is produced in the Wolseley Works at Birmingham, which for over a quarter of a century have been renowned for high-grade cars. It is particularly easy to handle; its quick acceleration makes it ideal in traffic; it is a delight to drive on the open road. The ideal car for drivers who demand absolute safety as well as exceptional performance.

TAKE A TRIAL RUN.—To try this wonderful 11.22 h.p. Wolseley is to buy it. Write for catalogue, and permit us to arrange a trial run for you from your own home through your nearest dealer.

**STAND
38
Olympia**

*Motor Show,
Oct. 13th—22nd.*

WOLSELEY

WOLSELEY MOTORS (1927) LTD., ADDERLEY PARK, BIRMINGHAM.

D.A.S.

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

C63

You must see the New 10 h.p.

SWIFT

THE efficiency of the wonderful Swift "Ten" Chassis has been proved in all parts of the world, and, with added refinements, is being continued for 1928.

Special attention is called to the new fabric saloon, which has a dignified exterior and is roomy and well appointed.

The new Sports Model, capable of over 60 m.p.h., with its 2-colour fabric covered body, low petrol consumption and racy lines is most attractive.

The four-seater has wider seats and deeper sides, and the two-seater has an ample dickey.

All touring models have pneumatic upholstery, which gives the acme of comfort, adjustable front seats, four-wheel brakes and Dunlop balloon tyres.

See this fine range of
Cars on
STAND NO. 65
OLYMPIA MOTOR SHOW

Or write for full particulars to
SWIFT OF COVENTRY LTD.
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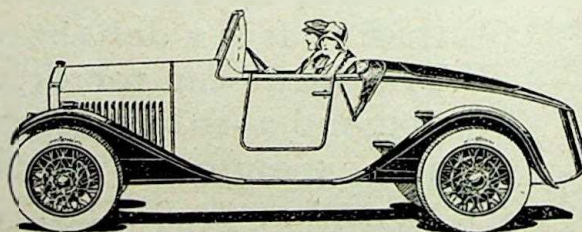
Full range of models may also be seen at
HENLYS LTD.,

Devonshire House, Piccadilly, W., and
91, and 155, Great Portland Street, W.1.
NEWMHAM MOTOR CO.,
237, 243-245, Hammersmith Road, W.6.



FOUR-SEATER, four doors, pneumatic upholstery,
four-wheel brakes and Dunlop tyres - - £220

TWO/THREE-SEATER, Dickey seat, two doors,
adjustable front seats, etc. - - - - £220



SPORTS MODEL, two-seater and dickey, wire
wheels, fabric-covered body - - £255

FABRIC SALOON, separate and fully adjustable
front seats, dropping windows, etc. - - - £260

OUR READERS OPINIONS

We welcome letters for publication in these columns, but take no responsibility for the opinions expressed. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

SHOULD THE GOVERNMENT SUBSIDIZE MOTOR RACING? British Behind Only in Motor Sport—"Concentrate on the Show," Says a Correspondent.

Which Is Better Publicity—

We may make a very poor show in the Grand Prix races, but I think it will be admitted that when it comes to staging a Motor Show we can give points to the rest of the world.

It may be asked what connection there is between the Grand Prix race and a car exhibition—but only by those who do not realize the world-wide publicity attaching to both. Personally I attach a far greater amount of importance to the Motor Show than I do to the Grand Prix, and I imagine that even had an English car won the latter event, the kudos accruing, from a financial point of view, would not be nearly so great as the stimulus which is given to the British industry by the British Motor Show.
E.G.

Fresh Blood Needed.

Allow me to congratulate you on your leading article on the R.A.C. Grand Prix in last week's issue. It is by far the best commentary that I have seen on this utterly dismal and depressing meeting. One wonders

Bad Effects on Sales.

what is the matter with the British motor trade. As things are—and the result of the R.A.C. Grand Prix strongly supports the view—the average man may be pardoned for assuming that we in England cannot build fast motors. Accordingly, in nine cases out of ten, if he wants a real sports car, he gets his chassis from France.

If the trade would spend rather more on racing and rather less on "Buy British" posters it might get more business. Even the American motor industry spends more money on racing than we do.

What the motor industry of this country wants is an influx of fresh blood, plus more brains and a vast lot more commonsense. The men may be there now, but, if so, they are being held back by the oldsters, and until a "Scrap-the-lot" policy is adopted at the trade's Admiralty at Pall Mall there will be no real progress.

But, besides the British win in the Schneider Trophy contest, there is one other bright spot, which you seem to have forgotten. In motorcycle racing British machines have carried all before them this year; they won every class in the T.T. and repeated the performance in practically every Continental race of note—far too many for me to enumerate here. In that sphere, at any rate, we are supreme, and let us hope that the time may come when British car manufacturers will no longer be behind their motorcycle-making brethren.
COLIN DALE.

Modern Davids—With a Difference.

I think it was extremely hard luck on the men who set out so gallantly in the Grand Prix to uphold the prestige of Great Britain that, apparently through no fault of their own, they had to abandon the attempt, and I am quite sure that had the straight-eight Alvis got off the mark the tale would have been very different.

Surely it was better for us to understudy David than to run away in undisguised dismay from the Goliaths of the motor-racing world? I am not at all sure, however, that it would not be better if Great Britain decided to drop out of the racing business. Every year we hold big events, such as the Grand Prix and the 200-Mile Race, and as often as not hundreds of pounds offered in prize money go out of the country. This makes us very popular, of course, with foreigners, but it is not a good factor in the economics of the Mother Country. If, of course, we intend to reform, then all well and good. In that case we can take the war into the enemy's country and enrich ourselves at the foreigner's expense, but we shall have to hurry up or we shall be too poor to begin.
SOLOMON.

£100,000 Subsidy Suggested.

I suggest that it is time that the Government took a hand in motor racing, which should be subsidized so as to give us financial facilities equal to those enjoyed by Delage and other concerns. Making motorears in this country is an uphill business and we have not the tremendous market that warrants the same scale of quantity production used in France and the States. Therefore our manufacturers can never be so affluent and they certainly cannot afford to spend about £20,000 per annum on building special racing cars and paying a staff of highly trained mechanics to look after them.

I agree with the opinion expressed by *The Light Car and Cyclecar* that those who have discouraged motor sport, particularly the Government, are largely to blame. What we want is: (a) The removal of the competition ban so as to encourage manufacturers to build sporting cars, and (b) one good road race per annum so that we can focus the attention of the world on ourselves; but if we do this we must have racing cars of a calibre equal to the Delage, and so once again I insist that those concerns who have shown they are best fitted to build racing cars should receive a Government subsidy. A total sum of £100,000 per annum ought to be voted for the purpose.
THREADNEEDLE.

OUR READERS' OPINIONS (contd.).

A Garaging Problem—Helpful Suggestions.

Reverse In and Drive Straight Out.

I am interested in the dilemma in which your correspondent, Mr. J. G. Lee, finds himself in having to negotiate a 40-ft. passage before entering his garage. All he has to do is to practise reversing for an hour or so in a quiet country lane and his difficulty will disappear. My own garage has a clearance of exactly 20 ins. over the maximum width of the car—a Singer Ten four-seater—and my practice is to reverse into the garage every night so that I can drive straight out into the lane every morning. I found out very soon after I bought the car that if I drove in I had to lock-over three or four times in coming out before I could turn the car in the required direction.

The Better Plan.

NOVOCASTRIAN.

The Difficulty Overcome.

With reference to Mr. J. G. Lee's letter last week, I think I can help him, as I have had the same trouble, my garage being approached by a narrow path bounded on one side by my bungalow and on the other by a high fence. The path at its widest point is 5 ft. 8½ ins., tapering to about 5 ft. 6 ins. at the rear, but in the centre

A Kerb Satisfactory.

there is a steep doorstep, which reduces the effective width to about 4 ft. 10 ins. My car, a 1925 Rover Eight, has an overall width of 5 ft. and a track of about 4 ft. It will therefore be seen that it is necessary to keep it absolutely straight and, for this purpose, I procured some 4-in. by 1-in. planed deal boards, which I placed parallel to the fence at a distance of about 7 ins., the boards being secured by 1½-in. square wooden pegs driven into the ground; distance pieces of the same material were used between the fence and the boards.

This method has acted very well, although for the first month or so I pushed the car by hand along the path as I had not much driving experience. I soon decided, however, that it would be quite as satisfactory to let the car go under its own power, and ever since I have driven it in and out of the garage—even at night-time.

As regards tyre wear, I think it only necessary for me to say that I have completed 13,000 miles on one set of covers and they are still good for a few more thousand miles' use. Of course, my tyres are 700 mm. by 80 mm. high-pressures, and whether or not balloons would be effected by the wooden kerb I do not know. In my experience it is not necessary to use two kerbs, as once the car is touching the wood it does not tend to deviate from the straight. I should imagine, too, that if two guards were used it might be somewhat difficult to get the car in the right position at the outset.

A.B.N.

Car No More Difficult than—

I daresay that Mr. J. G. Lee has already received much helpful advice upon backing a car out of the long passage-way leading to his garage. For his comfort I may say

—A Three-wheeler.

that I have found that it requires a certain amount of knack to be able to push a three-wheeler backwards for any considerable distance without a stop. If Mr. Lee can do this he need have no doubt as to his ability to reverse a small car successfully through the awkward passage of which he writes.

V. A. CATION.

A Turntable Suggested,

As the human element may always fail, it seems to me that the obvious way for Mr. Lee to overcome his difficulty is to endeavour to dispense entirely with the need for reversing.

I do not, of course, know exactly how his garage is placed, but if there is room in—or just outside—his garage for him to use a turntable this would

Quite Easy to Make.

eliminate the trouble. All that is needed is two stout planks, some boards and four iron castors. By running the car on this it should be quite easy to turn it round so that he could drive straight out, thus saving the need for reversing. Incidentally, a turntable is very useful when repairs, adjustments and so forth are being carried out on the car.

C. W. LITTLE.

The Future of Cyclecars.

In view of the extraordinary developments in the manufacture of light cars the future of the motorcycle combination and cyclecar industries will probably make a subject which will be seriously discussed in

"Very Promising."

motoring circles. During the last three years there has been a noticeable decrease in the number of sidecar outfits on the road, and with light cars reaching an even higher state of perfection, at reduced prices, it is lamentably impossible to forecast anything else but a slump in one or both of the industries.

As a Pressman, my duties—for which I use a 1926 10 h.p. sports Morgan—lead me into many parts of Yorkshire's wide area at Craven and I am of the opinion that the cyclecar industry will not be detrimentally affected, although it is possible that there will be a further decrease in the sales of sidecar outfits.

During the last six years I have owned and driven one solo machine, two single-cylinder combinations, one 1924 8 h.p. car, a sports big-twin combination and the three-wheeler mentioned above; this I have used almost every day for the last four months. All the combinations I sold

because of their inadequate weather protection, the car because of its unsuitability for my sporting inclinations, and the solo machine because it was practically impossible to convey an extra passenger with comfort.

The three-wheeler, with its low driving position, pneumatic upholstery, its ample leg-room and, above all, its tremendous acceleration, coupled with a maximum speed of 65-70 m.p.h., has at last satisfied my requirements. Weather protection is as good as that afforded by a light sports car, and the general upkeep of the vehicle is commensurate with the big-twin combination which I previously owned.

The steering is good, despite the fact that the bus is 18 months old, the rear wheel arrangement is excellent, and too much praise could not be given to the 6-volt lighting set. The difficulties which arise from electric light on motorcycles and combinations, I think, are well known among motorcyclists. On my sidecar outfits the electric light worked satisfactorily for about three months!

I am now another recruit to the army which has referred eulogistically through your columns to the merits of the three-wheeler, which has had a great past and is a vehicle with a very promising future.

RICHARD C. JOY.

TO NEW READERS

FOR fifteen years "The Light Car and Cyclecar" has fostered the development of the most popular form of transit to-day—the light car. Holding undisputed sway in the world of light car journalism, it offers, week by week, unique contents of articles—technical, sporting and general—for the edification solely of those who own, or who are interested in, cars with a maximum engine capacity of 1,500 c.c., the recognized light car limit.

Staffed by practical men, skilled, not only in journalism, but in motor engineering, and having a wealth of driving experience with all the makes of light car on the home and foreign markets, it gives up-to-date, reliable and invaluable information on all small car topics: in short, it is the one and only paper for light car owners who desire to be au fait with all that is going on.

"The Light Car and Cyclecar" is published every Friday, price 3d.: by placing an order with your newsagent you can have it delivered with your other papers on Friday morning or you can buy it at any bookstall.

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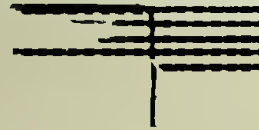


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B35



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OUR READERS' OPINIONS (contd.).

Many Thanks!

Many thanks for kindly inserting my request for an Ariel Ten instruction book in *The Light Car and Cyclecar*. I do not have a chance to read my copy until Saturday morning, so you can imagine my surprise, on going home at midday, to find that one of your generous readers had already sent me one. I also had a number of letters during the following week offering assistance and so forth, which, I think, goes to show the spirit of good-fellowship which prevails among your readers.

T. JOHNSON.

"If I Had Unlimited Money."

I have spent several pleasant hours at various times speculating on what light cars I would buy if I had unlimited money to spend on motoring, and I think the matter would form an interesting subject for discussion in these columns. By the time this letter appears in print I expect the doors of Olympia will be open and thousands of light car enthusiasts will be casting envious glances at the new models. Those who go to the Show merely with the object of seeing everything in general and nothing in particular will find it very interesting to pick out the three or four cars they would buy, given unlimited wealth.

Personally, I think three cars would meet my needs admirably. In the first place, I should purchase a small saloon such as the Austin Seven or Singer Junior for town work, wet-weather driving and so forth. My second car would be a roomy four-seater touring model providing really comfortable accommodation for four people and having a good all-round performance. For this purpose I think the Humber Nine or one of the 10-25 h.p. Rovers would suit me splendidly. Finally, I should have a really "hot stuff" sports model, and here my choice would fall either on the Alvis or supercharged Lea-Francis.

Some readers would doubtless think four cars necessary, but, personally, I think three would be ample for all requirements. It would be very interesting to have other readers' views, the choice being confined solely to light cars.

JOSEPH.

INFORMATION WANTED.

JOWETT.—Advice with regard to altering the note of the exhaust and experiences with front-wheel brakes would be much appreciated.—W. G. Norris, Menteith, Banstead, Surrey.

COVENTRY-PREMIER.—The opportunity to buy or borrow an instruction book for the 1922 four-wheeled model would oblige.—G. Watts, 47, Hankey Street, Peterborough.

G.N.—The experiences of owners of these cars who have tuned their engines for speed, and information regarding the fitting of overhead valves, would be welcome.—G. R. G. More, 30, Coney Green Drive, Longbridge Estate, Northfield, Birmingham.



Motorist (to departing summer): "Well, good-bye, Miss Summer. We've had quite a good time but for the rain!"

CLUB ITEMS AND SPORTING EVENTS.

KENT M.C.

On October 16th a half-day semi-sporting trial for the Rootes, Rowland-Rouse and Green challenge cups and replicas will be run over a 40-mile course in the Latham district. In addition to the challenge trophies there are five silver cups and silver and bronze medals to be won. Full particulars are to be obtained from the hon. sec., Mr. C. F. Stokes, 86, Western Avenue, Ashford, Kent.

CHESHIRE CENTRE A.C.U.

Three-wheeler drivers will be eligible to compete in the Liverpool M.C.'s open Reliance reliability trial on October 22nd. The start will be from the Hawarden Castle Hotel, Queensferry, the first man leaving at 9.1 a.m. A margin of 1 minute early or late will be allowed, and the timing will be by competitors' own watches in sealed cases. A stop and restart test will be held, and the three-wheelers will be allowed 28 secs. in which to cover a specified distance (about 200 yards). Competitors gain bonus marks for every two complete seconds faster, and forfeit a mark for every two seconds slower than their scheduled time on this section. The Reliance 50-guinea challenge cup will be awarded for the best performance of the day; the Burns amateur challenge cup for the best amateur (private owner) performance; the Butterworth challenge trophy for the best performance of a Liverpool club member; the Mugridge memorial challenge cup for the best performance of a competitor who served in H.M. forces during the war (1914-1918), and the Trident trophy for the best performance of a passenger machine if the Reliance cup is won by a solo machine. There will also be gold and silver medals and souvenirs. Entries should be sent to Mr. H. R. Caldwell, 14, Wood Street, Liverpool, to be reached by the first post on October 17th.

J.C.C. YORKSHIRE CENTRE.

The end of a successful season was reached by the Yorkshire Centre of the Junior Car Club on Saturday, October 8th, when a legal limit trial was held. The entrants started at two-minute intervals from Five Lane Ends, Adel, Leeds, and all the instructions they received were to drive round the course indicated on the route card at 20 m.p.h. There were no checking points indicated on the route but, as a matter of fact, there were seven of them in the course of the afternoon. Finishing at the Lancaster Hotel, Harrogate, for tea, all entrants checked in. The winner was C. D. Wilson (Alvis).

FORTHCOMING EVENTS.

Friday to Sunday, October 14th-16th.
J.C.C. Liverpool and N. Wales Centre.
Chester-Brooklands-Chester Trial.

Saturday, October 15th.
J.C.C. 200-Mile Race.
Redditch M.C. and C.C. One-day Autumn Trial.
Scottish Morgan Club Reunion Dinner.

Sunday, October 16th.
Kent M.C. Reliability Trial.
Sydenham M.C. Reliability Trial.

Saturday, October 22nd.
M.C.C. Brooklands High-speed Trial.
Liverpool M.C. Reliance Trial.
Southport M.C. Race Meeting.
West Kent M.C. Reliability Trial.

Sunday, October 23rd.
Brighton and Hove M.C. Chandler Trophy Trial for Passenger Machines only.

R.A.C. PERMIT.

The R.A.C. has issued the following closed permit—October 30th, Midland Jowett Club, reliability trial for Jowett cars only.

SUTTON COLDFIELD AND N. BIRMINGHAM A.C.

Seven cars and 28 motorcycles took part in the club's autumn reliability trial for the Sutton cup and the 1927 "Sunbac" autumn goblet, the Shell cup and team prizes. Starting from Birmingham, the trial was run through the Clea Hill district on Saturday, October 1st, in boisterous weather. The run through to Bowdley was uneventful; at Winterdyne a time check was taken, and the competitors then took the by-lanes through a watersplash to High Oak Hill (observed), where J. F. Kemp (Austin 7) failed, nearly baulking S. H. Roe (Riley), who scraped by, damaging a wing in the process. Harcourt and Orford (Austin 7s) and D. Morris (Buick) made steady climbs. Rough tracks eventually led the competitors to a time check at Clebury Mortimer, quickly followed by an acceleration test in which D. Morris (Buick) clocked the best time in 18.2.5 secs. Immediately following, a rough section (observed) on the Clea was traversed, and here time-keeping was made more difficult owing to the clouds obscuring the tracks. A stop and restart test was held at Rowley Bank, but all the competitors got away, only S. H. Roe (Riley) and J. G. Orford (Austin) deemed chains necessary. Flagstaff Hill was in bad condition, but no failures were recorded, and after a time check at Blake-down, a rough colonial section led to the final check at Clea, where the following mud-battered drivers checked in: Harcourt and Orford (Austin 7s), S. H. Roe (Riley) and D. Morris (Buick). The course marking and organization were excellent.

Ideas

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

A Box-spanner Hint.

When using a box spanner in an awkward position it is not always easy to prevent the tommy bar from falling out of the holes in the spanner. To overcome this it is necessary only to slip a short length of rubber tubing over that part of the tommy bar which is inside the spanner barrel. The rubber tube should be a sufficiently tight fit to hold the bar, and must, of course, have a diameter large enough to prevent it from slipping through the holes in the tommy bar.

Horn Button Position.

When deciding a position for the electric horn button it should be borne in mind that to operate the switch it is better if it is not necessary to remove one's hand from the wheel. Frequently the horn has to be used in a "tight corner," when hands and feet are fully occupied, and if the button is situated on the door panel, or on the dash, it is not easily operated.

In some cases it will be found convenient to clamp the button to the right-hand side of the steering column at such a height that it may be depressed by the knee when the right foot is on the accelerator or the brake pedal. In this position, moreover, it will not easily be discovered by mischievous children who take pleasure in sounding the electric horns of unattended cars.

Electric Wiring.

When wiring-up electrical accessories such as spotlights, hooters and so forth, it may be found necessary to make joins in the wires connecting the fittings to the battery or switchboard. It should be remembered that very efficient electrical and mechanical contact is necessary at the joints to prevent the wires being pulled apart by road vibration.

If possible, the ends of the joining wires should be thoroughly cleaned and soldered, thus making absolutely sure of good contact. The next best plan is to use proper metal connectors with porcelain covers, to be obtained from almost any dealer in electrical fittings. The insulation around the metal parts of the connectors prevents short circuits. The connectors have clamping screws which hold the wires tightly and obviate the possibility of faulty contacts: they are obtainable to carry single wires, or in groups of two, three and four to join multiple cables.

B38

Austin Seven Door Locks.

Certain Austin Sevens were fitted with simple hook locks to the doors in place of the more usual slam locks as now fitted. Passengers who are not aware of the lock arrangement sometimes slam the doors when alighting, and it frequently happens that the hooks fall forward, catch against the door sides and damage the paintwork. To overcome the trouble the hooks and keepers may be changed over so that the hook is on the body side and the keeper on the door. There will thus be no possibility of the projecting catch scratching the paintwork if the door is carelessly slammed.

Tightening Valve Covers.

The method of attachment of overhead-valve covers used on some cars is by knurled nuts screwing on to studs in the cylinder head. It is not always easy to exert sufficient finger pressure on the nuts to tighten them fully, with the result that engine vibration causes them to slack off and allow oil to leak from the valve cover joint.

There are two easy ways of curing the trouble. The knurled nuts may be replaced by ordinary hexagon nuts, which necessitate the use of a spanner

for tightening them. There is no real disadvantage in this, for it is only very rarely that one has to undo the valve covers. Alternatively, the knurled nuts may be drilled and tapped horizontally and short lengths of screwed rod inserted. These miniature tommy bars will facilitate tightening the nuts to the full amount.

"Pressure Feed" Oiling.

As an alternative to the "drip" method of oiling pedal cross-shafts, and so on, the following may be employed with advantage. Substitute the drip can for one of force-feed type—at any time a useful investment—and insert the nozzle of the spout into the oil hole: as the nozzle tapers a passably good joint is ensured. By depressing the pump plunger oil will be forced in and will penetrate all over the bearing. If the pedal can be kept moving whilst the plunger is being depressed, even better results will be obtained.

Cleaning Dynamo Commutators.

All instruction books connected with car electrical systems advise that the commutators of lighting dynamos should be given an occasional cleaning. The most satisfactory plan, and one possible with most types of dynamo, is to fix a small pad of linen to the end of a pencil, dip it in petrol and apply it to the commutator, having first removed the brushes from their holders. The engine should be rotated by hand, or allowed to "tick-over" so that the rotating commutator is thoroughly cleaned by the pad pressed against it.

When the cleaning operation is complete the surface of the commutator may be lubricated with a minute quantity of vaseline placed on a clean part of the linen pad and held against the rotating segments.



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

E.W. (Chichester).—The back axle of the 1925 Swift should be replenished periodically with the same type of oil as is used in the gearbox. Drain plugs are provided under both rear axle casing and gearbox.

F.G. (Felixstowe).—The hub caps of your 8 h.p. Number should be removed periodically and packed with grease. The passage of the lubricant into the bearings will be eased if the wheels are rotated while replacing the hub caps.

F.D. (Bath).—A choked air inlet in the petrol filler cap would cause petrol stoppage and consequent misfiring. As the level of petrol in the tank falls a partial vacuum will form, thus effectively stopping the flow until the air vent is cleared.

K.L. (Crewe).—No lubricant should be applied to the fibre bush of the make-and-break rocker arm, and undoubtedly the lubricant you have applied is the cause of your trouble.

A.S. (Wimbledon).—New links should be substituted for the worn ones in the driving chain of your cyclecar, but the need for a complete new chain seems to be indicated.

R.F. (Sheffield).—Yes, it is quite possible that intermittent misfiring is being caused by defective insulation of the high-tension leads. Several other faults might be responsible, however. Choked jets, dirty plug points, or dirt in the magneto contact-breaker or distributor would cause misfiring, and the symptoms are similar in each case.

W.I.M.A. (Edgware).—One or two concerns specialize in repairing scored cylinder bores, and entirely satisfactory repairs can be effected if the damage is not too extensive. In any case, the repairers will be able to advise you if it will be worth your while having the old cylinder block repaired instead of buying a new one.

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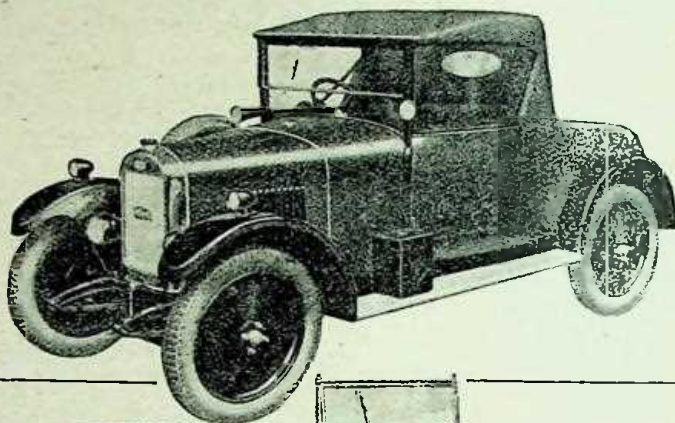
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

GREATEST VALUE **SINGER** IN LIGHT CARS

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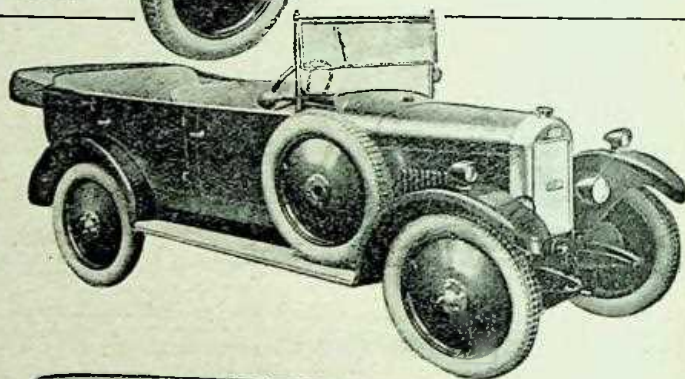
"JUNIOR" TWO SEATER £140 complete

A cosy, comfortable little car, very nippy in traffic, requiring only a small amount of garage accommodation. An ideal runabout for business or pleasure.



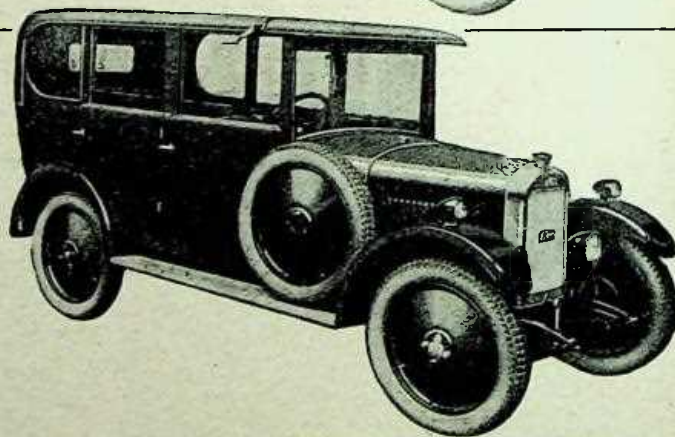
"JUNIOR" FOUR SEATER £140 complete.

A roomy four seater with all-weather hood and rigid side screens appealing to those who prefer the open touring type of car. Full equipment and kit of tools.



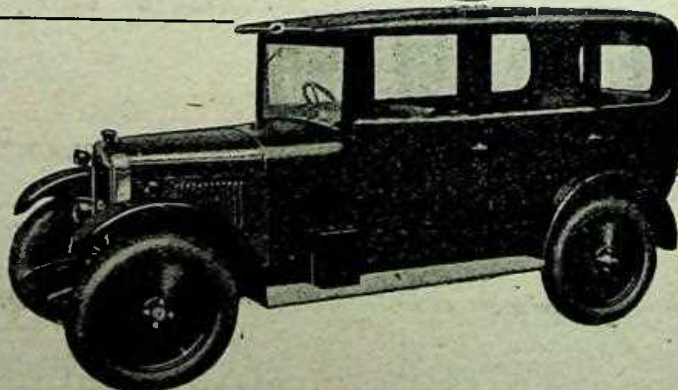
"JUNIOR" SUN SALOON £150 complete.

The roof winds back and folds neatly away behind the rear seat, leaving a light rigid frame to the sides with glass windows that can be raised or lowered. An open or closed car at will, right whatever the weather.



"JUNIOR" SALOON £165 complete.

With Cellulose painted or Fabric covered body, a completely enclosed coachbuilt saloon of pleasing design and ample proportions, accommodating four adults.



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SINGER CARS for 1928 provide an opportunity for everyone to purchase a car that is reasonably low in first cost, yet lavishly equipped with every detail calculated to make motoring both comfortable and economical. The choice of body design and coachwork is particularly varied, and it may truthfully be said that there is "a car in the SINGER 'Family' to suit every purse and purpose." In every respect a SINGER is such sterling value that it saves money from beginning to end, a sound investment equal to any gilt-edged security. You can select a SINGER and be satisfied.

SEND FOR "THE GOLDEN BOOK."

SPECIFICATION OF THE SINGER 1928 "JUNIOR"

This specification is subject to alteration without further notice.

ENGINE.—The engine has a bore of 56 mm. and a stroke of 86 mm. giving a cubic capacity of 848 c.c. Treasury rating is 778, tax £8. It develops 6.2 h.p. at 1,000 r.p.m., 12.4 h.p. at 2,000 r.p.m., and 16.5 h.p. maximum, which is reached at approximately 3,250 r.p.m. The cylinders and crankcase are combined in a single casting, the crankcase being exceptionally rigid. An aluminium casing encloses the timing gear and forms the front engine support. The rear fixing takes the form of a pressed steel bridge piece bolted between the engine and gearbox. The crankshaft is very robust and runs in two white metal bearings. The pistons are of cast iron with three rings, one of which is used to secure the gudgeon pin. The connecting rod big ends have gunmetal bushes lined with white metal. The overhead camshaft, oil pump, magneto and dynamo are all driven from an intermediate shaft, located above the front end of the crankshaft and driven from it by helical gears. The drive from intermediate shaft to camshaft is by duplex roller chain, and embodies an automatic tensioning device. The drive is arranged so that it is not necessary to disconnect chain for decarbonising purposes. The magneto and dynamo are skew-driven, and are flange-mounted on platforms on the timing case. The tilted position of these instruments greatly facilitates inspection of the contact breaker and dynamo brushes. The magneto timing can be minutely adjusted by means of a serrated coupling. The detachable cylinder head is a single casting having the camshaft mounted in three bearings on top, and fitted with renewable valve guides. The valves, which are of large diameter, are disposed on either side of the central camshaft, and are operated direct by L-shaped case-hardened rockers oscillating on a case-hardened pin located over the camshaft. Provision is made on the rockers for easy adjustment of tappet clearances. The valve gear is completely enclosed by an oil-tight cover. The combined induction and exhaust manifold is on the left-hand side, the exhaust branch leading forward.

ENGINE LUBRICATION.—The engine is lubricated by a pump and trough system. The sump contains six pints of oil, and is fitted with a filter through which oil is drawn by the pump.

This filter can be withdrawn for cleansing without disturbing pipe connections. The pump is a gear type, driven direct off the front end of the intermediate timing shaft. Oil is pumped downwards to the four troughs into which the connecting rod big ends dip, and upwards to timing gears, camshaft and valve rockers. Pressure in the pump system is indicated by a pressure gauge on the dash. Excess oil drains down to the main bearings, and finally to the sump, through passages at either end of the cylinder block. The filler, which is of large diameter, is located on the rear side, the bayonet-jointed lid having a dipper stick attached to it, by means of which the oil level in the sump may be checked. An overflow plug is also provided, which marks the highest level to which the sump should be filled.

COOLING SYSTEM.—This is thermo-syphon with large diameter unrestricted pipes and large radiator area.

CARBURATION.—A Solex horizontal type carburettor is fitted, of which accessibility is a feature. The loosening of a single nut (requiring only an ordinary adjustable spanner) permits the removal of the float chamber complete with jet, should the latter require cleaning or changing. While this is being done, the carburettor remains in position, the throttle control and needle valve being left untouched. The carburettor is controlled by a foot accelerator in conjunction with a hand lever, the latter being located on the right-hand side of the steering column. The throttle can be set in the slow running position by a screw in the carburettor body, and a dashboard-operated air strangler is provided to facilitate starting.

CLUTCH.—A single dry plate clutch, extremely light in operation. The friction disc is faced with fabric and is clamped by nine springs. Three toggle levers and a ball thrust race are embodied in the withdrawal mechanism. The clutch withdrawal thrust race is lubricated automatically from the gearbox when the clutch is out, while the clutch spigot bearing is supplied with oil from the engine. Adjustments to the clutch can be easily effected by detaching the cover on the top of the flywheel housing.

Continued overleaf

TAKE A SINGER HOME AND SAVE THE DIFFERENCE

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

B41

GREATEST VALUE IN LIGHT CARS

SPECIFICATION—(continued).

IGNITION.—The magneto is a Rotax variable, controlled by a hand lever on the left-hand side of steering column.

GEARBOX.—The gearbox ratios are 5 to 1, 9.25 to 1, and 17.1 to 1 forward, and 22.3 to one on reverse. All gears and shafts are of nickel chrome steel. The built-up design of the layshaft allows for the renewal, if necessary, of the constant mesh and second speed wheels as separate pieces. A double gear lock prevents any possibility of two gears being engaged at the same time. The central change speed lever with its mechanism is housed in the lid, and includes a reverse catch. A plug determining the correct oil level is fitted at rear of gearbox. An enclosed skew gear speedometer drive is provided at the rear end of the mainshaft.

FINAL DRIVE.—Extending rearwards from the gearbox is a short open propeller shaft, having a fabric disc flexible joint at the front end, and a metallic universal joint at the rear. This latter is totally enclosed in a spherical joint which in turn is housed in a deep section pressed steel frame cross member. The drive is continued by a second propeller shaft, running within a torque tube to the rear axle. This torque tube is braced by tie rods extending diagonally to the spring pads on rear axle.

REAR AXLE.—The rear axle is semi-floating, with spiral bevel drive and spur gear differential. The axle casing consists of a banjo formed by two riveted steel pressings, stiffened by vertical webs and having malleable cast brake brackets riveted to the outer ends. The gears are of case-hardened nickel-steel, and the axle shafts of nickel chrome steel. The wheel bearings are large diameter ball journals and are mounted on the hubs. Filling and drain plugs are provided in the axle casing, the correct oil level being fixed by an overflow plug.

FRONT AXLE.—The front axle is an oval section stamping specially designed for four wheel brakes. The wheels are mounted on ball bearings, which are well protected from dirt and water. All the steering connections are of the ball and socket type, with dirt excluding felt washers, and contain springs which automatically take up wear. The track rod is adjustable for wheel alignment.

STEERING.—Epicyclic reduction gear is used, enclosed in an oil-tight casing supported on the front cross member. The steering mechanism has three-life adjustment for wear, and the 16 in. diameter steering wheel has a moulded finger grip.

FOUR WHEEL BRAKES.—Internal expanding brakes, of the "Rubery" patent type in the case of the front wheels, are fitted on all four wheels and operated simultaneously by the pedal. The right-hand brake lever acts on rear wheels only. The brake shoes are steel pressings lined with fabric. Shields are provided to keep out dirt and water from the drums. Both central and individual adjustments are provided, for the rear brakes by four nuts accessibly placed at the extreme rear of the rods, and for the front ones by two nuts over the front axle.

WHEELS AND TYRES.—Five detachable disc wheels are supplied, fitted with Dunlop 27 in. x 4 in. low pressure tyres.

FRAME AND SPRINGS.—The frame consists of pressed steel channel side members with three main cross members and two angle iron cross ties which act as footboard supports. The front springs are semi-elliptic, the rear quarter-elliptic and lie directly under the side members.

LIGHTING AND STARTING.—A Rotax six volt set is fitted, which includes two head lamps, two side lamps, tail lamp, and ammeter: the head lamps being mounted on the side of the wing stays and the side lamps on top of wings. The starter is flange mounted on the right-hand side of the engine, with the driving end enclosed. The accumulator box of black "Milam" is carried on the near side running board.

PETROL SUPPLY.—Fuel is fed by gravity from a four gallon tank housed beneath the scuttle, with a centrally placed filler outside the body. The carburettor has an efficient filter fitted in the float chamber union.

MUDGUARDS.—The guards are of pleasing design, the appearance being enhanced by extending the front guards to form the bonnet boards. The finish is black enamel.

VALANCES AND FOOTBOARDS.—Of sheet metal, the former black enamelled, the latter covered with corrugated aluminium.

LUGGAGE GRID.—This is stoutly constructed and is an integral part of the frame, sliding under the body when not in use. It can be locked in any position by finger nuts underneath grid.

SPEEDOMETER.—A Jaeger trip speedometer is fitted, positively driven from the gearbox mainshaft by enclosed skew gears.

HORN.—A bulb horn is provided.

TOOLS.—A comprehensive kit of tools is included.

CHASSIS LUBRICATION.—All working parts of the chassis are provided with nipples for the Tecalemit high pressure grease gun which has no flex, and does not require coupling to the nipple. It is merely necessary to place the gun in contact with nipple and push the handle, using one hand only. By this system the whole chassis can be lubricated with the utmost simplicity and cleanliness.

PRINCIPAL DIMENSIONS, ETC.

Wheelbase	7 ft. 6 in.
Track	3 ft. 8 in.
Ground Clearance	8½ in.
Maximum speed	45 m.p.h.
Petrol consumption	48 m.p.g.
Road speed at engine speed of 1,000 r.p.m.	—top 16.1 m.p.h., 2nd 8.6 m.p.h., 1st 4.68 m.p.h.
Engine speed at 20 m.p.h.	on top 1,240 r.p.m.

SEND FOR "THE GOLDEN BOOK."

Further particulars and demonstrations through Singer Agents, or direct from

SINGER & CO., LTD.

COVENTRY.

London Showrooms:

202, GREAT PORTLAND STREET, W.1

Singer—A car for every purse and purpose

GREATEST VALUE



IN LIGHT CARS

“JUNIOR”
£140

Why we recommend the Singer “Junior”

¶ The following pages are devoted to the leading Agents throughout the country, who give their reasons why they recommend the Singer “Junior” to you as the finest value in light cars obtainable.

LONDON AND 25 MILES RADIUS.

“Multum in Parvo.”

‘London likes the Singer ‘Junior’ because it is ‘nippy’ and negotiates the difficulties of London traffic so easily that motoring in the Metropolis becomes a pleasure instead of a nerve-racking experience.

“Costing so little and occupying so small a garage space, the Singer ‘Junior’ has proved itself to be the ideal car with four seats that really are seats, for the family of moderate means and, moreover, this Little Chap with a Big Nerve is equally suitable for those who require a ‘runabout’ in addition to a big car.

“The very pleasing experience of extracting nearly a hundred miles from one tin of petrol is not the only advantage that the purchaser of the latest Singer production will enjoy.”

Messrs. COOK & PALMER LIMITED,
202, Gt. Portland Street, London, W.1.

GREATEST VALUE **SINGER** IN LIGHT CARS

"JUNIOR" £140

BOURNEMOUTH and DORSET.

"Little doubt should exist in the minds of all motorists and would-be motorists as to the sterling value offered by such a pioneer and robust firm as Singer's in their 'Junior' range of cars. What a golden opportunity to end for ever the discomforts of railways, pedal cycles, motor-cycles, buses, and to disregard the elements of weather.

"Standing out most prominently one sees the Singer 'Junior' with enclosed body for the business man, the 'Sun' Saloon model for the one who requires a closed car that will open.

"To see these cars is to realise a masterful stroke of genius, to ride in them a joy never before experienced.

"How great it is to feel that all these cars are made in England, and greater still that they bear the seal of Singer & Co., Ltd., of Coventry."

Bernard P. Per

ANDREWS BROS. (B'th), LTD.,
78, Holdenhurst Road, Bournemouth.

BRISTOL and SOUTHERN GLOUCESTER.

"After reading with great interest and delight the particulars of your 1928 Programme for the Singer 'Junior,' I feel more than ever convinced that the British motoring public are one of the luckiest in the universe to have such a wonderful means of economical and luxurious mode of transport put before them for the coming Season.

"Formerly, anyone desiring a car of this description had to purchase a large and expensive car in order to obtain any choice of models, but now everything they can possibly desire is offered them—an open car, two or four-seater, a closed car, or one that will close or open at will, at almost the price of a motorcycle and sidecar, thanks to the enterprise, and not forgetting the wealth of experience, the Singer Co. can command."

A. S. H. H. H.

COLLEGE GREEN MOTOR CO.,
College Square, Bristol.

BERKSHIRE.

"There are several reasons why, in my opinion, purchasers of small cars should choose a Singer 'Junior.' The first cost is, of course, one, but not to my mind the most important.

"The first thing to take into consideration when choosing a motor car is the construction of the chassis, and the Singer 'Junior' holds its own in this respect. A short examination quickly reveals the robust and clean design, which certainly spells lasting power and good service.

"The wheelbase and track are sufficiently liberal to accommodate a roomy body, thus giving the comfort and safety of a larger car. The engine is easily up to its work, and always running within its limits. Further, when you can purchase a car like the 'Junior' for an outlay of £140, Tax £8, and giving a mileage of 45 per gallon, it would appear that the Singer 'Junior' is the car for everybody.

"One other point of great importance from a purchaser's point of view is, that should he wish to re-sell, the second-hand value will be second to none, and whoever buys a 1928 'Junior' will, I am sure, have no cause to regret."

**ROYAL BERKS
MOTOR CO.,**
41-43, Thorn St.,
Reading.

BEDFORDSHIRE.

"Those who are looking for the small car at a price between £135 and £175 could not do better than invest in a Singer 'Junior,' because in my opinion it is the best at the price, and because it is a car that does everything that is claimed for by the manufacturers. Dependability and constant reliability are two very real features of the Singer 'Junior.' I have been interested in cars for a quarter of a century, and it is not overstating the case when I say that I have been astonished at the extraordinary low initial and running cost, the remarkable engine power, back axle efficiency and general appearance; the braking is excellent and the springing wonderful, and a careful examination of the working parts reveals a fine example of engineering skill. Seating accommodation is not cramped, and the degree of comfort obtained on long journeys is really surprising. A large number of 'Junior' Models have passed through my hands during the season, but I have heard no murmur of dissatisfaction from any one owner.

"With the improvements of the 1928 Models the Singer 'Junior' will be a better proposition than ever."

W. E. Jones

F. E. JONES & SON,
16a, Ashburnham
Road, Bedford.

GREATEST VALUE**IN LIGHT CARS****"JUNIOR"****£140****COLCHESTER and DISTRICT.**

"Select a Singer and be Satisfied." One of your first thoughts, before making a choice of a light car, should be turned to the reputation of its maker. The Singer Company was one of the very first to make light cars, and has built up its wonderful reputation entirely upon them.

"Last year Singer made a further step in this class of car and produced the 'Junior'; this model, although selling at a very low figure and with running costs very small, has a road performance of a much more powerful car, the acceleration and hill-climbing being wonderful for a car with a tax of only £8, this, together with its attractive appearance and ample proportions made the 'Junior' an astounding success.

"The 'Junior' was designed for trouble-free motoring with small maintenance costs, and this it achieved in its first year, having proved itself. With a wider range of bodies and chassis improvements on the 1928 models, we are sure you will say—"I'm glad I bought a Singer."

ADAMS & CO.,
47 & 49, Culver Street, Colchester.

CANTERBURY and EASTERN KENT.

"We have no hesitation in complimenting your Company upon the production of the Singer 'Junior' car, and which, generally speaking, is becoming very popular in the East Kent district. We are certainly of the opinion that it has 'come to stay'.

"For the first year of production we should say that your Company has every reason to be proud in making such a satisfactory little car.

"From the specification before us of the new 1928 'Junior' at £140 we predict an even more successful year for the Singer Company, with their 'more-than-value-for-money' Singer 'Junior'."

CANTERBURY
MOTOR Co., Ltd.,
The Pavilion,
Canterbury.

CHELTENHAM, CENTRAL GLOUCESTER & FOREST of DEAN.

"We are convinced that the Singer 'Junior' is by far the best proposition for the potential light car buyer for the following reasons:—The chassis is designed to allow fitting a full four-seater body with ample leg room, and with its full complement the owner need not have that unpleasant feeling that the car is overloaded. By having half elliptic springs and dumb irons a sturdy chassis is obtained, besides making it possible to fit well-designed and efficient four wheel brakes.

"Low initial cost, small garage space, remarkable power and efficiency of the engine, combined with its low running costs, are very important points to remember.

"In a wide range of coachwork is included the new 'Sun' Saloon which deserves special mention, as it can be turned into an open car single handed within a few seconds, thus making it an ideal body for the English climate.

"The above-mentioned qualities of the Singer 'Junior' undoubtedly place it far above other cars in this class."

REED & PATTERSON (Cheltenham)
Ltd., 6 & 7, Bath Road, Cheltenham.

COVENTRY and DISTRICT.

"Coventry is the home of the motor industry, and we, as Agents for this City, have as our clients men actually engaged in the business, to whom the purchase of a car means a careful scrutiny down to the minutest technical detail.

"Looking back on our sales for last season, it is evident that those who really know, have appreciated the Singer 'Junior' to the fullest extent, and in a town where thousands of cars are manufactured each week no greater tribute could possibly be given.

"These little cars have stood up splendidly under the most trying conditions, and with the 1928 improvements the four-seater at £140 is undoubtedly the greatest value procurable amongst light cars."

SUMNER BROS.,
Barrack Square,
Coventry.

GREATEST VALUE **SINGER** IN LIGHT CARS

"JUNIOR" £140

CUMBERLAND, WESTMORLAND, NORTHUMBERLAND and NORTH DURHAM.

"For many years it has been my good fortune to handle a large number of Singer Cars, and I know from experience what 'Singer satisfaction' means both to the dealer and the user of these fine cars.

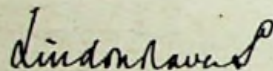
"From year to year improvements have been incorporated and new models introduced to meet the requirements of all classes.

"Last Show we were introduced to the 'Junior' model, designed and produced especially for the man of moderate means.

"The 'Junior' this year has greatly exceeded our expectations and has worthily upheld the great reputation made by its older brothers in the Singer family.

"Now, for 1928, additional equipment and increased comfort is provided, while the size and price is 'just right.'

"When you see the car it will be easy for you to decide that this Season you will buy a Singer 'Junior,' the car that looks after your comfort and convenience at a minimum cost, and at the same time 'Looks After Itself.'"



TRAVERS LTD.,
New Market St., Newcastle-on-Tyne.

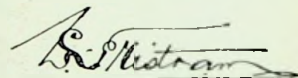
CHESTER and NORTH WALES.

"As Agents we take up the representation of a car for practically the same reasons that the experienced motorist buys it. These are the reasons why we consider the Singer 'Junior' the best proposition in its class.

"Despite its low cost and lightness, it is a full four-seater. It more than holds its own from the point of view of utility with cars costing considerably more to buy, to run, and to maintain. While it is unexcelled for economy in upkeep and running costs, it gives an excellent road performance, and is suitable for every purpose.

"In its specification, which includes a highly efficient four-cylinder engine of advanced design, there is nothing unorthodox. It is, in fact, an excellent little 'Motor Car' of well-tried design.

"It is manufactured by a firm of vast experience and considerable resources—the actual pioneers of the 'Light Car.' It is British."



ALBERT & TRISTRAM, Ltd.,
City Road, Chester.

CORNWALL.

"All looking for a reliable and economical means of transit, either for business calls or private pleasure purposes, should enquire into the many merits of the Singer 'Junior' car. The modern design of the chassis, liveliness and power of the engine, ease of control, efficient braking, comfortable and roomy bodywork, and complete equipment will be appreciated after inspection and trial.

"These points together with the high reputation of the products of Messrs. Singer & Company, Ltd., and the value for money offered, should enable prospective purchasers of a small car to decide on a Singer 'Junior.'

"A range of bodies is provided to suit all requirements."

TAYLOR'S TRANSPORT Co., Ltd
Lemon Quay,
Truro.

DONCASTER and DISTRICT.

"The introduction of the JUNIOR in the Singer Programme has been more than justified. Prospective purchasers of moderate means, and car owners who wish to run a 'Second' car, have immediately appreciated the outstanding advantage of the Singer 'Junior.'

"You have in this car an engine of low H.P. and tax, yet with ample accommodation for four people, equipment on a lavish scale, and refinements only usually associated with much higher priced cars.

"The above has been provided by the makers, but the motoring public is the real judge. If a prospective purchaser has any doubt, we are convinced that if he will obtain the unbiased opinion of a Singer 'Junior' owner he will find that his best interests are served by purchasing this unique car of outstanding value."

W. E. CLARK & Co.,
Station Road,
Doncaster.

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

GREATEST VALUE**IN LIGHT CARS****"JUNIOR"****£140****DEVON, SOMERSET and NORTH CORNWALL.**

"In my opinion, sales of the SINGER 'JUNIOR' although comparing very favourably with those of competitive cars during 1926/27, its first season, are yet in their infancy. The 1928 Model with its many improvements and additions will take a lot of turning down.

"Where the SINGER 'JUNIOR' scores over other cars of its type is in seating accommodation—4 persons can ride with comfort, while as regards road performance the extraordinary powers of its flexible and smooth running engine really challenge some of the higher powered and more expensive vehicles—this is saying something, as here in Devonshire we have unquestionably some of the most severe gradients in the country.

"Some of these larger cars are listed at prices above £140, but why need these be entertained when the SINGER 'JUNIOR' will render the same service at about half the running costs.

"The prospective motorist who is compelled to study economy (and who isn't these days?) must, in fairness, let his or her choice rest upon the SINGER 'JUNIOR.'"

P. PIKE & CO., LTD.,
7, Bath Road, Exeter.

GRIMSBY and DISTRICT.

"When offering advice to a prospective buyer, re the selection of a car, we have no hesitation in recommending a Singer 'Junior,' this being in our opinion the acme of perfection in light car production, both from a reliability and economical point of view.

"The owner-driver has, in the 'Junior,' a combination of touring car comfort, with a minimum of expense, as the roomy body accommodates four adults, giving plenty of leg room.

"The engine is a marvel of flexibility and efficiency, enabling the driver to take most hills on top gear and to maintain a very high average speed—a useful asset when making long journeys.

"The finish of the coachwork is good considering the low price of the car, and the cellulose finish will appeal strongly to the owner-driver because of the ease with which it may be kept clean."

THE GRIMSBY MOTOR GARAGE
COMPANY,
South Saint Mary's Gate, Grimsby.

GILLINGHAM and DISTRICT.

"As a Singer Agent I have handled a considerable number of Singer 'Juniors' since their introduction, and both I and my customers have nothing but good to say of them. It is a thoroughly sound car with a performance that has been proved by many gruelling tests during the past twelve months. Incidentally, that performance is far better than one would expect from a car of its size. I advise every intending motorist to see the 1928 Singer Models before deciding on his car."

E. McGRATH,
Motor Engineer,
Gillingham,
Kent.

**EAST RIDING OF YORKSHIRE.****MILLY TO DOLLY.**

The Haven, Romanbury. Sept. 29, 1927.

"My dear Dolly—The dinky Singer 'Junior' has arrived and I have had my first trip with it, and oh! you have no idea what a delightful bus it is to drive, such a relief from handling the big car we had before Pa's shares went wrong, and we had to reduce expenditure. But really there is nothing 'skimpy' about it, it's roomy and quite 'comfy' with Pa, Ma, Joan and myself 'all aboard the lugger.' Our old motor driver, Wilson, called yesterday, and after taking it out on the high road, pronounced it a sturdy, smart job and a splendid puller. It took Pa, Ma and myself, with Wilson driving, up Pepper Hill in fine style, and then, dear girl, look at the price of £140 for the completely equipped car. The Singer 'Junior' is a real 'multum in parvo.'"

Ever yours, MILLY.

LEEDHAMS
(York) Limited,
Lendal Bridge,
York.

GREATEST VALUE **SINGER** IN LIGHT CARS

"JUNIOR" £140

GLAMORGAN, MONMOUTH and HEREFORD.

"All discerning motorists purchase their car from firms of long standing with a reputation. That is why the SINGER 'JUNIOR' CAR has sold in such large numbers and become so popular. They appreciate its long wheelbase, comfortable roomy body with ample leg room for all passengers and its complete equipment, whilst its performance on the road, classy appearance, and running economy make a ready appeal. The 1928 Model will find greater favour with its many improvements, such as four wheel brakes, plate clutch, greater choice of coachwork, other detail refinements and improved appearance with reduced prices. The 1928 SINGER 'JUNIOR' should find favour with ALL MOTORISTS desiring VALUE FOR THEIR MONEY. 1928 WILL BE A SINGER 'JUNIOR' YEAR."

J. Parsons

J. PARSONS & CO.,
Dalcross Street, Roath Park,
Cardiff.

HAMPSHIRE.

"The purchase of a small car is to the man who is purchasing it an investment, and so the only way to go about purchasing that car is in the same way as one would invest capital.

"One would not invest money in a concern whose finances were of a precarious nature; one would not insure one's life with an office which had only just commenced business. Financial stability and reputation are two essentials whether the investment is in stocks and shares, life policies, or motor cars.

"Sixteen years ago Singer & Company built the first light car in this country, and from that date they have been the leaders in the manufacture of the real light car.

"The brains that produced that first car, and kept the name SINGER in the forefront during those sixteen years, is behind the 1928 Singer 'Junior'; and so, as far as reputation is concerned, the prospective purchaser is satisfied. There is no industrial concern in this country more stable financially than the Singer Company, and that stability has been made up by offering the public a good article at a fair price.

"The Singer Company and the Singer car fulfil the prospective purchaser's essentials, and that is why the Singer 'Junior' should be the choice of every potential purchaser of a small light car."

W. J. P. Jones

PERRIN'S MOTOR GARAGES (SO TON) LTD.,
Marsh Lane, Southampton.

HUNTINGDONSHIRE and SOKE of PETERBOROUGH.

"I do not think I have ever been more impressed with a light car than with this sturdy, economical Singer 'Junior.' I found it by no means a 'baby' light car, but a comfortable, reliable means of transport for four grown-ups with a surprising amount of power under the bonnet. A Singer 'Junior' is just the car for the family man to whom rail fares and holidays are a big problem."

MURKETT Bros.
Motor Engineers,
Huntingdon.

HASTINGS and DISTRICT.

"A new and improved chassis, four wheel brakes, added comforts for the passengers AND LOWER PRICES! Reasons enough! I consider that the Singer 'Junior' is far and away the leader of its class, a car more likely to bring satisfaction to my customers and prestige to my business than any other of a similar or even higher price. It is a car that I myself have tested and proved to be sound—a car any motorist can be proud to possess."

W. J. P. Jones

JARRETT'S MOTORS,
Harrow,
Hastings.

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

GREATEST VALUE**SINGER****IN LIGHT CARS****"JUNIOR"
£140****HULL and DISTRICT.**

"Allow us to congratulate you on the advent of the 'JUNIOR.' It is now nearly a year old, and we can state from practical experience that it is a success in every sense of the word.

"The outstanding features of this wonderful model are:—

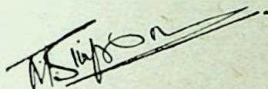
EXCELLENCE OF PERFORMANCE

EASE OF CONTROL

ECONOMY OF UPKEEP

all facts which appeal to the discerning motorist.

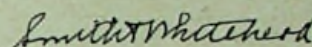
"We look forward to an unprecedented sale of SINGER 'JUNIOR' CARS—the better they are known, the more complete the convert to their merits."



**J. B. SIMPSON, LTD.,
71, Prospect Street, Hull.**

**ISLE OF WIGHT
(Western Half).**

"If you require a light car which costs little to run and little to keep up I do not know of any other car that I would more gladly recommend than a Singer 'Junior.' My own experience of the new models surprised me. I could hardly credit that such speed, power, and comfort could be included in any car at such an economical price."

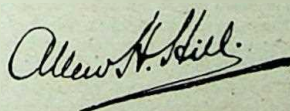


**SMITH & WHITEHEAD,
Church Litten Garage,
Newport, I.O.W.**

**LANCASHIRE, CHESHIRE,
HUDDERSFIELD and DISTRICT.**

"The great reason why I think a potential car buyer will choose the SINGER 'Junior' for 1928 is the most essential reason—that of economy. A car that only costs £140 with a petrol consumption of 45 m.p.g. and carries four adults (a load of 50 stone) anywhere in Great Britain, and has a Tax and Insurance charge of only £14 10s. per annum, is sure to make an appeal to the buyer with more 'Brains than Brass.'

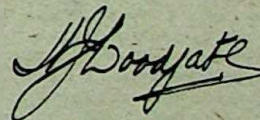
"To own a car that is an asset, and not a liability, is every motorist's ideal. Such is the 1928 SINGER 'Junior' in my humble opinion."



**COLMORE DEPOT,
200, Deansgate,
Manchester.**

**LEICESTERSHIRE and RUTLAND.**

"We look with confidence to greatly increased sales for the Singer 'Junior' next season—we shall then have the advantage of the many satisfied owners of 1927 Models, who are loud in their praises of this wonderful little car. It has been a new experience for people to be able to buy, at a reasonable cost, a car which is truly economical to run—fast, comfortable, and needs an absolute minimum of attention. Seldom has an entirely new model met with such instantaneous and overwhelming success—and with next year's improvements incorporated, we anticipate a greatly increased demand."



**COLMORE DEPOT,
178, Belgrave Gate,
LEICESTER.**

GREATEST VALUE IN LIGHT CARS

"JUNIOR" £140

LIVERPOOL and DISTRICT.

"I look upon the SINGER 'Junior' for 1928 at £140 as the 'greatest value for money' ever offered to the British Car Buying Public.

"The SINGER 'JUNIOR' is not a toy, but a full 4-seater Touring Car capable of giving comfortable and economical transport for four adults and luggage. I know other cars at similar prices, but I know of no other car giving such a complete specification as the SINGER 'JUNIOR.' This comprises:

Four-wheel Brakes Five Lamp Set, Self-starter, and Dynamo Lighting, Adjustable Driving Seats, Luggage Grid, Speedometer, excellent Rigid All-weather Equipment, and Cellulose Finish. A full complement of Tools and Dunlop Tyres.

"The Overhead Valve Engine is a little 'giant' which, owing to the long stroke, develops amazing power, and has that 'punch' which is often lacking in the modern small car.

"As 'value for money' the SINGER 'JUNIOR' is hard to equal and impossible to beat."

J. Redshaw

**COLMORE DEPOT,
24, Paradise Street, Liverpool.**

LEEDS and DISTRICT.

"If the Singer Co. don't know how to make a light car such as their 'Junior,' who does?

"They've made them long enough; and as Distributors of recent years for Singers we have had the pleasure of selling many, and affirm that they have given unbounded satisfaction to their owners, the great majority of which have been complete novices at motoring, and who are much harder on their cars than the person with some experience.

"If experience in manufacture counts, good appearance, silky running and value for money, the prospective purchaser is up against a 'big job' to find more to their taste for their £140."

D. P. R. R.

**LEEDS AUTOCARS LTD.,
58, Hunslet Road, Leeds.**

LINCOLNSHIRE.

"We, as Singer Distributors for the greater part of Lincolnshire, can thoroughly recommend the Singer 'Junior' to prospective purchasers. During the present season we have sold a large number of this model, and, without exception, everyone of our customers has been full of praise respecting the performance of the car.

"The 'Junior' Model has more than maintained the Singer slogan, 'The car that looks after itself.' It is very economical to run, it is light on tyres, it has an extraordinary mileage to the gallon, using very little more petrol than the ordinary combination. No hill is too steep, and it always has a good turn of speed.

"We look upon the 'Junior' Singer as the light car of the future, and for 1928 the range of bodies on the 'Junior' chassis should meet the desires of all.

"To any prospective purchasers in our territory, we shall only be too pleased to give a demonstration run and any further particulars that may be required."

LEAMINGTON and DISTRICT.

"If potential Light Car buyers, and especially the many motorists who have hitherto put up with uncomfortable combinations, are as wise as we think, then the new season will see many turn to the Singer 'Junior' which, with its very real improvements, notably the semi-elliptic type of front springs, efficient front wheel brakes, wider track, and the splendid new range of bodies, compared with just the four-seater body of last season, will make such an appeal to the buying public that we anticipate a record season for the makers in which we hope to share. From our experience, which goes back to the old Benz Ideal days, we consider the Singer 'Junior' 1928 Model the finest value in Light Cars ever offered, and for this reason, as well as its very satisfactory performance during the past season, the demand will, we feel sure, be commensurate with the extraordinary value offered."

**STOCKS (1920)
LIMITED,
The Motor House,
Newland, Lincoln**

**T. MAIN & Co.
36, The Parade,
Leamington Spa**

GREATEST VALUE **SINGER** IN LIGHT CARS

"JUNIOR" £140

MAIDSTONE and DISTRICT.

"To the buyer of a small car whose foremost consideration is economy we unhesitatingly recommend the SINGER 'Junior'."

"Firstly.—Because in our opinion, gathered from a long experience of Light Cars, it represents the finest possible value in its class."

"Secondly.—Its high efficiency on the road, coupled with its extremely low running costs, 45 m.p.h. and 48 m.p.g., makes it the finest economical proposition on four wheels."

"Thirdly.—Its symmetrical body accommodating four adult passengers comfortably, without forcing their knees to their chins, scores over all rivals."

"Fourthly.—It is made by a first-class Coventry Firm, whose reputation never stood higher than it does to-day, ensuring efficient service."

"These are the primary reasons why we recommend the SINGER 'JUNIOR' as the soundest proposition to the buyer of a small car, who wishes to carry four passengers with complete absence of trouble, at the lowest possible cost per mile."

W. J. Anstey

ANSTEY'S,
30, 32, 34, Stone Street, Maidstone.

NORTH ESSEX and NORTH HERTS.

"To an increasingly large number of motorists PRICE is a determining factor in the choice of a car. Yet there is a figure or border-line below which reduction means sacrifice of reliability, comfort and appearance."

"The SINGER 'Junior' allows a liberal margin over this border-line, and maintains the well-known SINGER reliability, presents an appearance of which an owner can be proud, and gives that desirable attribute which makes most appeal, perhaps, to lady owners, namely, COMFORT."

"There is another point which is seldom mentioned, though it affects many owner-drivers. The SINGER 'Junior' does not exhaust either nervous energy or income—the easy driving, the finger-light control, the certain knowledge that 'she will do it all right'—make no toll on the energy of the most nervous of drivers, and what is, perhaps, even more vital, the economical outlay and upkeep cause no strain on moderate or limited incomes."

Chas. G. Ginn

EASTERN AUTOMOBILES LTD.,
London Road, Chelmsford.

NORFOLK and SUFFOLK.

"The following are some reasons why the discerning buyer should purchase a SINGER 'JUNIOR':—

"1.—It is important to buy the product of a successful firm, for obvious reasons."

"2.—It is extremely economical to run and easy to start."

"3.—It has ample power on hills and ample speed."

"4.—It is absolutely up to date in design and so is easy to look after, and its nice long wheelbase and large strong tyres make it keep the road very well indeed, and so it gives one a justifiable feeling of safety, comfort and reliability."

"5.—For economy, power, speed, reliability, appearance, comfort, safety, there is nothing to touch the SINGER 'JUNIOR' at the price."

J. Roper

EGERTONS (IPSWICH) LTD.,
Northgate, Ipswich.

NORTH STAFFS.

"The SINGER 'Junior' is the product of an all-British Company, whose excellent reputation for sound engineering and 100% value has long been accepted throughout the motoring world."

"The initial cost of the 'Junior' is extremely low and quite belies its remarkable quality."

"It gives you the accommodation and comfort of a large car at the running cost of a motorcycle combination."

"Since the introduction of this handsome little car, its reliability has been well tested and proved by many of our highly satisfied customers."

"Do not say you cannot afford a car, you cannot afford to be without a SINGER 'Junior.' Come and let us demonstrate to you its wonderful performance and value."

J. Roper
Managing Director

HANLEY GARAGE Ltd.,
Cheapside, Hanley,
Stoke-on-Trent.

GREATEST VALUE **SINGER** IN LIGHT CARS

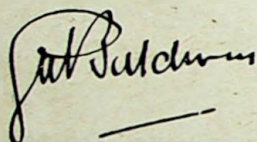
"JUNIOR" £140

NORTHAMPTONSHIRE.

"In individuals, as in every phase of business whatever the products, there is an old adage—aye, a very old one—'There is nothing that succeeds like success.' This can be conscientiously and truthfully a slogan of the Singer 'Junior.'"

"It is a motor car in every sense of the word, manufactured by the pioneers of the light car with all their past experience and brains embodied. It is not a toy, seating four adults and climbing most of the main road hills easily on top gear, with its 'ready to go anywhere' performance, great economy and silken-like purr when travelling at speed. Some of us were born with the proverbial silver spoon—others have to work hard and scheme for a small return. To this person the Singer 'Junior' is the car of the future, and with a selection of two open and three closed models, ranging from the absurdly low price of £140, it is at least a great achievement of British engineering skill."

"In other words—OWN A SINGER AND BE SATISFIED."



ARTHUR MULLINER, LTD.,
Bridge Street, Northampton.

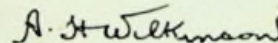
NORTHERN IRELAND.

"Our experience of over 25 years in the motor car business has taught us to consider three very important points before recommending any particular make of car to the motoring public:—

- "1.—The standing of the manufacturers.
- "2.—The reliability of the machine.
- "3.—Its value for money.

"It is because we are quite satisfied on these points that we can enthusiastically and conscientiously recommend the Singer.

"The 'Junior' model, marketed for the first time in 1927, has proudly upheld the tradition of Messrs. Singer & Co., Ltd., for downright honest value and sound mechanical construction. It has filled a long-felt want and opened the door to luxury motoring at a minimum cost; a credit to its manufacturers and a pride to its owners, therefore, our advice to you is buy a Singer 'Junior' and be happy."



LESLIE PORTER, LTD.,
24 to 28, Great Victoria St., Belfast.

NOTTINGHAMSHIRE.

"Why you should make the Singer 'Junior' your choice.

- "1.—Initial cost.
- "2.—Low upkeep.
- "3.—Built on the lines of a big car.
- "4.—Roominess of the body.
- "5.—Reliability and wear.
- "6.—The reputation of the pioneers of light car manufacture.

"The Singer 'Junior' is not a toy. It has comfortable accommodation for four adults and luggage, and with its lively engine, four-wheel brakes, and full equipment, is without doubt the best value in light cars on the market. It has all the feel of a big car, and is undoubtedly built for the man of limited means who requires economy of upkeep. Therefore, our advice to the man of moderate means is 'Buy a Singer "Junior" and you will never regret it.'"

C. H. TRUMAN & CO., LTD.,
61a, Mansfield Road,
Nottingham.

CITY OF NOTTINGHAM.

"I have always recommended Singer productions and this new 'Junior' is no exception. Never before has there been such value in motor cars. If you have never considered a car before on account of the expense—work out your cost of travel by rail and compare them with the running costs of a Singer 'Junior'—you will find it cheaper and more comfortable to take the family from door to door in a Singer. As a reliable, economical, and handy runabout it is unequalled."

I. SHIPSIDE, LTD.,
Daybrook,
Nottingham.

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

GREATEST VALUE

SINGER

IN LIGHT CARS

"JUNIOR"

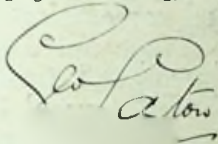
£140

OXFORDSHIRE.

"My reply to the question 'Why one should choose a Singer Junior' of light cars would most probably be in the form of the question 'Why not a Singer Junior?' and I am quite certain that the latter question would prove much more difficult to answer than the former.

"In many ways the term 'JUNIOR' may be somewhat misleading to the uninitiated, as, except from the view of engine capacity, the car is anything but a junior. Although quite a modest garage is all that is required to house it in, the present chassis construction is such that a full-size body is fitted, providing adequate legroom for even the tallest of passengers. Even under these conditions, the wonderfully efficient little engine is capable of a speed of 50 m.p.h. and at the same time has a petrol consumption of 50 m.p.g.

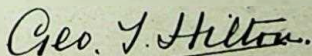
"A performance such as his naturally brings in its train problems in connection with springing and braking, but even the most fastidious would agree that the former is all that can be desired, whilst the provision of 4-wheel brakes provides all that is necessary in that direction. The provision of a 5-lamp lighting set is typical of the equipment throughout the whole car."



LAYTONS of OXFORD,
New Road, Oxford.

RUGBY and DISTRICT.

"Although the power output of SINGER engines has always been exceptional, I naturally had a slight misgiving when Messrs. Sincer & Co. intimated that they were putting on the market the 'JUNIOR' fitted with a full Four-Seater Body, so I decided to make a forty mile test run in competition with a larger and, as I thought, more powerful car, four passengers in each car; the road chosen was more hilly than easy, but the little car was never left more than a few yards and finished right under the tail of the bigger car. This result removed all misgiving so far as power and efficiency was concerned. Although driven all out, the petrol consumption was just under one gallon. It would be difficult to find a car of this size as comfortable as the 'JUNIOR'."



G. T. HILTON,
North Street,
Rugby.

SHEFFIELD and DISTRICT.

"The following expressions of appreciation received by me as the Singer Agent for an area which is all hills and dales, supply, in my opinion, the most convincing proof that the Singer 'Junior' is the best value in light cars. For economy, performance, comfort and power the 'Junior' certainly leads the way. As you know, I have sold scores of these nippy little cars, and, without exception, every owner is delighted

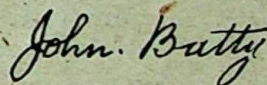
"This is what they say:—

"A Speed Merchant: 'I don't know where on earth my little "bus" gets its power.'

"A Commercial Traveller: 'I cover nearly 500 miles a week in all sorts of weather, over all kinds of roads, and the way my "Junior" does it is a perfect marvel.'

"A Lady Owner: 'I used to drive a much more expensive car but I prefer my SINGER "JUNIOR," it is so easy to manage and so comfortable to drive.'

"Father: 'My "JUNIOR" takes the lot of us and does it at the rate of 50 miles to the gallon of petrol.'"



G. BATTY & SONS, LTD.,
11, Cambridge Street, Sheffield.

NORTHERN WILTSHIRE.

"Our chief reason is that it is within the reach of any person of small available capital, who requires, as far as possible, big priced car comfort at low cost, and that having sold a large number during the season to various clients (some of mature age), without failing to give every satisfaction, proves it is very simple to drive and easily managed by the inexperienced. We have also sold to clients with railway engineering experience, who are most delighted with its efficient service and low running cost. To those who like speed it holds the road well at 40 (the writer has under favourable conditions attained 52 m.p.h.), and it will take practically any hill in 2nd gear. With the 4-wheel brakes as fitted to the new models, combined with improved semi-elliptic springs and frame lengthened to carry same, makes it a still more desirable car to own.

"Try it, Buy it, and prove to yourself it is one of the best."

GREEN & HARDING
Marlborough Road,
Swindon.

GREATEST VALUE SINGER IN LIGHT CARS**"JUNIOR"
£140****A MESSAGE FROM SCOTLAND**

"Common sense is rare sense, but rare sense is not common."

"The guiding principle of the 'Canny Scot' is 'Value'; Singer Sales increased fifty per cent. last year in Scotland."

"Is it only a coincidence?"

"With the 1928 Singer 'Junior,' closed car comfort is within the reach of all, and this model manufactured and backed by one of the oldest and most successful firms in the country, it is but natural that it should appeal to owners who appreciate value both in first costs and running costs."

"Let your search for the best light car value stop here, and when you think of 'Value' think of the Singer 'Junior.'"

"Let it be your choice for 1928."

David L. Sutherland

**ARMOUR & MELVIN, LTD.,
Newlands Garage, Newlands,
GLASGOW.**

Telephone—Langside 1190.



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

GREATEST VALUE IN LIGHT CARS

"JUNIOR"

£140

SCARBOROUGH and DISTRICT.

"To anyone contemplating the purchase of a small car with a low initial outlay, and a relatively small running up-keep, there is no better proposition at the present time than the SINGER 'Junior'. This is a truly remarkable little car, accommodating as it does 4 adult passengers with ease, and capable of pulling a full load hour after hour without the slightest sign of distress, and negotiating the stiffest of hills without flagging. The steering is light and effortless, giving the driver that sense of complete control, which is combined with an exceptionally flexible water-cooled 4 cylinder O.H.C. engine, an essentially easy gear change, and very efficient braking system.

"Speaking from experience, I have found this car gives to the owner that satisfactory and trouble-free running which one usually associates only with the most expensive cars."

H. Bellwood

H. BELLWOOD, LTD.,
68, 72, & 72a, Victoria Road,
Scarborough.

SOUTHERN STAFFORD, WORCESTER and WEST WARWICKSHIRE.

"We look upon the SINGER 'Junior' 1928 Models as the first real solution of the 'Economical Motoring' problem.

"Many of the purchasers of this class of vehicle are recruited from the ranks of the motorcyclist—and as probably the largest Motorcycle Distributors in Great Britain, we know that the old motorcyclist is more fastidious regarding mechanical details than the ordinary car buyer—and he expects a vehicle with a road performance equal to his beloved motorcycle. In the past, he has not been able to get this good road performance in combination with real comfort and weather protection.

"He also expects a job which is mechanically sound in every detail, and which will keep running costs and overhead charges down to the absolute minimum.

"The SINGER 'Junior' meets his requirements admirably—cheap to buy, cheap to run, but not cheap in performance or appearance.

"A real little thoroughbred with the wonderful SINGER pedigree behind it! A car that we can sell with every confidence of it giving complete satisfaction."

Colmore Depot

COLMORE DEPOT,
49, John Bright Street, Birmingham.

SOUTH WILTSHIRE.

"I have used a SINGER 'Junior' for the past few months and have covered 6,000 miles, not by any means entirely on main roads. I thought you would like to know how wonderfully the little car has behaved. She has given no trouble whatever, and has never failed to climb the steepest hills with a full load.

"Not the least remarkable feature experienced with my 'Junior' SINGER is the exceptionally economical running. She averages 50 m.p.g., the oil consumption also being remarkably low. Having had 27 years' driving experience on all makes of cars, both English and foreign, I consider that for the size of the engine the SINGER 'Junior' is the most efficient light car on the market.

"I have spoken to several other SINGER 'Junior' owners, who all have nothing but the highest praise for the little car."

EDWARDS BROTHERS,
36, High Street,
Salisbury.

SHROPSHIRE.

"Since the first appearance of the SINGER 'Junior' I have never come across a dissatisfied owner, and the new programme for 1928 offers a range of models which, in my opinion, are the highest peak of motoring value. They are an economical, reliable, and attractive range of cars, which I shall always thoroughly recommend to all intending purchasers of light cars."

D. E. FOULKES & CO.,
St. Julian's Friars,
Shrewsbury.

GREATEST VALUE **SINGER** IN LIGHT CARS

"JUNIOR" £140

SOUTHERN DERBYSHIRE.

"When selecting a light car the buyer should consider :
"Firstly.—What proved four-cylinder car has coachwork to fit his requirements? We can supply testimonials to prove the 'JUNIOR'S' worth from 1927 'JUNIOR' users. The SINGER 'JUNIOR' RANGE from Two-seater to Saloon meets the need of every buyer.

"Secondly.—What is the cost and the cost of running? The former cannot be beaten. The writer personally travelled 427 miles in Wales on 9 gallons of petrol and 1 pint of oil on a SINGER 'JUNIOR' Four-seater.

"And Thirdly.—The stability of the makers of the car. Messrs. Singer & Company have been making light cars since the year 1912, and are to-day probably the most prosperous motor firm in this country.

"The car is 'JUNIOR' only in name. It is a real 'chip of the old block.'

"In conclusion, I would say, 'Buy a car made by a firm which prospers, which has resources and which has a reputation.'"

J. W. Mitchell

THE MELTON MOTOR CO.,
Queen's Chambers,
London Road, Derby.

SOUTHEND and DISTRICT.

"The first thing the potential buyer of a small car looks for is 'value for money' and, secondly, cost of maintenance, and in the SINGER 'JUNIOR' he has the article he is looking for, because there is no question that, in this latest product of the old-established Singer Company, these two very important points are outstanding.

"Taking the question of initial cost, there is no better value to be had than the SINGER 'JUNIOR,' costing only from £140 for a Two or Four-seater to £165 for a full Four-seater Saloon—and secondly, upkeep is really ridiculously low, with a petrol consumption of approximately 50 m.p.g., annual Tax of only £8, and Insurance proportionately low; in addition, their reliability is such that the repair bill is practically nil."

WOODYATT'S
MOTORS, Ltd.
Milton Road,
Southend-on-Sea.

SUSSEX.

"In consideration of the almost unbelievable improvements which you have found possible to incorporate in your 1928 SINGER 'JUNIOR' chassis, and—still more astounding—a range of bodywork which must speedily prove irresistible to the prospective small car owner, we consider it opportune to compliment you upon your inevitable success-to-come.

"The principle reasons why these little cars should dominate in their market are as follows:—

1. The most economical to buy and use.
2. All-round performance.
3. Attractive appearance.
4. Genuine F.W.B. system.
5. Variety of coachwork.
6. Cellulose finish.
7. All-on equipment.

"As engineers, we consider the new 1928 SINGER 'JUNIOR' a mechanical masterpiece, representing the peak of small car value, and another proof of British automobile engineering supremacy"

G. G. Burt

MOODY'S MOTORS, LTD.,
115-116, Western Road,
Hove, Brighton.

STOCKTON-ON-TEES & DISTRICT

"Choice of a car is materially influenced by the following features:—

"Comfortable Travel.—The SINGER 'JUNIOR' provides ample room for four persons, and its smooth riding is unexcelled by many heavier cars.

"Ease of Control.—All controls are set in a most convenient position and provide the acme of comfort.

"Economy.—Over 45 miles per gallon is easily obtainable and oil consumption is negligible. Economy is also aided by complete accessibility of component parts, providing easy adjustments when necessary.

"Reliability.—Singer & Co. are to be congratulated on the high standard of workmanship and materials which maintain trouble-free motoring.

"The SINGER 'JUNIOR' provides all these features and more, and its wonderful performance is sufficient to satisfy even the most fastidious motorist. The pleasure to drive, and the satisfaction expressed by all purchasers makes it an equal pleasure for an agent to sell."

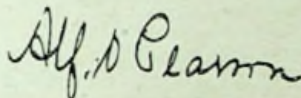
THE WHEATLEY MOTOR & ENGINEERING CO., LTD.,
Yarm Road,
Stockton-on-Tees.

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

GREATEST VALUE**SINGER****IN LIGHT CARS****"JUNIOR"
£140****SOUTHSEA and DISTRICT.**

"Why should you purchase a Singer? In the first place, you must consider what you are able to pay, and what you can procure for that figure. We will say your limit is £140, and you cannot afford a car that is a perpetual source of expense to keep in order. Now the Singer 'Junior' is just the car for such as yourself. Consider who are the makers and their reputation I venture to say there is not a more reliable car on the market than the Singer who actually make their own parts and do not merely assemble those bought from other firms. This means that they know what they require for the particular job, and are able to make it accordingly. Again, the 'Junior,' although a low taxed car, is capable of taking four adults anywhere, and the appearance and equipment leave nothing to be desired.

"The most convincing proof of the Singer's popularity is the number of owners who, when requiring a new car, again purchase a Singer."

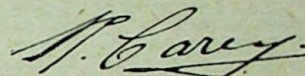


**PEARSON & PEARSON LTD.,
44, Elm Grove, Southsea.**

**TUNBRIDGE WELLS and
DISTRICT.**

"The reason why a prospective car buyer should choose a Singer is to us, of course, very obvious. Having sold the 'Junior' for twelve months, we have had the opportunity of satisfying ourselves that it is the only small car which includes all those items of equipment that the motorist of moderate means will have for his £140.

"Really suitable accommodation for four persons, a driver's door, perfect springing and body comfort, four-wheel brakes, a quiet, powerful engine, giving a road performance that compares favourably with most 10 h.p. cars, combined with the lowest possible running costs, make the 'Junior' unquestionably the best car of its class."

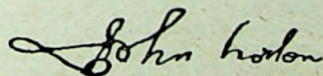


**R. CAREY (Tunbridge Wells), LTD.,
16-17, Crescent Road,
TUNBRIDGE WELLS.**

WALES (MID.).

"As a Singer Distributor, I am pleased to be able to state that the SINGER 'JUNIOR' has been well received in West Wales during the current year.

"The excellent workmanship and behaviour of the car appeal strongly to the man with a modest purse and to the lady driver, and there is no doubt that the little vehicle has made a successful debut. The improved 1928 model's should become increasingly popular."



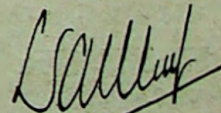
**AUTOMOBILE PALACE, LTD.,
Llandrindod Wells.**

WEYMOUTH and PORTLAND.

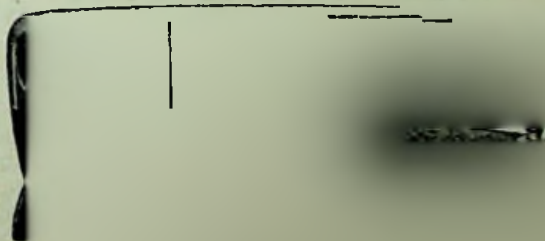
"The most important part of the car is essentially the engine—in this respect the Singer 'Junior' holds high the reputation of its manufacturers, and for pulling power, reliability and general efficiency the engine is unexcelled.

"It is interesting to note that, although various body and chassis refinements are included in the models of the 1928 range, the engine that gave such a remarkable performance last season remains practically unchanged. In fact, I cannot possibly see how or where any improvement could be made on this masterpiece of modern engineering skill.

"Regarding upkeep and running expense, the Singer 'Junior' is the last word in economy; it carries four passengers with ease, does 48 miles to the gallon, and the tax is only £8. Surely those with even a modest income can afford to run a 'Junior,' for the price brings motoring within the reach of all."



**DAN GUY,
The Esplanade,
Weymouth.**



GREATEST VALUE



IN LIGHT CARS

"JUNIOR" £140

WEST RIDING OF YORKSHIRE.

"Now that the 1927 season is drawing to a close, we feel that you will be interested to have our impressions of the Singer 'Junior' Model. We have been specially impressed with the satisfaction that this model has given to our clients. The general running has apparently been all that could be desired, and at very low running costs. In our opinion the Singer 'Junior' has the feel and speed of a big car and the chassis is a wonderful example of mechanical efficiency. This being our first season as Singer distributors, we are very gratified by the results, and are looking forward to your new 'Junior' Model with interest, as being a car we can offer to a discriminating public with confidence."

Longbottom

The STANDARD AUTOMOBILE Co.
Alfresco Garage, Frizinghall Road,
Bradford.

WILTSHIRE (CENTRAL.)

"Our reasons for recommending the Singer 'Junior' car can easily be placed in a nutshell.

- "(1) The exceptional sturdiness of the chassis.
- "(2) The wonderful efficiency of the small engine, coupled with its simplicity of design.
- "(3) The body construction which marks it as being the ideal small FAMILY CAR.

"It is a real FOUR-seater, and in the estimation of our numerous clients it is unrivalled.

"We have before us at the time of writing one of many testimonials from satisfied owners, an extract from which reads:—

"My car has done over 5,000 miles without the least trouble in any shape or form; Mileage per gallon 48; Miles per hour 50; Average load, four grown-up persons."

"For the owner-driver of limited means we do not think that he will find anything more favourable for him in the market to-day than a SINGER 'JUNIOR'."

P. Longstreet

LONGSTREET'S GARAGES,
33 & 34, Fore St., Trowbridge.

WISBECH and ISLE OF ELY.

"Your light car is without doubt an example of genius and workmanship.

"In my opinion its chief qualities are as follow:—It can be run at the cost of a motorcycle combination, being very light on tyres, petrol, oil, etc., good hill climber, very roomy, also embracing the requirements of larger cars. I could go on enumerating its qualities. To sum up the whole matter, I suggest without hesitation, this car is the soundest proposition I have seen. It has proved the success for which you aimed—Price, Economy and Utility."

H. W. Miller

H. W. MILLER,
1, Nene Quay,
Wisbech.

WOLVERHAMPTON.

"In my opinion, potential buyers should make the 'Junior' Singer their choice, as it is one of the few cars that appeals to both a man and a woman.

"Here we have a car with a wonderful chassis, new factors of reliability and endurance, factors that people have long hoped to get but have never before obtained in a car at the price of the 'Junior' Singer.

"This car is distinctly a man's car by virtue of its wonderful performance, both from a power, speed, reliability and braking point of view. But it is decidedly a woman's car: not just because of its beauty, but because it handles and obeys a woman's touch with a sureness and ease that delights the feminine love of lightness and grace."

Cyril Williams

CYRIL WILLIAMS,
Chapel Ash Depot,
Wolverhampton.

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

FOR CONSISTENTLY *GOOD* PERFORMANCE MILLER TYRES

Because—

1

The Uniflex Cord Construction—every cord of equal strength; every part flexing as a live unit; resisting jolts and blows; leaving the tyre intact and free from inside friction and abrasion—
GIVES ADDED MILEAGE.

Because—

2

The Road-shaped Geared-to-the-Road Tread—running evenly with the road under every load; taking wear slowly; preventing uneven, spotty and rapid tread wear—
GIVES CERTAIN ROAD GRIP.

Because—

3

The Tread and Sidewall in one piece without joints or hinges—eliminating all chance whatever of separation or cracking—
GIVES GREATER STAMINA.

THE NEW BRITISH Miller CORD TYRE
is now available in certain truck sizes.
The full range will be ready shortly.

"FULLY EQUIPPED"
The Slogan of every
Car Manufacturer To-day

Just one thing more is needed to complete your new car's equipment. "Handy-Andy," the original Tube Repair Kit. Make a special point of seeing this in the range of Miller Rubber Repair Accessories on

STAND NO.
516 GALLERY
OLYMPIA




Miller
"THE TROUBLE ELIMINATOR"

T123

G.J.S.

Announcement of Industrial Rubber Products Ltd., 191-2 Tottenham Court Rd., W.1.

Scottish Depot: 166 Howard St., Glasgow

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

B59

Serviceable Accessories for AUSTIN SEVEN

"EVERWARM" RADIATOR LAMP

has long been recognised as an article of outstanding merit. It is constructed on the principle of a miner's lamp and is just as safe. Placed under the bonnet of the car the "Everwarm" prevents the engine freezing up and obviates cracked cylinders and water jacket. Reasonable first cost and low upkeep—a fraction of a pennyworth of paraffin each night.

Ensures a quick and easy start, either by handle or electric starter, on cold mornings.

Patent No. 186540.

Size 10 x 4½ in.
List No. R2/4.

17/6

"BODELO" BRAKE ATTACHMENT

A simple, easily fitted device which provides four-wheel brake control without alteration to car mechanism. Gives greater driving freedom and ensures even braking action.

No. B27/70

Price **30**



ALUMINIUM OIL FILLER

simplifies the filling of crankcase, spilling being avoided. The mesh prevents passage of dirt and grit.

No. 01/81
Each

"DUCO" PEDAL RUBBERS

provide a better grip on the pedal. Prevent the footslip so common with polished pedals.

No. P3/39g

Per pair **1/6**

"DUCO" RUBBER STEP MATS



No. M12/73a

The finest value it is possible to obtain. Mats are of good quality cone pattern rubber fitted to strong aluminium frames with valance guards and scrapers.

Per pair **12/6**

Obtainable through all Garages and Motor Accessory Dealers.

Brown Brothers Limited

— Allied Companies —
THOMSON AND BROWN BROTHERS LTD
BROWN BROTHERS (IRELAND) LTD

(Wholesale only.) Head Offices and Warehouses:

GREAT EASTERN STREET, LONDON, E.C.2.
126, George St., EDINBURGH, and Branches.

AROUND THE TRADE.

Mixtrel upper cylinder lubricant was used by R. Benoist in the Delage car with which he won the British Grand Prix.

— 0-0 —

We learn that Layton Garages, New Road, Oxford, distributing agents for Singer cars in Oxfordshire, have opened new premises at the address given. The premises are situated within a few minutes' walk of the Oxford G.W. Railway station.

— 0-0 —

Shell-Mex, Ltd., have announced through the advertising columns of the Press that they will immediately discontinue the policy of putting up on garages and filling-stations signs advertising their petrol and oil; also that they will urge garage and filling-station proprietors to allow them to remove and destroy all such signs now in existence.

— 0-0 —

David Moseley and Sons, Ltd., Ardwick, Manchester, notify us that they have received permission to publish the following statement:—The super-marine Napier S.5 seaplane in which Flight-Lieutenant S. N. Webster won the Schneider Cup was fitted with Moseley "float-on-air" upholstery supplied by Messrs. Alex. Comrie and Sons, of Portsmouth.

— 0-0 —

It is interesting to note that the runabout motor boat which was shown by the makers, J. W. Brooke and Co., Ltd., of Lowestoft, on their stand at the recent Shipping and Engineering Exhibition at Olympia, is now on view at the Park Lane showrooms of Car Mart, Ltd., and a duplicate is being shown in Mr. Arthur Bray's new Baker Street showrooms.

— 0-0 —

Benton and Stone, Ltd., Bracebridge Street, Birmingham, notify us that the price of the standard model Knott hydraulic jack, as hitherto supplied at 50s., has, from October 1st, been reduced in price to 39s. 6d. A new and improved model having a gear-operated extension is to be marketed at 45s. We have received from this concern a copy of a poster advertising the jack. It should prove attractive to garage men and retailers.

— 0-0 —

With reference to the recent correspondence which has appeared in this journal concerning motor agents' obligations in connection with "service," Messrs. Nash's Motors, 56, Oldhall Street, Liverpool, write to explain how they interpret the meaning of the word. They say that they guarantee that every new car they sell shall cost the owner nothing at all except running expenses, such as petrol and oil, for 5,000 miles or six months' running, all adjustments and replacements done by them being entirely free.

— 0-0 —

We have received from Messrs. The General Motor and Tyre Co., 7-7a, Caledonian Road, King's Cross, London, N.1, a leaflet giving the new retail prices, from October 1st, of Kelly-Springfield cord tyres. Covers suitable for light cars, e.g., 700 mm. by 85 mm., £2 2s.; 710 mm. by 90 mm., £2 11s.; 760 mm. by 90 mm., £2 15s., with beaded edges. Balloons (wired-on or straight-sided) for well-base or flat-base straight-side rims, 27 ins. by 4.4 ins., £2 13s.; 28 ins. by 4.4 ins., £2 18s. Many other attractive reductions are listed by this concern.

— 0-0 —

Hampton Cars (London), Ltd., Dudbridge, Stroud, Glos., write to inform us that, for the purpose of increasing their productive facilities, they have recently purchased the freehold works previously known as the Dudbridge Iron Works, where for many years the Dudbridge gas engine was manufactured and where, during the war, a large number of Salomon aero engines were built. The new works will, it is stated, give the concern ample room for extension and, when completed, will make for a large improvement on the former productive capacity. The latest models are on view at the showrooms of B. S. Marshall, Ltd., 25, Basil Street, Knightsbridge, London.

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

OCTOBER 14, 1927.

THE LIGHT CAR AND CYCLECAR

(Supplement xxlii.) 101

PALMER
Flexicord Tyres
Wired Edge and Beaded Edge

A Name & Number
at the Motor Show
which stand
for
TYRE SATISFACTION

**STAND
525**

**MOTOR SHOW
OLYMPIA
OCT 13th - 22nd.**

BUGATTI

Be to announce that they have opened

**NEW SHOWROOMS at
12, ALBEMARLE ST., PICCADILLY, W.1**

You are cordially invited to inspect the latest models at this address or on our

STAND No. 2, OLYMPIA.

Chassis prices from £325 English Coachwork prices from £100

ETTORE BUGATTI AUTOMOBILES

West End Showrooms:—12, Albemarle Street, Piccadilly, W.1

Telephone - - Gerrard 3612.

Service Depot

Telephone : Brixton 0566.

1-3, BRIXTON ROAD, LONDON, S.W.9.

Telegrams : "Bugattimo, Cluproad, London."

London Agents:—MALCOLM CAMPBELL (London), 1927, Ltd., Byron House, 7-9, St. James St., London, S.W.1. (Sole Concessionaires for the sale in Great Britain of our Grand Prix Models.)

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

A **100** SMALL CARS
in—

a Super Clearance!!

of STOCKS all
FOR A FEW DAYS ONLY. UNDER **£100**

BUT HOW CAN WE TELL YOU ABOUT IT
UNLESS YOU LET US KNOW TO WHAT
ADDRESS WE MAY FORWARD OUR LISTS AND →
NO OBLIGATION—NO FOLLOWING UP.

Benmotors 30-32, High Street, Wandsworth,
S.W.18. NEXT TO NEW TOWN HALL.
All Buses and Trams pass the door.
'GRAMS: "BENMOTAS, WANDS, LONDON."
HOURS—8.30 to 7.0, EXCEPT SUNDAYS (Note change of time).

Tear out this
page. Write
your Name and
Address across it
and forward to us.



A useful manual for
the owner-driver,
dealing with the
latest methods of motor
vehicle repair.

2/6 net, 2/9 post
free from publishers.

TEMPLE PRESS LTD.,
5-15, Rosebery Ave., London, E.C.1

Wholesale Agents—E. J. Larby, Ltd.,
80, Paternoster Row, E.C.4.

**The BOWDEN
EXTRA AIR INLET**

Increases Engine Efficiency.

Reduce the Fuel Bill
by the judicious use
of an Extra Air Inlet.

Get the Bowden, the
Original and Best.

Seventeen years' world-
wide use.

OLYMPIA,
Stand
492
Gallery,
Main Hall.

No. 533. Write for full particulars,
fitting instructions, etc.
Prices 15/6 to 30/-

Bowden Wire Ltd
LONDON N.W.10

27, Victoria Road, Willesden
Junction, London, N.W.10



A
**NEW
GRADE**

THE DE-LUXE CLEANSER
SPECIALLY MANUFACTURED FOR
GARDENERS MOTORISTS GOLFERS ETC

Makes the
Grimeiest
Hands
Spotless
and Smooth



Thorough
Quick
Non-Injurious
and
Antiseptic

SCORES OF USES
IN THE
HOME

GRE-SOLVE
MILES AHEAD OF SOAP

Wonderfully Pleasant to Use
and Wonderfully Efficient.

Dealers write for special
introductory offer to

THE GRESOLVENT CO.,
JUNCTION WORKS - LEEDS.

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

**K
I
R
K
&
C
O.**

A FEW BARGAINS FROM OUR SHOW.

Don't forget to give us a call on your way to Olympia.

CARS.

ROVER, 1927, 9 h.p., 2-seater de luxe, magnificently equipped, every accessory, mileage only 3,000, as new throughout, taxed December, only three months old, superb car, cost over £240, our price .. £155

SWIFT, 1924, 9 h.p., 4-seater, chummy, dynamo lighting, self-starter, many accessories, leather upholstery, beautifully finished crimson, taxed December, balloon tyres, very fine condition .. £69 10

SALMON, 10 h.p., O.H.V., special sports, 2-seater, first registered April, 1926, dynamo lighting, self-starter, V screens, clock, speedometer, large flexible steering wheel, very attractively finished and capable of high speeds, really lively sports car .. £68
Choice of another sports model at .. £58

LAGONDA, 1924, 12 h.p., 2-seater, coupe, double sunken dickey, full dash, starting and lighting, practically new tyres .. £67 10

CITROEN, 1926, 75 h.p., 3-seater, Cloverleaf, dynamo lighting, self-starter, good balloon tyres, smart appearance .. £65
Choice of another 1925 .. £55

SINGER, 1924, 10 h.p., 4-seater de luxe, dynamo lighting and self-starter, leather upholstery and all-weather equipment, taxed December, good tyres, beautifully coach finished .. £62 10
Choice of another .. £55

CITROEN, 1925, 2-seater, coupe, dynamo lighting, self-starter, speedometer, new balloon tyres, beautifully finished crimson, black wings, tax paid .. £59 10

STANDARD, 1924, 114 h.p., 2-seater de luxe, sunken dickey, starter and lighting, nice condition .. £59 10

CALTHORPE, 10 h.p., 4-seater de luxe, dynamo lighting, self-starter, nickel-plated, headlamps, thoroughly overhauled, beautifully coach finished .. £47 10

CITROEN, 1925, 75 h.p., 2-seater, dynamo lighting, self-starter, balloon tyres, smart appearance .. £47 10
Choice of another, 1924 2-seater .. £37 10

CITROEN, 1925, 75 h.p., 2-seater, dynamo lighting, self-starter, balloon tyres, smart appearance .. £44 10

ROVER, 8 h.p., 1922, 2-seater, dynamo lighting, good tyres, extremely nice condition, great bargain .. £22

G.N., 1922, 75 h.p., 2-seater, sunken dickey, front handle start, dynamo lighting, polished aluminium sports body, good condition and appearance .. £22

THREE-WHEELERS.

MORGAN, 1927, family 4-seater, 8/10 h.p., J.A.P. water-cooled engine dynamo lighting, electric horn, speedometer, straight-sided tyres, F.W.B's, tax paid, and equal to new throughout .. £97 10

MORGAN, 1925 model, 2-seater de luxe, 8/10 h.p., Blackburne engine, beautifully finished plum red, upholstery to match, Lucas dynamo lighting, splendid mechanical condition, tax paid .. £55
Choice of another .. £52 10

MORGAN, 1925, family 4-seater, full equipment, in grand condition and very carefully used .. £54

OMEGA, 1926, 8/10 h.p., J.A.P., 3-wheeler, Lucas dynamo lighting, good tyres, very smart car, several extras, great bargain .. £49

It will certainly pay you. BUY NOW and SAVE POUNDS.

EXCHANGES

TERMS

**22
&
49
P
R
A
E
D
ST.
PADD.
W.2.**

**'Phone :
Padd.
6049
or
6892**

**1928 Fashion
dictates the
trunk specially
designed for
motoring—**

BROOKS
REGISTERED TRADE MARK

TRUNKS.

Most advanced in Style and Construction.

AT OLYMPIA

STAND 452 GALLERY

**See that your radiator
cosy this winter is the
well-tailored BROOKS.**

Prices according to size 18/-, 20/-, 22/-

J. B. BROOKS & CO., LTD.,
73, Criterion Works, Birmingham.
London : 74, Margaret St., W.V.I.



1928 MORGANS

NOW AVAILABLE.

To all Purchasers of new machines from this date we **GUARANTEE** a refund of the amount of any reductions in price that may be announced at the **MOTOR SHOW. WHY WAIT?**

**DEFERRED TERMS ARRANGED.
TRADE SUPPLIED. ALL SPARES.**

HOMAC'S *Send for List,*
MOTOR AGENTS

243/7, LOWER CLAPTON ROAD.
Works : 46, London Road, Clapton, E.S.

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



The Pioneers of a Perfected Motor Service

Allen-Bennett's present a policy of Motor Service which is honest to you and fair to themselves. The **DEFERRED PAYMENT PLAN** is strictly private and you choose your own Terms. The **EXCHANGE POLICY** assures a generous allowance and Easy Payments on the balance. Our Service is sound and helpful and it **LASTS**.

We do not promise the moon—we just go on

Agents for and	making friends by	Models in Stock of
A U S T I N	carrying out our	R I L E Y
C L Y N O	service ideals in	R O V E R
H U M B E R	practice.	S I N G E R
LEA-FRANCIS		S W I F T

Look for the "A-B."
representative at
the Show.

ALLEN-BENNETT

MOTOR COMPANY, LIMITED,
BROAD GREEN, LONDON ROAD, WEST CROYDON.

'Phone: Croydon 2450-1, 0968.

'Grams: 'Track, Croydon.'

Hours of Business: 9 a.m. to 7 p.m., Saturdays included.

SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

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

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

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

REGULATIONS.

Copy must be supplied without application from the publishers, and current copy and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers, 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. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert copy to which they may object for legal, public, or trade reasons, and such refusal of copy shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same, or for taking action for breach of contract. The Proprietors, whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever. Series orders are only accepted as firm contracts, that is, no cancellation of a series contract will be accepted by us either on payment of difference of rate or otherwise. The acceptance of an order does not confer the right to renew upon similar terms. Contracts relate to the advertiser's own goods or services, and the space may not be sub-let or disposed of in any way. Conditions which are contained in order forms other than those of the Proprietors, and which do not conform to, or are in addition to the Proprietors' conditions, will not be recognized as binding. Special conditions must be subject to mutual agreement.

NOTICES.

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 our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 5-15 ROSEBURY 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.

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

Inserts, to conform with G.P.O. regulations, must be printed by TEMPLE PRESS LTD., the responsible printers of the journal.

Head Offices: 5-15 Rosebury Avenue, London, E.C.1.

Inland Telegrams: "Pressinus, Holb., London."

Cables: "Pressinus, London."

Telephone: Clerkenwell 6000 (8 lines).

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

NOTICE.

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

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

A.B.C., 1924, 4-seater, starter, many extras, beautiful condition throughout, £45; exchange, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 775-272

A.B.C. 1922 2-seater, dickey, dynamo lighting, speedometer, electric horn, nice condition throughout, recently repainted, £23. 85 Peng-burst Rd., Thornton Heath. 775-1231

A.C.s. Don't miss page 102.

A.C., 1922-23, super-sports, 2-seater, all-aluminium, starter, lighting, revolution counter, clock, etc., 59 guineas. Bartlett, 173a Westbourne Grove. 775-329

A.C., £68, 1924 Royal 2-seater, in exceptionally fine condition, both mechanically and in appearance, new balloon tyres, tax paid, and many extras; exchanges, deferred. John S. Truscott, 27 North Harley Mews, Harley St., W.1. Langham 3565. 775-277

A.C., late model, 11.9hp, 2-seater and dickey, dynamo lighting, hood and side curtains, particularly good runner; exchange for motorcycle or cash £20. 406 Garratt Lane, Earlsfield, S.W.18. Phone. Wimbleton 2041. 775-282

A.C. Harold Simons, the A.C. Specialist, for real bargains with a written guarantee. I specialize in what I sell. The following have full standard equipment, with various extras, are open to any test whatever and are ready for a journey anywhere. Every one of smart appearance; deferred terms to suit yourself.

A.C.s. 1926 Royal 2-seater, f.w.b.s, 155 guineas; 1926 any-weather 2-seater, 150 guineas; 1926 Royal 2-seater, 100 guineas; another 1925 Royal, with special finish 110 guineas; three 1924 Royal 2-seaters, 80, 85 and 90 guineas; three 1924 any-weather 2-seaters, 75, 78 and 80 guineas; 1925 any-weather 2-seater, 60 guineas; 1925 any-weather 4-seater, 70 guineas; 1922 any-weather 2-seater, 50 guineas.

Also a few 6-cylinder models in stock. I always have a reliable and good selection of guaranteed A.C.s. Stock changes daily and any requirements can be met. Deferred terms to suit yourself. Harold Simons, the A.C. Specialist, 29 Downham Rd., Dalston, N.1. Chisold 7061. Always open. 775-353

A.C., 1925 Royal 2-seater and dickey, usual equipment, balloons, beautiful condition, wonderful value, £105; exchanges, terms. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 775-1306

A.C., 1925-26, Royal 2-seater and dickey, balloon tyres, nearly new, this car has been carefully driven, taxed and unscratched, colour blue. £112. Rose and Young, 97 Streatham Hill, Streatham S440. 775-466

A.C. For used guaranteed A.C. cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-478

A.C., £69, 1924 model, all-weather, handsome 2-seater, painted blue, double-panel windscreen, balloon tyres, starter, etc. splendid order. Prim, 2 Coddington Mews, Blenheim Crescent, London, W.11. 775-1275

A.C., 1924 model, Royal 4-seater, practically new condition; exchange, terms, 80 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 775-1175

A.C., 1923, Royal 4-seater, a very smart-looking car and completely equipped with starter, dynamo lighting, rear screen, etc., in splendid condition, trial willingly, £75; exchanges, cars and motorcycles. Deferred terms. Engine Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0503. 775-417

A.C., £49. Exchanges, deferred. 1921 A.C. 2-seater, dickey, starter, side screens, clock, speedometer, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 775-734

ALBERT car overhauls, guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne's Engineering Co., Ltd., Church Wharf, Chiswick. Phone. 1740 Chiswick. 775-37

ALVIS, 1923, sports 4-seater, dynamo, starter, any trial, £68. 16 Haggerston Rd., E.8. Phone, Chisold 2074. 775-1188

ALVIS super sports 2-seater, starter and every conceivable extra, finished in black and red, fast and exceedingly handsome; any trial, exchanges and terms. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 775-715

ALVIS super-sports 2-seater, aluminium body, starter, taxed year, very fast and smart, £120; exchanges, easy payments. King's, New Rd., Oxford. 775-342

AMILCAR. Vernon Dalls.

Sole Amilcar concessionaire, offers second-hand Amilcars from £60. Spares and service for all models. 95 High Holborn, Chancery S623-4. 775-52

AMILCAR. Boon and Porter, Ltd., always have a few second-hand Amilcars at bargain prices. 159-163 Castelnau, S.W.13. Riverside 4444. 775-319

AMILCAR. We have one of the finest and largest selection of used Amilcars in Great Britain.

AMILCAR, 1927, Grand Sport, 2-seater, Eldridge cowl, Rene Thomas wheel, Bosch horn, speedometer, clock, revolution counter, Nivex petrol gauge, f.w.b., etc., etc., mileage 3,000, absolutely a new, £175; exchanges and deferred. Bartlett, 173a Westbourne Grove. Park 0523.

AMILCAR, 1926, Surbaise Grand Sport, low body, full equipment, very fast and in excellent order, £150. Above.

AMILCAR, 1926, Grand Sport 3-seater, pneumatic upholstery, V screen, f.w.b., Weymann-type body, fared wings, in 100 per cent. condition, 135 guineas. Above.

AMILCAR, 1925, Grand Sport, 3-seater, f.w.b., many extras, £110. 1925 G.P. 2-seater, specially tuned, f.w.b., £95. 1926 sports coupe, 89 guineas. Above. 775-326

AMILCAR 1926 Grand Sports 3-seater, quite as new, cost £330, going abroad, take £125. Smith, 4 Newcastle Place, 231-3 Edgware Rd. 775-295

AMILCAR, £52 7.5hp 2-seater, dynamo lighting, smart appearance, new hood, sound condition; exchange considered. 211 Garratt Lane, Wandsworth. 775-266

AMILCARS. Don't miss page 102.

AMILCAR, 1927, Grand Sport 2-seater, painted red, specially tuned for competition work at his expense, mileage 2,500, has won many firsts, including Shelsley Walsh, full particulars on application, £270. Box No. 8653, c/o "The Light Car and Cyclecar." 775-1256

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.

A25

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AMILCAR, £65, 1925 8hp 2-seater sports, mahogany boat-shaped body, flared wings, tax December, very good hood, in very special order. Prim, 2 Codrington Mews, Blenheim Crescent, London, W.11. 775-r278

ARIEL 9, chummy, 4-seater 1924 model, perfect condition, taxed December, £40. 1 Ifilcroft Villas, Old Bath Rd., Cheltenham. 775-r313

ARIEL 9, £37 10s., late 1923, chummy, starter, electric lighting any trial with pleasure. 179 South Norwood Hill, South Norwood. 775-r315

ARIEL 9, 1923, chummy, starter and accessories, real bargain, in first class running order, £48; deferred terms, exchanges; written guarantee; many other makes. Please note new address: Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). 'Phbus, Riverside 3709. 775-439

ARIEL 9, 1923 chummy, lovely car, quick sale, £39. 156 Cranston Rd., S.E. Sydenham 2166. 775-r310

AUREA, 1925 11hp 4-seater, taxed, excellent condition, £45. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4635. 775-698

AUREA, 1925, 11hp saloon special body, perfect condition throughout, £125; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 775-270

AUSTIN 7, late 1924, chummy, lighting and starting, new tyres, fully licensed and in perfect order, £79. Chinery, 1 Hammersmith Rd., Kensington. 'Phone, Western 3568. zzz-244

AUSTIN 7. We have several to choose from. All cars offered have been through our workshop, Ingrave Motors, Ltd. (The Official Austin Agent and Service Station), Ingrave St., Falcon Rd., Clapham Junction, S.W.11. Battersea 5306. zzz-50

AUSTIN 7, slightly shop soiled, only one at this price, £128. Albany Motor Co., 75 Albany St., Regent's Park, London, N.W.1. Museum zzz-49

AUSTIN 7s, choice of 3, late models, all taxed December, prices from £68. K.J. Motors, Widmore Rd., Bromley. 775-111

AUSTIN 7s. Large selection tourists and sports. Write for list and pamphlet of Burgible sports and saloon models. Wilson Motors, Austin Agents, 7 Eccleston St., S.W.1. Victoria 1366. 777-438

AUSTIN 7, chummy, 1926 model, very nice condition, kingfisher blue, taxed to December, £80; exchanges, deferred. P. R. Bradbrook, 110 Camberwell New Rd., S.E.5. 'Phone, Brixton 3655. 775-x384

AUSTIN. For used guaranteed Austin cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-479

AUSTIN 7, 1925, chummy, £65. Batchelor, 135 London Rd., Kingston-on-Thames. 775-507

AUSTIN 7, 1927 Gordon England Cup model, mileage 5,300, specially tuned, perfect, £117 10s., no offers. Keiril, Land's End, Chigpenham. 775-r285

AUSTIN 7, late 1927 sports chassis, fitted with famous Taylor 2-seater sports body, prettiest car on the road, small mileage, equal to new, any trial, £130. 12 Mansion Mews, South Kensington. Ken. 1062. 776-362

AUSTIN 7, 1927, six months old and in splendid condition, licensed to December 31st, insured (£8 10s.) until April, 1928, blue finish, extras include extension gear lever, 2 step mats, special oil filter, Desmo footboard, spare petrol carrier, etc., mileage 4,000, just decarbonized by makers. Offers over £112 10s. to Box No. 8340, care of "The Light Car and Cyclecar." zzz-478

AUSTIN 7, 85 guineas, special bargain, late 1926, 7hp, outside door handles, kingfisher blue, exceptionally good condition throughout, binged side curtains, full equipment, taxed; 7 Austin Sevens; cash, deferred or exchange. Rowland Smith. Below.

AUSTIN 7, 52 guineas, special bargain, 1923, 7hp, very good condition throughout, full equipment; 7 Austin Sevens; cash, deferred, or exchange. Rowland Smith. Below.

AUSTIN 7, 112 guineas, special bargain, late 1927, 7hp, Cup model, scarlet, excellent condition throughout, automatic screen wiper, spotlight, full equipment, taxed; 7 Austin Sevens; cash, deferred, or exchange. Rowland Smith. Below.

AUSTIN 7, 69 guineas, special bargain, 1924, 7hp, excellent condition throughout, dynamo lighting, starter, full equipment; 7 Austin Sevens; cash, deferred, or exchange. Open 8 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421. 775-251

AUSTINS. Earls, Ltd., for genuine bargains.

AUSTIN 7, 1927, chummy, new condition, only £105.

AUSTIN 7, 1927, Gordon England Cup model, small mileage, £115.

AUSTIN 7, 1926 model, perfect condition, £80.

AUSTIN 7, 1925, chummy, new tyres, paint unscratched, £75; exchange or deferred. Earls, 75 Heath St., Hampstead, N.W.3. 'Phone, Hampstead 3287. 775-233

AUSTIN 7, 1927, Gordon England Cup model, shop-soiled, taxed, equipped, red, £145, offers. Write, 35 Sundridge Rd., Addiscombe. 775-p449

AUSTIN 7, chummy, late 1924, £70, just overhauled, 4 new tyres. 'Phone, Eastwood, Erith 102. 775-p774

AUSTIN 7, 1927, Gordon Cup model, 60 m.p.h., £115. Ebdons Automobiles, Trevor House, Cheltenham. 775-r240

AUSTIN 7, 1927, 3 months old, mileage 1,200, licensed, extras, 2 step-mats, extension gear lever, petrol can, dash lamp, makers' guarantee, transferable, £110 or near; no dealers. Write, Wyatt, 3 Tufnell Park Rd., Holloway, N.7. 776-r189

AUSTIN, 1924, Gordon England Brooklands model, special single carburettor, cycle-type wings, screen and hood, all-aluminium body, revolution counter, 4-lamp set, etc., etc., very fast and in good condition, 79 guineas. Bartlett, 173a Westbourne Grove. 775-327

AUSTIN 7s, 1926, late models, chummy, excellent condition, £95; another, £90; exchanges. Clarks, 223 Hammersmith Rd., W.6. 775-324

AUSTIN 7, 1927, chummy; several nearly new cars in stock, prices from £115. Pickvorth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 775-308

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

AUSTIN 7, 1927, used four months only, absolutely as new, kingfisher blue, £110; similar model, rather more mileage, £103. Below.

AUSTIN 7, 1926, 2 owners only, mirror, step mats, nearly new tyres, taxed year, £85. Below.

AUSTIN 7, 1925 (June), balloons, overhauled and repainted, £78, or with insurance to March, 1928, £80.

AUSTIN 7, 1924, starter, oversize tyres (all good), taxed, recently repainted maroon, £68.

Smith and Hunter, Austin specialists, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. Saturday till 5, Sunday 10-1. 775-294

AUSTIN 7s, chummies, 1925, 1926 and 1927 models from £70; England saloons from £122 10s.; Brooklands models from £135. Gordon England, Ltd., 28 South Molton St., W.1. Mayfair 6378. 775-692

AUSTIN, 7hp, £107, late 1924 Gordon England Cup model, like brand new, tax paid, and many ex. as, specially tuned and very fast, red chassis, black body, low mileage, open to any trial and examination, and guaranteed; exchanges, deferred. John S. Truscott, 27 North Harley Mews, Harley St., W.1. Langham 3565. 775-275

AUSTIN 7 sports, special cup model, new January, all accessories and taxed, bargain, £115. 24 Park Rd., Hull. 775-r226

AUSTIN 7, 100 guineas, special bargain, 1927, 7hp, blue, one owner, practically new condition throughout, luggage grid, automatic screen wiper, full equipment, taxed, comprehensive insurance policy to January, 1928; seven Austin 7s; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. 'Phone, Hampstead 8421. 775-706

AUSTIN 7 chummy, 1923, in first-class order, repainted blue, like new, tyres A1, well worth seeing, £62 10s. Streatham 2014. French's, 279 High Rd., Balham. 775-704

AUSTIN, 1927, Gordon England saloon, 7hp, as new, taxed, £140; any trial, Vernon Balls, 95 High Holborn. Chancery, 8623. 775-344

AUSTIN 7 chummy, £65, excellent condition, taxed. Vernon Balls, 95 High Holborn. 775-345

AUSTIN 7, 1925 model, 2-4-seater, starter, wired-on tyres, taxed year, dirt cheap; exchanges or easy payments. King's, New Rd., Oxford. 775-338

AUSTIN 7, 1927, chummy, used two months only, taxed, beautiful little car, £103; exchanges or deferred terms. Rose and Young, 97 Streatham Hill, Streatham 3440. 775-468

AUSTIN 7, 1925, chummy, taxed December, nice condition, £75. Frank Norrington, 116 Hampstead Rd., N.W. Museum 0078. 775-390

AUSTIN 7, 1927 model, Gordon England Cup model, 2-seater, completely equipped, finished maroon, superb condition, 115 guineas. Below.

AUSTIN, 1926 7hp chummy, completely equipped, speedometer, latest type side curtains, excellent condition, 90 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-378

AUSTIN 7 sports, in superb condition throughout, exceptionally good engine, guaranteed in writing 12 months, £105; liberal exchange, easiest deferred. Delofords, 550 Oxford St., next Marble Arch. 775-364

AUSTIN 7s, wonderful selection 1924-1927, £60 to £105 at Delofords, 550 Oxford St., next Marble Arch Tube. Liberal exchange, easiest deferred. 775-366

AUSTIN. Makin and Harrison. Austin 7 chummy, 1923, appearance and mechanical condition excellent throughout, 4 new cord tyres and sound spare, all-weather equipment, open to minutest inspection and extended trial, £58 10s.; exchanges, deferred terms. Open Sunday mornings. 492 Chiswick High Rd., W.4. 'Phone, Chiswick 0558. 775-r274

AUSTIN 7, Gordon England Cup, July, 1927, mileage 5,000, tuned engine, perfect condition, taxed year, £115; no offers. 9 King's Parade, Cambridge. 777-r179

AUSTIN 7, 1925 Model, sports, overhauled, in excellent order, exchange, terms, 80 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 775-r172

AUSTIN 7, 1926, chummy, in new and spotless condition throughout, exchange, terms, choice of four from stock, from 80 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 775-r176

AUSTIN 7, 1926 (outside door handles), tax paid December, just repainted, looks very smart, bargain, £90. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. 775-462

AUSTIN 7, 1927, chummy model, mileage 5,400, luggage grid, £112. Below.

AUSTIN 7, 1926, rigid curtains, £87 10s. Below.

AUSTIN 7, 1925, sports model, beautiful condition, taxed, £90. Elce, Ltd., 11 Camomile St., E.C.3. Avenue 5548. 775-742

AUSTIN 7. Finchley Motors offer choice two 1926 chummies, both in excellent condition, £95 each. 132 High Rd., East Finchley 'Phone 2358. 775-437

AUSTIN 7, £65, 1924, chummy, starter, electric lighting, rigid side curtains, nearly new balloon tyres. 179 South Norwood Hill, South Norwood. 775-r318

AUSTIN. Comerford's have for disposal several Austin 7s, from £50 to £90, all in excellent condition; exchanges or deferred. Portsmouth Rd., Thames Ditton. 'Phone, Kingston 1074. 775-429

AUSTIN, £59; exchanges, deferred, 1923, 24, chummy 4-seater, dynamo, all-weather equipment, l.w.b., speedometer, spare wheel, excellent condition. Seabridge, 35 Ilanster Rd., East Dulwich. Sydenham 2452. 775-733

AUTOCRAAT, £50, 1923, coupe, perfect condition, tax paid. 89 Gt. Portland St. Langham 1601. 775-768

AUTOCRAAT, 1922, drop-head coupe, Lucas lighting and starting, good condition, £45, or exchange Austin 7. Arundale, 7 Hillside Gardens North, Wallington, Surrey. 775-r222

BAYLISS-THOMAS, 1925 11hp 4-seater, taxed, balloons, carefully used, excellent condition, £68. Allery and Bernard, 344 King's Rd., Chelsea Kensington 4633. 775-699

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

BAYLISS THOMAS, 1922 2-seater, dickey, starter, dashboard of accessories, really splendid runner, guaranteed 3 months, deferred terms, exchanges, many other makes, £75. Andrews Motor Mart, Byfield Hall, Barnes. Phone, Riverside 3709. Bus stop "Red Lion." 775-437

SELSIZE, 1924, 9hp, 4-cylinder, o.h.v., 2-seater, excellent condition, £60. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton. 775-710

SELSIZE-BRADSHAW, perfect condition, reground cylinders, new pistons, etc., new battery, repainted, small mileage, £50. Taylor, 357 Main Rd., New Eltham, S.E.9. 775-p451

SELSIZE-BRADSHAW, 1922-23, 2-seater and dickey, 9hp, three and reverse, dynamo, speedometer, spare wheel and full equipment, splendid set of tyres, very nice appearance, sound, reliable chassis, a special bargain at £24. Teddington Garage, 160 Iligh St., Teddington. 775-r236

SELSIZE-BRADSHAW, 1922, 9hp, 2-seater, dickey, smart, 25 guineas; exchange motorcycle, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth. 775-305

SELSIZE-BRADSHAW, 1923, 2-seater, dickey, dynamo, good order, £20. 92 Lakehall Rd., Thornton Heath. 775-r260

SELSIZE-BRADSHAW, 1923, balloon tyres, starter and host accessories, repainted and in excellent condition, £45; deferred terms, exchanges, written guarantee; many other makes. Please note new address: Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 775-441

BUGATTI, first registered 1927, Weymann-type 4-seater, mileage 8,000, 60 m.p.h. on second guaranteed, £165; exchanges and deferred. Bartlett, 173a Westbourne Grove. 775-328

BUGATTI, modified Brescia, genuine 1924, in really good condition throughout, starter, dynamo, R.A.F. wire wheels, most fully equipped throughout, taxed to December, fitted with an exceedingly handsome English coachbuilt 4-seater semi-sports body, upholstered real antique leather, finished in blue cellulose. Open to R.A.C. or A.A. examination, genuine bargain, £125; exchanges and terms. Cummings and Simpson, 5 Putney Bridge Rd., Wandsworth. Putney 2728. 775-717

CALCOTT, 2-seater, electric lighting and starting, £30, licensed to end of year. Brookman, 5 St. Albans Rd., Watford. 775-p776

CALCOTT, 10.5 3-seater, speedometer, clock, dynamo lighting, £50 or offer. 18 Charleston St., Walworth, S.E.17. 775-r244

CALCOTT, 4.10, 1925, 2-seater, dickey, taxed, £55, written guarantee. Steele Griffiths, Camberwell Green S.E.5. Open until 8. 775-373

CALCOTT, 1922 2-seater, double dickey, starter, clock, speedometer, condition excellent, £52; deferred terms. Exchanges, written guarantee. Many other makes. Please note new address. Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 775-440

CALCOTT, 1921, 2-seater and dickey, lighting and starting, just overhauled, £39; motorcycle in part exchange entertained. 21 Bentley Rd., Sibson Rd., Chorlton-cum-Hardy, Manchester. 775-405

CALTHORPE, 1922, 10.4hp, 2-seater, excellent condition, £35. Arthur Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. 775-251

CALTHORPE, 1926, 10.20hp, de luxe 4-seater, finished blue, balloon tyres, new condition, £110; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 249-252 Deansgate, Manchester. 775-202

CALTHORPE, £29; exchanges, deferred. 1920-21 Calthorpe semi-sports 2-seater, 10hp, lighting, starter, bulbous back, side screens, painted cream, polished bonnet. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 775-728

CALTHORPE for speed, do luxe all-weather 2-seater, starter, dickey, 1925-4 model, fast, perfect, £35. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 775-722

CALTHORPE, £50, late 1922, 10hp de luxe, real leather upholstery, rigid side screens, starter, electric lighting, recently thoroughly overhauled and reconditioned, taxed till December 31st. 179 South Norwood Hill, South Norwood. 775-r317

CALTHORPE, 4-seater, late 1925, antique leather upholstery, real bargain, taxed, any trial, very smart, £75. Fenge Motor Co., 43 Green Lane, Fenge, S.E.20. Syd. 0604. 775-463

CITROEN, 11.4, 1926, 2-3-seater coupe, this car has only run a small mileage, is exceedingly well equipped, fully licensed and in perfect condition, £119. Olympia Motor Co., 3 Hammersmith Rd., Kensington. Phone, Fulham 1807. 775-591

CITROEN, 7.5, cloverleaf, 3-seater, new July, 1926, very carefully treated and little used by lady driver, fitted with Newton shock absorbers; can be seen in London by appointment; car is in perfect running order, recently inspected and overhauled, tyres in excellent condition, a bargain, £75. Box No. 8378, c/o "The Light Car and Cyclecar." No dealers. 775-682

CITROEN 7, 1923, 2-seater, new tyres, starter, repainted latest 2-colour scheme, new hood, etc., new condition throughout, £55; another, 1922, £28. 34a Hereford Rd., Westbourne Grove, W.2. 775-r154

CITROEN 7, mileage under 6,000, as new, 1925, 2-seater, best offer over £50. 97 Casewick Rd., West Norwood. 775-r130

CITROEN, 29 guineas, special bargain, 1923, 7.5hp, 2-seater, smoke blue, very smart, excellent condition throughout, dynamo lighting, starter, full equipment; exchanges; open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 775-252

CITROENS, Vadium Co., used Citroen specialists, offer:— 1924, 11.4, 4-seater, excellent tyres, fully equipped with speedometer, clock, starter, shock absorbers, 5 lamps, etc., very smart, special bargain, £46. 775-252

1926½, 7.5, cloverleaf, taxed year, starter, all-weather equipment, clock, speedometer, mirror, etc., practically unscratched, £69.

1924, 4-seater, luxurious English body, balloons, starter, double wind-screens, speedometer, clock, exceptionally handsome car, £52 10s.

All open A.A. or R.A.C. examination; exchanges, deferred. Open Saturdays. 352 Iligh Rd., Willesden Green, N.W.10. Willesden 2469. 775-248

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN saloon, 1925, 11hp, guaranteed, indistinguishable from brand new in every respect, £38, undoubtedly the best value offered anywhere to-day; call evenings or week-ends. Ewen, 20 Green Avenue, White Hart Lane, Barnes, S.W.13. Phone, Putney 2339. 775-249

CITROEN, 1927 10s. Mcbees and Mcbees (Est. 1893). 1927 model, f.w.b., 4-seater, grey, speedometer, clock, dash lamp, mirror, mechanical wiper, rear screen, fully equipped, nice condition, bargain; also 1926 4-seater, fully equipped, £82 10s.; both fully guaranteed; deferred terms and exchanges. 144, 154-6 Gt. Portland St., W.1. Museum 4244. 775-238

CITROEN, £59, 1925, 11.4, 5-seater, English body, balloons, splendid condition, exchanges. 75 Kew Rd., Richmond. Phone 0799. 775-r204

CITROEN, £48, 1924-25, 11.4, English body, 2-seater, new balloons and taxed. Ebdons Automobiles, Trevor House, Cheltenham. 775-r238

CITROEN, 7.5, £59, 1925, cloverleaf, as new condition and appearance. Breator, near Bull Hotel, Shooters Hill, Woolwich. 775-r197

CITROEN, 7hp, £49, 1925 2-seater, new tyres, tax paid, countless extras, newly painted, special all-weather equipment, mechanically as new and guaranteed; exchanges, deferred. John S. Truscott, 27 North Harley Mews, Harley St., W.1. Langham 3565. 775-276

CITROEN, 1926, 7.5hp, cloverleaf, balloons, one owner, in "as new" condition, taxed, £70. Below.

1925, 11.4hp, English tourer, rear screen, balloons, taxed, private owner, £65. Below.

CITROEN, 1921-2, 4-seater, just reconditioned, blue, thoroughly reliable, £35. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Fadd. 9081. 775-291

CITROEN 7hp cloverleaf, 1925, dynamo and starter, one owner, guaranteed perfect, £75; also ditto 2-seater, year's tax paid, £75; deferred terms arranged. Homac's, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 2408. 775-288

CITROEN 11.4 1926 2-door 2-seater, English body, lighting, starter, all-weather equipment, dickey, smart, sound, taxed, ready, £65. 12 Cornwall Terrace Mews, Allsop Place, N.W.1. Baker St. Station. Phone, Langham 2935. 775-283

CITROEN, Cass's Motor Mart, Ltd. (established 1911). 1924 11.4hp coupe, balloons, taxed, exceptional condition, £65, 3 months' written guarantee, demonstration free within 50 miles; terms, exchanges. Cass's, 5 Warren St., W.1. Museum C623. 775-350

CITROEN, 1925, 3-seater, cloverleaf colour maroon, completely equipped and in excellent condition, genuine bargain, £59; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 775-425

CITROEN, £40, 7hp 2-seater, fitted starter, electric lighting, fitted new hood and side screens, exceptional mechanical condition, excellent tyres. 179 South Norwood Hill, South Norwood. 775-r316

CITROEN, 1926 7.5hp 3-seater, cloverleaf, dynamo lighting, starter, good balloon tyres, smart appearance, £65; choice of another, 1925, £55. Kirk and Co.

CITROEN, 1925 2-seater coupe, dynamo lighting, starter, speedometer, new balloon tyres, beautifully finished crimson, black wings, tax paid, £59 10s. Kirk and Co.

CITROEN, 1925 7.5hp 2-seater, dynamo lighting, starter, balloon tyres, smart appearance, £47 10s.; choice of another, 1924, 2-seater, £37 10s.; all cars guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 775-763

CITROEN, For used guaranteed Citroen cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-480

CITROEN, 1926, 7.5hp, cloverleaf, excellent condition, very small mileage, snip, £9 down and 10 monthly payments of £9, or cash £90; 50 other cars in stock. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628 and 6808. 775-7.

CITROEN. Makin and Harrison. Citroen 7hp 1925 drop-head coupe, colour maroon, black wings, exceptionally smart, eminently suitable for professional man or lady driver, 5 good balloon tyres, usual accessories, driving tuition free if required, car is mechanically perfect and guaranteed 6 months, any test or inspection exchanges, deferred terms. Open Sunday mornings. 492 Chiswick High Rd., W.4. Phone, Chiswick 0558. 775-r273

CITROEN, ex-demonstration, 11.4, saloon, with f.w.b., 1926-1927 model, splendid condition, fully equipped, 125 guineas; deferred payments and exchange. Royal Crown Garage, Sevenoaks. Phone 557. 775-394

CITROEN, 1924 11.4 English-bodied 2-door coupe, dickey, luxuriously equipped, folding leather head, balloons, finished blue, excellent condition, 65 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-386

CITROEN 1926 11.4hp 4-seater, A1 condition, £85. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-355

CITROEN 7, clover, late 1925, good condition, well equipped, taxed, small mileage, £68. Cuthbertson, Millfield, Upminster, Essex. 775-r254

CITROENS. Don't miss page 102. 775-221

CITROEN 7, coupe, year's tax, starter, late 1925, £59. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 775-720

CITROEN, £37 10s., 10hp, drop-head coupe, starter, electric lighting, balloon tyres, taxed till December 31st, recently reconditioned, upholstered Bedford cord, exceptional bargain. 179 South Norwood Hill, South Norwood. 775-r319

CITROEN, £39; exchanges, deferred. 1921 Citroen 4-seater, 10hp, dynamo, rear screen, nice condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 775-730

CITROEN, 7hp, a very nice 1924 2-seater, with starter, dynamo lighting, etc., and runs very sweetly, price £46 10s.; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 775-414

CLYNO, 1926, 11.4, 2-seater, fully equipped and in excellent condition, £89. Olympia Motor Co., 3 Hammersmith Rd., Kensington. Phone, 1809 Fulham. 775-936

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- CLYNO**, 1923, occasional 4-seater, starting and lighting, equipped, £49. Maude's. Below.
- CLYNO**, 1926, 2-seater, f.w.b., repainted two colours of brown, starting and lighting, perfect condition throughout, £89. Maude's Motor Mart, Wolverhampton St., Walsall. Phone, 444. 775-190
- CLYNO**, 1926 Royal 2-seater, blue, many extras, taxed year, private owner, £90. 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 775-292
- CLYNO**, 1925 4-seater, starter, speedometer, a.w. equipment, very good paintwork, balloon tyres, splendid throughout, taxed year, £65; exchange and deferred. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 775-279
- CLYNO**, 1927, 2-seater, dickey, f.w.b., taxed, little used, as new, £100. Below.
- CLYNO**, 1926, 2-seater, dickey, f.w.b., taxed, excellent condition, £75. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4633. 775-694
- CLYNO**, 1927 12-28hp 4-door saloon, leather upholstery, really splendid condition, spare unused, taxed December, cost £250, genuine bargain, £175. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 775-504
- CLYNO**, 1926 Royal 4-door 4-seater, antique leather upholstery, full standard equipment, many extras, tax paid and insured 6 months, fine appearance and condition, f.w.b.s, 100 guineas; deferred. Harold Simons, 29 Downham Rd., Dalston, N.1. Chisold 7061. 775-552
- CLYNO**, 1927, 4-door saloon, as new, £150; also 1927, 2-seater, several extras, £98. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-354
- CLYNO**, 1926, 4-seater, f.w.b., taxed December, beautiful condition, £85; exchanges, deferred. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 775-592
- CLYNO**, 1926, 11hp Royal 4-seater, f.w.b., balloons, leather upholstery, superb condition, 105 guineas.
- CLYNO**, 1926 model, 11hp, 2-seater, dickey, completely equipped, f.w.b., balloons, excellent condition, 75 guineas. Below.
- CLYNO**, 1927 model, 11hp, 4-seater, completely equipped, f.w.b., balloons, all-weather equipment, superb condition, 98 guineas. Below.
- CLYNO**, 1924, 11hp, de luxe 4-seater, completely equipped, balloons, taxed, beautiful condition, 57 guineas. Exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-379
- CLYNO**, 1926 (late), touring, as new, 4,000 miles, extras, f.w.b., £90; terms arranged. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 775-723
- CLYNO** 2-seater, 1924, repainted as new, bargain, £47 10s.; also 1925 2-seater, £57 10s. Beaumont Motors, Naunton Park Rd., Cheltenham. Phone 3444. 775-814
- CLYNO**, 1926, 2-seater and dickey, tyres as new, f.w.b., paintwork and upholstery in perfect condition, £87 10s. Spot Motors, Golders Green. Speedwell 1926. 775-458
- CLYNO** 1926 2-seater, dickey, f.w.b., repainted, £75. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 775-474
- CLYNO**. For used guaranteed Clyno cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-481
- CLYNO**, 1926 (June), 4-seater touring car, 1927 condition throughout, f.w.b., taxed to December, £87. 7 Sylvan Hill, Crystal Palace. Phone, Sydenham 0223. 775-749
- CLYNO**, 1927 model, Royal 4-seater, leather upholstery, f.w.b., all-weather equipment, car in new condition throughout, any trial given, £113. 97 Streatham Hill. Streatham 3440. 775-465
- CLYNO**, 1925, sports, aluminium, leather upholstery, air cushions, fast, comfortable, exchange, terms, 75 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 775-171
- CLYNO**, 1926, saloon, f.w.b., in perfect condition throughout, small mileage, exchange, terms, 118 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 775-169
- COVENTRY-PREMIER**, £20, 1921 model, good mechanical order, electric lighting, etc. Can be seen at 120 Sutton Court, Chiswick. 775-142
- COVENTRY-PREMIER**. Renno's. 1922, 3-wheeler, dynamo lighting, three speeds, reverse, hood, screen, speedometer, spare wheel, good order, 35 gns.; exchanges, terms. 282-3 Upper St., Islington, N.1 (near Tubes). North 2966. 775-411
- COVENTRY-PREMIER**, 1922, 3-seater and double dickey, dynamo, good condition, £30, deferred terms, exchanges, written guarantee; many other makes. Please note new address: Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 775-442
- CROUCH**, 1923, 2-seater and large dickey seat, 11hp 4-cylinder, smart blue finish, good upholstery, dynamo lighting, spare wheel complete, £45. A.V. Motors, 28 The Causeway, Teddington. Tel., Kingston 0710. 775-239
- DOUGLAS**, 1921, 2-seater, 10.4hp, 3 speeds and reverse, starter, dynamo, clock, speedometer, etc., splendid mechanical condition, good appearance, to be cleared at £16. Teddington Garage, 160 High St., Teddington. Kingston 2562. 775-235
- D'YRSAN**, 1926 (June), sports de luxe, polished aluminium body, Duclier lighting and starter, hood, spare wheel, overhauled, perfect condition, worth £90, offered at £75 for immediate sale. Metro Motors, 45 Newman St., W.1. zzz-770
- ERIC-CAMPBELL**, 1923 11hp aluminium 2-seater, £35. Brayson Motor Co., 10 Yeomans Row, S.W.3. Sloane 2838. 775-693
- ERIC-CAMPBELL** 11hp 2-seater, aluminium body, electric light and horn, speedometer, etc., good tyres, taxed December. Saturnus, 2 Cyprus Ave., Finchley. 775-262
- ERIC-CAMPBELL** 1925 sports 2-seater, very smart polished aluminium body, dynamo lighting, speedometer, good tyres, taxed, etc., an exceedingly smart little car, bargain, 55 gns. Exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m., also Sunday morning. Chiswick 0303. 775-413

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- FIAT**, 10-15hp, 2-seater, electric light, starter, in perfect condition, seven days' trial, £75. Taylor's, Sussex Place, South Kensington Station. Ken. 8558. zzz-65
- FIAT** cars. Croydon Official Sales and Service Depot, Moore's Presto, North End and Tamworth Rd. Phone, Croydon 2623. zzz-676
- FIAT**, 1921 10-15hp saloon, starter, balloon tyres, excellent condition, £65. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4633. 775-695
- FIAT**, 1922, 10-15hp, three-quarter coupe, repainted and in excellent order, £90; also 4-seater tourer, £55. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-361
- FIAT**, 1926, 7hp, saloon, taxed December, really beautiful condition, £165; exchanges. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 775-393
- FIAT**. For used guaranteed Fiat cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-489
- FIAT**, 1927 model, 9hp, 2-seater, in splendid condition throughout, £125; another, August, 1926, £115. 7 Market St., Leicester. 775-257
- FIAT** sports 2-seater, 10-15hp, special English body, very fast, taxed December, £62 10s. Beaumont Motors, Naunton Park Rd., Cheltenham. Phone 3444. 775-812
- FIAT** 9 saloon, 1926 7 model, 5,000 miles, as new, £150, with year's tax. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 775-724
- FIAT**. Finchley Motors, authorized agents. Exchanges, deferred terms. 132 High Rd., East Finchley. Phone 2338. 775-432
- FRAZER-NASH**. Aldington for Frazer-Nash cars; 6 in stock. Write, call or phone, Aldington Motors, Manor Rd., Richmond. Phone 3024. zzz-170
- FRAZER-NASH**, November, 1926, special Boulogne Vitesse, with brand new unused 1927 Boulogne engine and 4 speeds and reverse, list price £515, accept £360. R. Plunkett Greene, c/o Frazer-Nash Cars, London Rd. Works, Kingston-on-Thames. Phone, Kingston 3612. 775-194
- G.N.**, 14 guineas. Special bargain. Late 1922, 8.7hp, 2-seater, dickey, dark blue, very good condition throughout, dynamo lighting, spare wheel, speedometer, mirror, full equipment, exchanges. Open 3 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 775-253
- G.N.**, special competition model, fitted with long-tail Amble-type super-sports body, a pukka sports car with excellent performance, built in 1926 and has not yet done 1,000 miles, £35, cash, exchange or deferred. Below.
- G.N.** G.N. Recognizing the sterling qualities of these reliable little cars but disliking their appearance (no doubt in common with other G.N. enthusiasts), I am now in a position to offer a super-sporting body for sale at a reasonable price, viz., £12, fitted to your chassis. Several completed cars in stock on overhauled chassis from £25. Photos and estimates on application. Ewen, 25 Grosvenor Garages, Fitzgerald Avenue, East Sheen, S.W.14. Putney 2339. 775-250
- G.N.** all-weather 2-seater, with dickey, electric lighting and dynamo, in excellent condition, tax paid. Apply, David Warner, 180 High St., Tonbridge. 776-42
- G.N.s.** Vadum Co., the Second-hand G.N. Specialists and Repairers, offer:—
- G.N.s.** registered 1921, hood, screen, speedometer, spare wheel, good appearance, bargain, £9 15s.
- G.N.s.** Large quantities of really serviceable used spares at give-away prices. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. Open all Saturday. 775-244
- G.N.s.** G.N. Ltd., manufacturers of the G.N. cars, always have a large stock of good second-hand G.N.s. Prices from £18. Exchanges arranged. Write for list. Spares, repairs and service for all models. 150 East Hill, Wandsworth. Phone, Battersea 0033. zzz-904
- G.N.** Marshall Motors, Ltd., for guaranteed G.N. cars. 65a Old Town, Clapham, S.W. Battersea 2403. zzz-718
- G.N.** Godfrey and Proctor have the finest selection of all models, £10 to £120. Write or inspect our stock before purchasing elsewhere. Godfrey and Proctor, Ltd., Manor Rd., Richmond. Phone 3024. zzz-171
- G.N.**, 1921, o.h.v. Ghosts, tyres and paint good, extras, £18 or near. 3 Perryn Rd., Acton. 775-228
- G.N.** 10hp, 2-cylinder, special sports, in exceptional order, £35. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-363
- G.N.**, 1923, shaft drive, dynamo, very good condition, £35. Also 1921 2-seater, £15; deferred terms. Exchanges, written guarantee, many other makes. Please note new address: Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 775-443
- G.N.**, 1922, 2-seater, dickey, dynamo lighting, all-weather equipment, etc., splendid condition throughout, bargain £22. Below.
- G.N.**, 3-seater, boat-shaped body, with docked top, balloon tyres, shaft drive, first registered 1926, in excellent condition, bargain, £35; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 775-427
- G.N.**, £29, exchanges, deferred. 1923, shaft-drive G.N., 3 speeds, gear-box, 2-seater, sunken dickey, dynamo, 7 lamps, clock, speedometer, spare wheel, smart, excellent condition. Seabridge, Below.
- G.N.**, £19; exchanges, deferred. 1921 (November), chummy, 4-seater, 10hp, 4 cylinders, water-cooled, dynamo lighting, spare wheel, luggage grid, hood, screen, etc. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 775-729
- G.N.**, 1921, in good condition, usual detachable wheels, terms, 14 gns. 51 Upper Richmond Rd., East Putney, S.W.15. 775-173

"THE MOTOR REPAIR MANUAL" For the Owner Driver and
Amateur Mechanic. 2s. 6d. net. 2s. 9d. post free.

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

GNOME, 1925, £6 tax, 2-seater, 4 speeds, reverse, electric lighting, £30; deferred terms, exchanges, written guarantee; many other makes. Please note new address, Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 775-444

G.W.K., 9 guineas, cheapest car advertised, 2-seater, good runner, good tyres. 75 Kew Rd., Richmond. 775-r203

G.W.K., 2-seater, £5, running to last month, would sell parts, good tyres, new carden shaft. 18 Harrowgate Rd., Hackney, E.9. 775-r208

G.W.K., £27 10s. Exceptional opportunity, 1922, 10hp, 4-seater, good tyres, whole car in really excellent condition, sacrifice. 179 South Norwood Hill, South Norwood. 775-r320

G.W.K., 1921 4-seater, good running order, £25; deferred terms, exchanges, written guarantee; many other makes. Please note new address, Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 775-445

G.W.K., 10hp, all-weather 4-seater, dynamo, new hood, rigid side curtains, new tyres, late model, £25. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 775-721

G.W.K., 1920, 4-seater, dynamo lighting, 2 spare wheels, in excellent condition, bargain, £20. 216 Westbourne Grove, W. Park 3252. 775-737

G.W.K., 2-cylinder, 2-seater, 1916, fine little runner, £9. 1 South Ealing Rd., Ealing. 775-r297

G.W.K., specially built, streamline, aluminium 2-seater sports body, spare wheel, electric lighting, smart, splendid order, £20. 86 Tulse Hill, S.W.2. Brixton 2400. 775-r135

GWYNNE car overhauls, bodywork and spares, second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynnes Engineering Co. Ltd., Church Wharf, Chiswick. Phone, 1780 Chiswick. zzz-36

GWYNNE 8, 1923, chummy, good running order, smart-looking car, private owner, £30 or near offer. Levick, North Parade, Grantham, Lincs. 775-r197

GWYNNE, 1924, special sports 2-seater, just overhauled, original paint as new, £75. Richmond 0875, or can be seen at Olympia Motor Co., Hammersmith Rd. 775-x383

GWYNNE, 50 guineas, 1923, chummy, 2 new tyres, new hood, good order; exchanges. 2 Codrington Mews, Blenheim Crescent, London, W.11. 775-r277

GWYNNE, super-tuned, fast, 3-seater, chummy, starter, £20 extras, really smart, £50. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 775-725

HANDS. For used guaranteed Hands cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-482

HANDS, 1923 4-seater, lighting and starting, taxed December, topping condition, £40. Beaumont, 8 Naunton Park Rd., Cheltenham. Phone 3444. 775-r311

HILLMAN, £25, 1921 sports 2-seater, dynamo, detachable wheels, finished in blue and aluminium, bargain. 5 Putney Bridge Rd., Wandsworth. Putney 2728. 775-714

H.P. Hilton Pacey 3-wheeler, 1927 model, slightly shop-soiled, J.A.P. engine, 3-speed Stumey gearbox, one only left, sale price 55 guineas. Metro Motors, 45 Newman St., W.1. zzz-176

HUMBER, 1925 8-18hp chummy, new condition, £120. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-356

HUMBERS. Don't miss page 102. 775-224

HUMBER, 8-18, January, 1925; just overhauled at Messrs. Humber, Ltd., new tyres all round, two spare wheels, 100 guineas. 30 Longlands Park Crescent, Sidcup, Kent. 775-r261

HUMBEN, 8-18hp, 1924, chummy, 4-seater, usual equipment, splendid condition, taxed, £89; exchanges, terms. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 775-r304

HUMBER, chummy, 8-18, 1924, excellent condition, every accessory. £60. Jaggar, High St., Uttoreter. 775-r134

JOWETT, 1926, full 4-seater, starter, speedometer, Dunlop balloon tyres, in splendid condition, tax paid, low mileage, extra fittings, folding rear windscreen (forms table), electric horn, adjustable dash lamp, luggage carrier, £99. Box No. 8650, c/o "The Light Car and Cyclecar." 775-r284

JOWETT, 1924, full 4-seater, dynamo lighting, starter, rear screen, etc.; smart appearance and very good condition, £69; exchanges (motorcycles accepted), easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday mornings. Chiswick 0303. 775-416

JOWETT, £49, exchanges, deferred. 1923 model Jowett, 7hp, 2-seater, sunken dickey, dynamo, all-weather equipment, spare wheel, smart, good condition. Seabridge, 36 Hansler Rd., East Dulwich. Sydenham 2452. 775-732

JOWETTS. Jowetts. Jowetts. We have several 1925 and 1924 2-seaters, in first-class order, carrying our three months' guarantee, from £55 to £68. Deferred terms, exchanges. Many other makes. Note new address, Andrews Motor Mart, Byfield Hall, Barnes. Bus stop, "Red Lion." Riverside 3709. 775-453

JOWETT. For used guaranteed Jowett cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-490

JOWETT, 1927, full 4-seater, small mileage, excellent condition, £98. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 775-472

JOWETT, 2-seater, new, unregistered, sacrifice, £120. Garner, Canterbury Parade, Westgate-on-Sea. 775-r137

JOWETT, 1925, mileage 3,000, new condition throughout, little and carefully used, £60. Reading Motor Exchange, 470-478 Oxford Rd., Reading. 775-232

JOWETT, 1927, 2-seater, licensed end rear, insured, mileage 2,000, bargain, £96. Ireland, Officers' House, Felpham, Sussex. 775-r63

JOWETT, wide 2-seater and dickey, starter, speedometer, rigid side screens, oversize tyres, smart, silent and reliable; this very late 1924 model is a bargain at 49 guineas; deferred terms, exchanges. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 775-242

SECONDHAND

LIGHT CARS AND CYCLECARS FOR SALE

(continued).

JOWETT, 1926, full 4-seater, condition perfect, £90. 47 Holmewood Gdns., Brixton Hill, London. 775-p777

JOWETT in Manchester. The original main distributors. New and used models always in stock. Exchanges, deferred. Saxon Jelleries, 255 Deanagato (Tel., City 1010), and 27 Lower Moseley St. (Tel., Central 4978), Manchester, Grams, "Saxjellria." zzz-592

JOWETT, 1923, 2-seater, in good condition, taxed, £40, real bargain. 65 Washington St., Hull. 775-r193

JOWETT, 1924, 2-seater, appearance, condition excellent, 3 new tyres, 43 m.p.g., 16,000 miles, £49. Davies, 35 Essendine Rd., W.9. 775-r206

JOWETT, 1926 full 4-seater, starter, shock absorbers, spring gaiters, luggage grid, recently overhauled, mileage under 10,000, taxed, paintwork excellent, only wants seeing, £105, or near offer. W. 20 Milton Park, Highgate, N.6. 775-r220

JOWETTS. Don't miss page 102. 775-222

JOWETT, tourer, 1925, balloons, splendid order, £85, written guarantee. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 775-375

JOWETT, chummy, 4-seater, 1925 model, electric self-starter, double windscreen and several extra fittings, in beautifully kept condition, price 69 guineas, including licence; deferred terms arranged. 368 Hornsey Rd., N.19. 3294 Monntview. 775-m247

JOWETT, 1925, very fully equipped, taxed, insured till July, 1928, £75. Seath, 28a High St., Hampstead. 777-r178

LAGONDA, 2-seater coupe, 1921, dynamo lighting, speedometer, etc., mechanical condition excellent throughout, nice appearance, any examination, accept £18 10s. 83 Penshurst Rd., Thornton Heath. 775-x230

LAGONDA, £16, 1920 coupe, recently fitted new axle, 6-v. C.A.V., unused 8 months, in very good order. 2 Codrington Mews, Blenheim Cres., London, W.11. 775-r276

LEA-FRANCIS, 1926, 14-40hp, sports 4-seater, aluminium body, wire wheels, 4-wheel brakes, Meadows engine, taxed December, Fernley Garage, Marlow Rd., Maidenhead, Phone 603. 775-r205

LEA-FRANCIS 1926 12-22 4-door tourer, luxuriously equipped, 4 speeds, l.w.b., balloons, leather upholstery, all-weather equipment, excellent condition, 165 gns.; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-380

LEA-FRANCISES. Don't miss page 102. 775-223

LEA-FRANCIS 1923 9hp chummy 3-seater, all-weather equipment, dynamo lighting, etc., splendid condition, bargain, £55. Empire Motors, 325 High Rd., Chiswick W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 775-424

LEA-FRANCIS, 1927, 10hp, 4-seater de luxe, run only 700 miles and as new, list price £275; offered at £215. Newham Motor Co., 237-243-245 Hammersmith Rd., W.6. Phone, Riverside 4646. 7775-753

LEA-FRANCIS. For used guaranteed Lea-Francis cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-483

LEA-FRANCIS, 1925-26, 4-seater, has all-weather equipment, colour blue, balloon tyres, capable of high speed, a genuine bargain, price £110. Ross and Young, 97 Streatham Hill. Phone, Streatham 5430. 775-469

MACKENZIE, 1922, 10hp, touring, all-weather, starter, dynamo, to clear, £29. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 775-719

MARSEAL, 1924, 10hp, 2-seater, dickey, starter, dynamo, spare wheel, two new tyres, insured, taxed, great bargain, £35; any trial. Hewett, 86 Weston St., Upper Norwood, S.E.19. 775-p773

MATCHLESS 9 tourer, 1924 model, dynamo, excellent condition, £30. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 775-374

MATCHLESS, 1924 4-seater, 9hp, 3 speeds, reverse, dynamo, speedometer, 4-wheel brakes, etc., £48; deferred terms exchanges; many other makes. Andrews Motor Mart, Byfield Hall, Barnes. Bus stop, "Red Lion." 775-451

MATHIS, 1921, 9hp, 4-seater, licensed, good condition, price £25. Jarvis and Sons, Ltd. Wimbledon 2526. zzz-169

MATHIS, 48 guineas, 7.5, 1924-5, licensed December. 272 St. Albans Rd., Watford. 775-p775

MATHIS, 1924 (August), 6-cylinder, 12hp 5-seater tourer, starter, 5-lamp set, 4-wheel brakes, 4-speed, balloon tyres, spare wheel, clock, speedometer, automatic windscreen wiper, gas lamp, Hartford shock absorbers, double-panel screens, 3-door body, upholstered in brown, printwork, tyres, etc., excellent, tax paid to end of year, only requires seeing, £65; deferred terms, exchanges, many other makes. Andrews Motor Mart, Byfield Hall, Barnes. Bus stop, "Red Lion." Phone, Riverside 3709. 775-456

MORGANS. New and second-hand. Always in stock. Cash, exchange, deferred. Olympia, Wakefield. 775-c552

MORGAN Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Honac's, 243 Lower Clapton Rd., E.5. Clissold 2408. zzz-840

MORGANS. James and Co. (Sheffield), Ltd., 261-267 Ecclesall Rd., Sheffield. Sheffield, Rotherham and district agents. Full stock of spares carried; new and second-hand Morgans nearly always in stock. Trade supplied. When in difficulty phone 2460 Central, or wire "Tact. Sheffield." zzz-828

MORGAN Service Depot. Hall, 91 St. Peter's St., St. Albans. Tel. 636. Official repairer. Second-hand Morgans and all spares in stock. zzz-823

MORGANS. Nottinghamshire. Call and inspect: trial runs without obligation. See these time-tried machines. Prices from £79. Bennetts (Nottingham), Ltd., 24-30 Shakespeare St., Nottingham. zzz-764

MORGAN. Maskell for Morgans. Sole South London agent. Spares and overhauls. New and second-hand Morgans always in stock. 6 Station Rd., Camberwell, S.E.5. Brixton 3882. zzz-967

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, 115 guineas (cost over £160), special bargain, 1927, Aero, Eleven Hundred sports o.h.v. water-cooled J.A.P., red, one owner, very small mileage, practically indistinguishable from brand new, balloon tyres, hood, hood cover, Aero screens, Watford 80 m.p.h. speedometer, dash light, mirror, electric and bulb horns, full equipment, taxed, comprehensive insurance policy to April, 1928; 22 Morgans; cash, deferred, or exchange. Rowland Smith. Below.

MORGAN, 79 guineas, special bargain, 1926, Aero, 10hp o.h.v. water-cooled racing Blackburne, yellow and red, red upholstery, very good condition throughout, dynamo lighting, 2 new tyres, straight-through exhaust pipes, Aero screens, 80 m.p.h. speedometer, full equipment; 22 Morgans; cash, deferred, or exchange. Rowland Smith. Below.

MORGAN, 75 guineas, special bargain, late 1926, family, 10hp water-cooled J.A.P., mauve, exceptionally good condition throughout, dynamo lighting, rigid side curtains, Stewart speedometer, Stewart clock, hood, screen, screen wiper, electric and bulb horns, mirror, full equipment, taxed; 22 Morgans; cash, deferred, or exchange. Rowland Smith. Below.

MORGAN, 29 guineas, special bargain, 1921, family, 10hp water-cooled M.A.G., very good condition throughout, electric lighting, hood, screen, Smith's speedometer, full equipment; 22 Morgans; exchanges. Rowland Smith. Below.

MORGAN, 12 guineas, special bargain, de luxe, 8hp water-cooled J.A.P., grey, very good condition throughout, excellent 3-in. tyres, hood, screen, lamps, Stewart speedometer, full equipment; 22 Morgans; exchanges. Rowland Smith. Below.

MORGAN, 29 guineas, special bargain, late 1924 8hp J.A.P., grey, exceptionally good condition throughout, lamps, rigid side curtains, full equipment; 22 Morgans; exchanges. Rowland Smith. Below.

MORGAN, 69 guineas, special bargain, 1925, Aero, 10hp water-cooled o.h.v. racing Blackburne, red, exceptionally good condition throughout, dynamo lighting, f.w.b., reduced steering, foot accelerator, hood, Aero screens, full equipment; 22 Morgans; cash, deferred, or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 775-258

MORGAN, de luxe, 1924½, Anzani, o.h.v., new bearings, bulb, electric horns, dynamo lighting, new tyres, blue, what offers? Seen by appointment. 55 Russell Avenue, Wood Green. 775-150

MORGAN, 1922, de luxe, very exceptional order and appearance, M.A.G. water-cooled engine, excellent tyres, speedometer, rigid screens, an extremely sound all-weather car for 33 guineas. Vadum Co., 352 High Rd., Willesden Green, N.W.10. Willesden 2469. 775-243

MORGAN, de luxe, 1925, 2-seater, water-cooled engine, fully equipped, many extras, splendid condition. £45. A.V. Motors, 28 The Causeway, Teddington. Tel., Kingston 0710. 775-240

MORGAN, Aero, 10-45 Blackburne, f.w.b., s.s. tyres, many extras, cream and black, £95. Below.

MORGAN, Aero, 10-45 Blackburne, f.w.b., s.s. tyres, Beart steering, foot control, £90. Below.

MORGANS. We have several others in stock, from £38. Earls, Ltd., 75 Heath St., Hampstead. Phone, Hampstead 3287. 775-235

MORGAN, Grand Prix, o.h.v., Anzani, speedometer, over-sized tyres, dynamo lighting, red upholstery, painted black, red wheels, price £48 or offer. See below.

Aero, 1925, fitted with 1927 o.h.v. Anzani engine, outside gear change, spot-light, £62 10s. or offer. See below.

Aero, 1926, Blackburne o.h.v., straight-sided tyres, straight-through pipes with Ghost silencers, speedometer, hood, dash lamp, just been repainted, £95. See below.

De luxe, 1925, s.v. w.c. J.A.P., speedometer, side curtains, tyres as new, taxed, £55. See below.

H. Beart and Co., Ltd., 102 London Rd., Kingston. Phone, Kingston 5148. The recognized Morgan specialists. Do not fail to consult us when buying your Morgan. 775-186

MORGAN 10hp de luxe, water-cooled M.A.G., fully equipped, amazingly good condition. £42; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 775-200

MORGAN, F.O.C.H., Ltd., have several excellent Morgans, all fully equipped and bargain prices. 5 Heath St., Hampstead (Tube Station). 775-205

MORGAN, Grand Prix, 1926 J.A.P., w.c., speedometer, f.w.b., s.s. Dunlop tyres, dynamo lighting, mileage 3,500, in excellent condition, £80. Ratcliffe Bros., 200 Gt. Portland St., W.1. 775-182

MORGAN. Homac's have for disposal the following guaranteed Morgans:—

1927 Aero, o.h.v. J.A.P., Dunlop S.S. tyres, f.w.b., speedometer, hood, straight-through exhaust, excellent condition, 100 guineas.

1927 De Luxe, air-cooled J.A.P., f.w.b., balloon tyres, in new condition, £90.

1926 Aero, 8hp, sports J.A.P., dynamo, hood, speedometer, etc., the whole in excellent condition, £90.

1925 Family, w.c. J.A.P., dynamo, speedometer, clock, side screens, latest double windscreen, beautiful condition, £67 10s.

1924 Family, w.c. Blackburne, dynamo, speedometer, £60.

1925 Aero, Anzani, dynamo, speedometer, hood, excellent order, £72 10s.

1922 Standard, 8hp J.A.P., fullest equipment, £37 10s.; another at £25.

Grand Prix, 8hp w.c. J.A.P., excellent condition, £28 10s.

1924 Family, 10hp air-cooled Blackburne, dynamo, etc., £65.

Any of the above can be supplied on deferred terms. Your present machine taken in part payment. Homac's, London Morgan Service Depot, 243-7 Lower Clapton Rd., E.S. Phone, Clissold 2408. 775-287

MORGAN, 1925, 2-seater, J.A.P. engine, excellent condition, £50; exchanges, deferred. Faling Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone 3265. 775-268

MORGAN, G.P., dynamo, flared wings, very sporty, £21. McQuire, 265 Wood St., Walthamstow. 775-212

MORGAN, Aero, 1925, o.h.v. Blackburne, many extras, £75. 41 Tavistock Drive, Nottingham. 775-229

MORGAN, 1926, Aero and Anzani, w.c., f.w.b., S.S. rear tyre, dynamo lighting and horn, speedometer, spotlight, clock, hood, every accessory, small mileage, body blue and red, everything perfect, any trial, must sell. What offers? Phone, Clissold 2038. 5 Aden Terrace, N.16. 775-382

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGAN, 1924, de luxe, 8-10hp Blackburne, dynamo lighting, clock speedometer, good tyres, excellent condition, £48. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4635. 775-697

MORGAN, 1926, de luxe, "Dimple 1," sound tyres, taxed year, speedometer, wiper, mirror, perfect, £75. Below.

MORGAN, 1925, de luxe, with starter, fully fitted, £65. Another, no starter, £55. Smith and Hunter, 4 Newcastle Pl., 281-5 Edgware Rd., Paddington 9081. 775-290

MORGAN, 1926, Aero, 10hp o.h.v. racing Blackburne, f.w.b., new S.S. tyres, speedometer, Triplex screens, Beart steering, pneumatic upholstery, outside gear change, finished granite and red, taxed Xmas, exceptionally fine runner, £89. Below.

MORGAN, 1926, Aero, 10hp o.h.v. Anzani, Lucas dynamo, S.S. tyres, speedometer, hood, finished mauve, in extremely nice condition, bargain, £79. Below.

MORGAN, 1926, family model, 8hp water-cooled J.A.P. engine, Lucas dynamo, f.w.b., good tyres, hood and rigid side screens, electric and bulb horns, taxed to Xmas, splendid appearance and mechanical condition, bargain at £78. Below.

MORGAN Specialists. Exchanges and deferred. Naylor's, 45 and 406 Garratt Lane, Earsfield, S.W.18. Phone, Wimbledon 2041. 775-281

MORGAN, 1926, Aero, 10hp Blackburne racing engine, straight-sided tyres, Desmo spotlight, dynamo lighting, F.E.W. bumpers, tax paid, hood, many extras, £100. Below.

MORGAN, 1926, water-cooled 8hp J.A.P., Lucas dynamo lighting, M.L. magneto, B. and B. carburettor, Dunlop tyres, hood, moderate mileage, £87 10s. Below.

MORGAN, 1926, Grand Prix, 8hp water-cooled J.A.P., Lucas dynamo lighting, hood, Kempshall tyres, finished red, £85. Below.

MORGAN, 1926, Popular model, 8hp J.A.P., dynamo lighting and starter, speedometer, screen wiper, tax paid, £55. Below.

MORGAN, 1925, family model, 8hp water-cooled s.v. J.A.P., starter, dynamo lighting, M.L. magneto, a very special model, little used, £105. Maudes, 100 Gt. Portland St., London. Telephone, Museum 775-347

MORGAN, really posh Aero model, Blackburne o.h.v. water-cooled engine, special steering, f.w.b., speedometer, hood, taxed year, extremely fast, £85; exchanges, easy payments. King's, New Rd., Oxford. 775-339

MORGAN, Aero model, o.h.v. Anzani, water-cooled engine, dynamo lighting, clock, speedometer, hood, £67 10s.; exchanges, easy payments. King's, New Rd., Oxford. 775-341

MORGAN, 1926, Aero, taxed December, dynamo, small mileage, brand-new condition, £85; exchanges, deferred terms. Frank Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 775-391

MORGAN, 1927, new (shop-soiled), unregistered, family model, w.c. J.A.P., f.w.b., finished blue, list price £121, car price 109 gns.; exchanges and deferred. H. P. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-381

MORGAN, 1925, Aero Anzani, dynamo, speedometer, f.w.b., mechanically perfect, taxed, £75. Write Sedgwick, 14 Richmond Rd., Thornton Heath, Surrey. 775-253

MORGAN, late 1927 Family, w.c., geared steering, side curtains, speedometer, tax December, small mileage, £95. Clarks, 223 Hammersmith Rd., W.6. 775-323

MORGAN, 1927, standard model, only shop soiled, £78. Clark's, 223 Hammersmith Rd., W.6. 775-325

MORGAN, 1925, family, dynamo, excellent order, exchange terms £55. 51 Upper Richmond Rd., East Putney, S.W.15. 775-174

MORGAN, 1927, 4-seater, speedometer, f.w.b., mileage negligible, absolutely as new, exchange, terms, 80 guineas. 51 Upper Richmond Rd., East Putney, S.W.15. 775-168

MORGAN, 1921, Aero, engine recently overhauled, special geared steering, inside hand brake, Bonniksen speedometer, dynamo lighting, exceptional condition, exchange, terms, £50. 51 Upper Richmond Rd., East Putney, S.W.15. 775-167

MORGAN, 1926, Grand Prix, Anzani, Lucas lighting, £70. Todd, 55 Prebend St., N.1. 775-152

MORGAN, de luxe, 1922-3, dynamo, water-cooled, unrepeatable bargain, £29. Berkeley (Garage) Mews, Connaught St., Edgware Rd., Marble Arch. 775-305

MORGAN, 69 guineas, 1926, G.P., o.h.v. Anzani, S.S. tyres, spotlight, electric horn, stabilizer. Snrman, 12 Brook Rd., Chiswick. 775-258

MORGAN, Aero, 1927, o.h.v. J.A.P., front-wheel brakes, 27 by 4 tyres on front wheels, special oversize on rear, speedometer and hood, cost £150, our price £105. Elco, Ltd., 11 Camomile St., E.C.3. Avenue 5548. 775-741

MORGAN 1926 Aero, o.h.v., dynamo, hood, cowls, speedometer, very smart condition, bargain, 79 gns. Below.

MORGAN 1926 Aero, o.h.v. 10-40 J.A.P., f.w.b., pressure-fed petrol tank, outside exhausts and gear lever, a real picture, bargain, 95 gns. Below.

MORGAN 1927 de luxe, fitted with starter, dynamo lighting, speedometer, 1st brand new, mileage 400, bargain, £88, cost £120. Empiro Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0305. 775-425

"HOW TO DRIVE A CAR." A guide to safe and efficient driving. Written by an expert driver.
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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

MORGANS. Before deciding get our current second-hand list. A selection of all models in stock at reasonable prices; exchanges and deferred terms. Elce, Ltd., 11 Camomile St., E.C.3. Spares and Service, 11-15 Bishopsgate Avenue, Camomile St., E.C.3. Avenue 5548. 775-735

NEW CARDEN. 1924 7hp 2-4-seater, electric lighting, £7 tax, running order but requires tuning, £10, room wanted. King's, New Rd., Oxford. 775-340

OMEGA. 1926, excellent condition, dynamo lighting, taxed for year, £45. Pinder, 19 King St., Carnforth. 775-207

OMEGA. 1927, sports model, shop-soiled only, otherwise indistinguishable from new, special bargain, 100 guineas; your motorcycle or small car taken in part payment, balance cash or deferred. South Ealing Garage, 150-2 South Ealing Rd., South Ealing. Ealing 4161-2. 775-745

PEUGEOT. August, 1926, cabriolet, excellent condition, mileage 9,000, licensed, £80. Headington Garage, London Rd., Headington, Oxford. 775-151

RENAULT. 75 guineas. Special bargain. 1925, 8.3hp, 4-seater, blue, one owner, exceptionally good condition throughout, f.w.b., practically unworn Michelin Cable balloon tyres, luggage grid, full equipment, taxed; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 775-254

RENAULT. 9hp, 2-seater de luxe. 1925 (late). £80; 9hp 1926 model, 4-seater de luxe, luggage carrier, etc., £85; 9hp 1927 model, 4-seater, 5,000 miles only, £110. Several others. Call and inspect, Renault Sales Service, Surbiton Hill Rd., Surbiton. Phone, Kingston 1875. 775-689

RENAULT. 4-seater, 8.5, July, 1926, taxed, insured July next, new tyres, rear screen, full equipment, £90. 19 Old Dover Rd., S.E.3. 775-180

RENAULT 1925 9hp 5-seater, balloon tyres, as new, f.w.b., starter, etc.; this car is in very good condition and thoroughly recommended; bargain at £75; exchanges, cars and motorcycles; deferred terms. Empire Motors, 323 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0305. 775-419

RENAULT. For used guaranteed Renault cars, get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-484

RENAULT. 1925, saloon, 8.5, taxed December, f.w.b., balloons, hand-somely painted, one owner, £90. Archie Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 775-471

RHODE. 1924, 11hp sports model, fully equipped, recently overhauled and repainted, finished grey and green, lighting and starter, only wants seeing, £90. Manders', 100 Gt. Portland St., London. 775-348

RHODE. 1925, chummy, tax paid, insured, f.w.b., balloons, £80. Nicholson, 65 Corsica St., Highbury. Phone, North 4543. 775-443

RHODE. 1925-5, dynamo lighting, any trial, £35. 16 Haggerston Rd., E.8. 775-187

RHODE. 1925, de luxe 4-seater, balloon tyres, leather upholstery, taxed, in beautiful condition, £79. Allery and Bernard, 344 King's Rd., Chelsea. Kensington 4632. 775-696

RHODE. £37 10s., 1923, 9.5hp, chummy 4-seater, dynamo lighting, disc wheels, smart appearance; exchange considered. 211 Gerrard Lane, Wandsworth. 775-267

RHODE. 1925, 11hp, 4 door, 4-seater, new condition, £95. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-357

RHODE 1923 all-weather cabriolet, 10hp, starter, etc., £50; deferred terms, exchanges, many other makes, written guarantee. Andrews Motor Mart, Byfield Hall, Barnes. 775-455

RHODE 1923 chummy, dynamo, 3 speeds and reverse, spare wheel, etc., £50; deferred terms; exchanges, written guarantee; many other makes. Please note new address—Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 775-447

RILEY. 5-seater, 10.8hp, 25,000 miles, reconditioned, perfect order, leather upholstery, best offer, 65 guineas, quick sale. 132 St. George's Rd., Bolton. Phone 2871. 775-858

RILEYS. A reconditioned Riley is as reliable as any new car. South Coast experts, Lewes Motor Works, Sussex. 222-80

RILEY. 1926 (August), 11-40hp, sports 2-seater, red hood, etc., dicky, f.w.b., really splendid condition throughout, cost over £500, accept £215. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 775-301

RILEY. Boon and Porter, Ltd., Riley Distributors, 1925 sports 4-seater, in very nice condition, fitted with Triplex glass and f.w.b., many extras, recently repainted, excellent hood and side curtains, taxed for year, £165. 159-163 Castelnau, S.W.13. Riverside 4444. 775-320

RILEY. super-sports Redwing 2-seater, starter, lighting, 4 speeds, special 1925 engine, one of the most attractive sports cars on the road, £125; exchanges and deferred. Bartlett, 173a Westbourne Grove. 775-325

RILEY. 1924 super-sports Redwing 2-seater and dicky, starter, lighting, 4 speeds, 6 wheels, V screen, special hood, all aluminium body with red upholstery; this car has been chauffeur kept and is in excellent order, £110. Above. 775-330

RILEY. 1923-24, super-sports Redwing 2-seater and concealed dicky, outside exhaust, V screen, 4 speeds, C.A.V. starting and lighting, just completely overhauled throughout at a cost of £30, bills shown, the cheapest sports Riley ever offered, 89 guineas. Above. 775-330

RILEY. 1924, 11hp, de luxe 4-seater, exceptional order, £115. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-359

RILEY. For used guaranteed Riley cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-485

ROVER. If you want a second-hand Rover 8, 9, 9-20 or 10-25hp remember we specialize on this make and have a constantly changing stock of all types. We want satisfied clients and for that reason we do our level best to see our second-hand cars are turned out right. Deferred terms and part exchanges when desired. We deal with Rover users all over the British Isles, both in cars and parts. Rover distributors for Liverpool, Wirral, South, West and East Lancashire. Pollitt and Son (successors to the Rover Co., Ltd.), 37-41 Renshaw St., Liverpool. 222-190

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 9. 1926 (late), 2-seater super de luxe, complete and as new, taxed, £135. K.J. Motors, Widmore Rd., Bromley. 776-123

ROVER 8. 1924, full 4-seater, repainted latest 2-colour scheme, in new condition, £35. 34a Hereford Rd., Westbourne Grove, W.2. 775-158

ROVER 8. 2-seater and dicky, all-weather equipment, chassis, body, paintwork, tyres in splendid condition, taxed to December, £27 10s. Hardie, 13 Cumberland Park, Acton. 775-129

ROVER 9. 89 guineas. Special bargain. 1925, 9-20hp, o.h.v., sports 2-seater, blue, practically new appearance, exceptionally good condition throughout, brand-new tyres, full equipment, taxed; cash, deferred, or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 775-255

ROVER. 8hp, 2-seater, in good running condition, dynamo lighting, bargain, £27 10s.; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 775-199

ROVER 9. 1924, occasional 4-seater, renovated throughout, lighting and starting, equipped, £59. Maude's Motor Mart, Wolverhampton St., Walsall. Phone 444. 775-189

ROVER 9. £60, 1924-25, 4-seater, new balloons, and taxed, Ebdons Automobiles, Trevor House, Cheltenham. 775-239

ROVER. Sports. 1926-7, 9-20hp, 2-3-seater, f.w.b., balloons, mileage 8,500, aluminium body, blue wings, £143. Ward, 157a Millington St., Kennington. 775-195

ROVER. 1926, 9-20hp, 4-door coachbuilt saloon, f.w.b., taxed December, splendid order, cost £350, accept £165. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 775-298

ROVER. 1927 model, 9-20hp, coachbuilt 4-door saloon, taxed December, f.w.b., spare unused, mileage 4,000, cost £325, accept £185. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 775-299

ROVER. 1927 model, 9-20hp, semi-sports 4-seater, f.w.b., fully equipped, cost £275, accept £160. Vivian, 4-12 Palmer St., S.W.1. Victoria 8677. 775-300

ROVER. 1927, 9-20hp, 4-seater, 2-colour cellulose finish, guaranteed 5,500 only, taxed, as new, £170. Below. 1925 9hp tourer, 3-door, 8,000 miles only, taxed year, insured 1928. 775-278

1924. 8hp, full 4-seater, dynamo, usual fittings, blue, mechanically sound, to clear accept £35. Below. 775-293

1923. 8hp, 2-seater, repainted maroon, specially fine order, £50. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd. Padd. 9081. 775-293

ROVER. 1926, super, 9-20hp, 4-door 4-seater, f.w.b., 5 new balloons, a.v. equipment, condition equal to new, bargain, £135. Below. 775-293

ROVER. 1924, 8.9hp, 4-seater, dynamo lighting, spare wheel, very good tyres, smart appearance, £45. Below. 775-293

ROVER specialists. Naylors. Exchange and deferred. 45 and 406 Gerrard Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 775-280

ROVER. 1927, semi-sports 2-seater and dicky, full a.v. equipment, painted strawberry and cream, small mileage, the whole car as new, £165. Bartlett, 173a Westbourne Grove. 775-352

ROVER. 9hp, 4-cylinder, 1925, 2-seater, dicky seat, starter, lighting, taxed, very fast, in splendid condition, any test, sacrifice, £58. V 2 Bucharest Rd., S.W.18. 775-703

ROVER. 1927, 9-20hp, super 4-seater, leather upholstery, dual-tone cellulose finish, small mileage, exceptional condition, taxed December, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 775-309

ROVER. 1925, 9-20, de luxe model Weymann saloon, mileage only 1,800, condition as new, privately owned, £170. Seen at Ober's Garage, Twickenham. Phone, Peapergrove 1500. 775-216

ROVER. 8hp, 1923, coupe, 2-seater, very smart, just repainted, dynamo, starter, spare wheel, 6 good tyres, tools, clock, speedometer, spotlight, taxed, insured, cheap. Tanasescu. Telephone, North 0851. 775-210

ROVER 8 3-5-seater, in superb condition throughout, taxed and guaranteed in writing 12 months, £45; liberal exchange, easiest deferred. Deloforda, 550 Oxford St. (next Marble Arch). 775-365

ROVER 9-20 tourer, 1927 model, as new, £145, written guarantee. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 775-376

ROVER 1924 8hp chummy, excellent mechanical condition, £39. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-360

ROVER 8 2-seater, excellent condition, many extras, bargain, £20. Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 775-372

ROVER 1926 9-20 super 4-door 4-seater, completely equipped, excellent condition, 115 gns. Below. 775-372

ROVER. 1927 model, 9-20, 4-door dome-backed coachbuilt 4-door saloon, luxuriously equipped, f.w.b., balloons, luggage grid, finished blue, faultless condition, 175 gns.; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-382

ROVERS. Don't miss page 102. 775-225

ROVER. 1926 model, 9hp, 4-seater, starter and lighting, balloon tyres, f.w.b., all-weather equipment, taxed, painted brown, very nice order throughout, £125. W. T. Dunn, Ltd., 326 Euston Rd., N.W.1. Museum 5391. 775-346

ROVER. 1926 9-20hp, starter and lighting, Weymann saloon, 4 doors, super model, f.w.b., tax paid, must sell, £132 10s. 69 St. Paul's Ave. Willesden Green, London. 775-218

ROVER 8. 1925, 4-seater, all-weather equipment, speedometer, etc., nice condition, balloon tyres, bargain, £39 10s. 83 Penaburth Rd., Thornton Heath. 775-232

ROVER 8. 4-seater, starter, excellent condition, insured April, 50 guineas. 201 Wimbledon Park Rd., Southfields. 775-232

ROVER 8hp. late 1924, full 4-seater, speedometer, dynamo lighting, tax paid, good condition, 35 m.p.g., 45-48 m.p.h., 3 new tyres, £40, or remark. E. Doyle, Ball House, Foulridge, Colne. 776-217

ROVER. 33 guineas. Special bargain. 1923, 8hp, chummy, brown, exceptionally good condition throughout, 5 new tyres, dynamo lighting, speedometer, full equipment, many extras; exchanges. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 775-707

ROVER. 1923, 8.8, 2-seater, dicky, excellent condition, recently overhauled, £30. 8 Caxton Rd., Shepherd's Bush. After 6. 777-177

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

ROVER 8s. 2-seaters, chummies, 4-seaters.

We are extensive dealers in this particular car and can offer you the finest selection to be found in or around London. All models over £34 are sold with 3 months' written guarantee, and are fully equipped with dynamo lighting, spare wheel, etc., and many have dickey seats and lot of accessories. Prices from £25 to £55. Deferred terms, exchanges, written guarantee. Many other makes. Please note new address, Andrews Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709.

775-446

ROVER 9, 1927 2-seater and dickey, de luxe, shop-soiled condition, cost £230, bargain to clear, 150 guineas; terms arranged. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986.

775-718

ROVER 1923 chummy, with starter and in beautiful condition, only done very small mileage, splendid condition, bargain, £45; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303.

775-426

ROVER 9. This car that is offered at £125 is a beautiful 1926 4-seater, in excellent condition throughout, and can be bought with confidence, completely equipped and ready for service. Empire Motors. Below.

ROVER 9. Empire Motors offer 1925 4-seater, colour blue, balloon tyres, starter, etc., very fast, £89. Below.

ROVER 8hp. 1922 2-seater, dickey seat, dynamo lighting, etc. This car has had a very careful owner, and will give good service. £32. Exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303.

775-412

ROVER, 1927, 10-25hp. 4-seater, semi-sports de luxe; this car has positively only done 4,000 miles and is as brand new throughout, tax paid for the year, Hartford shock absorbers all round, finished in two shades of brown, antique leather upholstery to match, cost nearly £500 this year, will accept £210. Mears and Bishop, Ltd., 227 Hammersmith Rd., W.6.

775-727

ROVER. For used guaranteed Rover cars, get our complete list. The Light Car Co., 404 Euston Rd., N.W.1.

775-486

ROVER, 1927 9hp 2-seater de luxe, magnificently equipped, every accessory, mileage only 3,000 miles, as new throughout, taxed to December, superb trial, cost £240, our price £155, guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington.

775-760

ROVER, 8hp. 1922 2-seater, dickey, excellent running order, nice appearance, extra air, dynamo lighting, insured April, 1928, £28, 95 Aveling Park Rd., Walthamstow.

775-r259

SALMON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmon cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London. W.1. Phone, Mayfair 0257-8-9.

zzz-283

SALMON. Woodford. Three-seater sports, 1926, taxed, very fast, £90. Hayrey Hudson and Co. (next George Hotel). Wansstead 2393.

zzz-775

SALMON, 1927, special sports 2-seater, f.w.b., balloons, mileage 2,800, completely equipped, as new, taxed December, £110. K.J. Motors, Widmore Rd., Bromley.

775-112

SALMON, 1924 model, fitted sports Bignan 2-seater body, magnificent condition, very fast, Harfords, taxed, £48. K.J. Motors, Widmore Rd., Bromley.

776-122

SALMON, 1923, 2-seater, 8, double dickey, taxed year, repainted latest 2-colour scheme, good tyres, hood, etc., £35. 34a Hereford Rd., Westbourne Grove, W.2.

775-156

SALMON, sports, late 1923, just overhauled by Laystalls, very smart, £12 down, balance £3 monthly; exchanges. Snow, Laurel St. Dalston. E.8. Clissold 8645.

775-r160

SALMON, 29 guineas. Special bargain. 1922, 10hp, 4-cylinder, 2-seater, dickey, blue, very smart, very good condition throughout, dynamo lighting, 2 new tyres, side curtains, mirror, full equipment; exchanges. Rowland Smith. Below.

SALMON, 45 guineas. Special bargain. Late 1925, 10hp, sports 2-seater, red and yellow, very good condition throughout, dynamo lighting, starter, outside exhaust pipe, 2 new tyres, full equipment, extras; cash, deferred or exchange. Rowland Smith. Below.

SALMON, 55 guineas. Special bargain. 1925, 10hp, Grand Prix (overhead camshaft), sports 2-seater, blue, red flared wings, very good condition throughout, f.w.b., speedometer, clock, full equipment; cash, deferred or exchange. Rowland Smith. Below.

SALMON, 65 guineas. Special bargain. 1926, 10hp, o.h.v., sports 2-seater, brown, carefully used, practically new condition throughout, full equipment, taxed; cash, deferred or exchange. Open 9 till 8, 7 days a week. Rowland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421.

775-256

SALMON. Vadum Co., the used Salmon specialists, offer this week's selected bargain:—

SALMON, 1925, de luxe, 2-seater and dickey, balloon tyres, rigid side screen, double windscreen, scuttle ventilator, automatic windscreen wiper, petrol level gauge, clock, speedometer, spare petrol can, etc., extremely handsome and reliable car, painted maroon, black wings, £55.

SALMON, 1926 special sports (long-tail body), f.w.b., starter, hood, Vee windscreen, clock, speedometer, variable ignition, concealed spare wheel, very fast; this extremely handsome sports car is finished in two colours, excellent upholstery, and must be seen and tried to be appreciated; bargain, 80 guineas; deferred, exchanges. Open Saturday afternoon. Salmons bought for cash, overhauled and sold. 352 High Rd., Willesden Green, N.W.10. Willesden 2469.

775-247

SALMON, £28, 1922, 10hp, o.h.v., 2-seater, dickey, English body, dynamo lighting, clock, speedometer, aluminium number-plates, spare wheel, excellent tyres (2 new), smart and reliable, any trial. 36a Old Devonshire Rd., Balham, S.W.12.

775-r194

SALMON, 1923-24, sports. Bignan 2-seater body fitted, 10hp, starter, dynamo, clock, speedometer, spare wheel and full equipment, exceptionally fast and sporty little car £38, year's tax. Teddington Garage, 160 High St., Teddington. Kingston 2562.

775-r234

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SALMON, 1924-25, Grand Sport, 2-seater, o.h. camshaft, painted blue, with red flared wings, V screen, concealed hood, just completely overhauled and capable of over 50 m.p.h. in second, £65. Bartlett, 173a Westbourne Grove.

775-331

SALMON, 9.5 all-weather coupe, 1925, balloon tyres, sports pistons, just decarbonized and brakes relined by Salmons, very good condition, sold cause departure abroad, bargain, £85. Write, Thoquet, 21 Clarendon Gardens, Bayswater.

775-r227

SALMON, 1926, 10-20hp, 4-door Weymann saloon, mileage under 1,000, tax paid year, £150. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton.

775-708

SALMON, 1926 model, 10-20hp, special 2-seater, very fast, £155. George Newman and Co., 369 Euston Rd., London, and Old Steine, Brighton.

775-709

SALMON, 1926 2-seater sports model, starter, Vee windscreen, wire wheels, very fast, £77 10s.; exchanges, easy payments. King's, New Rd., Oxford.

775-343

SALMON. Makin and Harrison. 1925 Salmon sports 2-seater, fully equipped, with lighting and starter, speedometer, clock, disappearing hood, all tyres new, taxed to December, very smart appearance and mechanically without a fault; any trial offered and welcomed; 60 guineas; exchanges, deferred; open Sunday mornings. 492 Chiswick High Rd., W.4. Phone, Chiswick 0558.

775-r272

SALMONS. Don't miss page 102.

775-226

SALMON, 1927, 10-20, 4-door fabric saloon, completely equipped f.w.b., balloons, wire wheels, etc., practically unmarked, 165 guineas, exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161.

775-583

SALMON, £49, 1924, 10-15, twin overhead camshaft model, fine 4-seater, French touring body, upholstered leather, good tyres, good order. 2 Codrington Mews, Blenheim Crescent, London, W.11.

775-r280

SALMON, 49 guineas, 1924 sports 3-seater, very smart, cream with red wings, any trial; exchanges, easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303.

775-415

SALMON, 1923 chummy, dynamo, etc., quick sale, £29. 156 Cranston Rd., S.E. Sydenham 2166.

775-r507

SALMON, £89, 1926 sports 2-seater, f.w.b., dynamo lighting, starter, hood, smart appearance, exceptionally fast; exchanges, easy payments. Empire Motors 325 High Rd., Chiswick, W.4. Phone 0303.

775-422

SALMON, 10hp o.h.v. special sports 2-seater, first registered April, 1926, dynamo lighting, starter, V screens, clock, speedometer, large flexible steering wheels, very attractively finished and capable of high speed, really lively sports car, £58; choice of another, sports model, £58; all cars guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington.

775-762

SENECHAL, £40; 1923, 2-seater, taxed, excellent condition and appearance; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge Ealing Broadway. Phone 3265.

775-271

SINGER, 105 guineas, late 1926, 4-seater de luxe, spring gaiters, shock absorbers, pneumatic upholstery, Boyce meter, luggage grid, 4-wheel brakes, etc., mileage 8,000, in perfect condition, open to any trial or examination. 60 Stanley Rd., East Sheen.

775-r251

SINGER. Singer. Singer. Sole district agents. New and second-hand cars for immediate delivery. Buy your new or second-hand car from the firm of Singer specialists. Cash, deferred or exchanges. The Wright Automotive Co. Ltd., 253 Queen's Rd., Battersea, S.W.8. Phone, Battersea 4944.

zzz-820

SINGER Juniors. We specialize in this model, new or second-hand, cash or deferred terms. Stanley, Norman Ltd Co., Padmarton Mews, Baker St., W.1. Phone, Ambassador 9702.

zzz-366

SINGER, 10hp, 1927, 4-seater tourist, blue, under 8,000 miles, perfect mechanical condition, must be sold, £170, offers invited. Top Flat, 16 Chesham Rd., Brighton, Sussex.

775-m934

SINGER, 2-seater (June, 1925), blue, in new condition, mechanically perfect, tyres excellent, one owner and driver, 100 guineas. 5 Montagu Gdns., Wallington.

775-x321

SINGER, 1926, 10-26hp, de luxe tourist, grey, f.w.b., exquisite condition, £125. K.J. Motors, Widmore Rd., Bromley.

776-121

SINGER, 1925 (July), 4-seater de luxe, smoke blue, small mileage, only used 15 months, admirable appearance and condition, pneumatic upholstery, 4 new balloons, full equipment and extras, instruction book, 90 guineas, insured. Phone, Kingston 4902.

775-r213

SINGER, 1923, 10hp, 4-seater, all-weather, excellent condition, sold with guarantee, 67 guineas. Sprosen, Ltd., 111 Gt. Portland St., London. Phone, Langham 1212.

775-700

"THE MOTOR." The National Motor Journal presents everything of practical value or interest to the motorist. Its contributors include the best authorities on motoring subjects and the finest illustrators. Many remarkable bargains in larger cars are to be found in the sale section of, "The Motor." Published every Tuesday. Price 4d. Write for a specimen copy to Temple Press Ltd., 5-15, Rosebery Avenue, E.C.1.

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SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER, 1927, 10hp, 4-seater, f.w.b., small mileage, £170. Henlys, 91 Gt. Portland St., W.1. 775-336

SINGER 10, 4-seater, grey, 1923, good condition, licensed, starter and a-w. equipment, £60. Streatham 2014. French's, 279 High Rd., Balham. 775-705

SINGER, 1925, 10hp, 2-seater, standard specification, including lighting, starter, 2 horns, Dunlop tyres, recently repainted, tax paid, £80. Maude's, 100 Gt. Portland St., London. 775-349

SINGER Junior, brand new but slightly showroom-soiled, 4-seater, blue cellulose, £150. K.J. Motors, Widmore Rd., Bromley. 775-351

SINGER, Cass's Motor Mart, Ltd. (Established 1911.) 1926 de luxe, 10hp 4-seater, f.w.b., just revarnished, exceptional condition three months' written guarantee, demonstrations free within 50 miles, terms, exchanges, £125. Cass's, 5 Warren St., W.1. Museum 0623, 775-351

SINGER, 1925, 10-26, de luxe 4-seater, completely equipped, leather upholstery, balloons, exceptional condition, 89 guineas; exchanges and deferred. H. P. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-384

SINGERS. Don't miss page 102. 775-227

SINGER, 1925, 10hp, 4-seater, pneumatic upholstery, starter, balloon tyres, any trial given, £77 10s. 97 Streatham Hill, S.W. 775-467

SINGER saloon, 1925, pneumatic upholstery, 2 doors, smart, any test, £125. Penge Motor Co., 43 Green Lane, Penge, S.E.20. 775-464

SINGER coupe, 10hp, smart-looking car for the winter, £40. Spot Motors, Golders Green. Speedwell 1926. 775-459

SINGER Junior, 1927, 8hp, latest model, blue, in good order, £110. Elce, Ltd., 11 Camomile St., E.C.5. Avenue 5548. 775-743

SINGER, 1924, 10hp, 2-seater and double dickey, 5-lamp set, starter, excellent order, £55; deferred terms, exchanges, written guarantee; many other makes. Please note new address. Andrew's Motor Mart, Byfield Hall, Barnes ("Red Lion"). Phone, Riverside 3709. 775-448

SINGER Finchley Motors offer 1921 10hp 2-seater and dickey, dynamo and starter excellent condition, £30. 132 High Rd., East Finchley. Phone 2338. 775-438

SINGER coupe, Finchley Motors offer 1922 10hp, drop head, starter, double dickey seat, etc., excellent condition, bargain, £35. 132 High Rd., East Finchley. Phone 2338. 775-436

SINGER. Finchley Motors offer 1926 10-26hp de luxe tourer, f.w.b., tax for road, small mileage only, one owner, superb condition, £150. 132 High Rd., East Finchley. Phone 2338. 775-435

SINGER 10hp 2-seater, starter, lighting, good tyres, new hood, smart appearance, bargain, £28. Box No. 8654, c/o "The Light Car and Cyclecar." 775-190

SINGER, 1924, 10hp, 4-seater de luxe, leather upholstery, balloon tyres, all-weather equipment, windscreen wiper, mirror, etc., taxed year; this car is in extremely nice condition mechanically and having just been repainted is honestly equal to any 1926 car: a trial run will convince you of this, and at £65 is a genuine bargain. Comerford's, Portsmouth Ltd., Thames Ditton. Phone, Kingston 1074. 775-428

SINGER. For used guaranteed Singer cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-488

SINGER used car bargains at Newnham's.

1927 8hp Junior model, in blue finish, practically as new. £125.

1926 10hp 4-seater, run very small mileage and strongly recommended, £145.

1926 10hp 4-seater, in thoroughly sound condition throughout, £125.

1925 10hp 4-seaters, choice of three, £98.

1924 10hp 4-seater, in very good order, choice of four, from £60-£68. Newnham Motor Co., 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 775-755

SINGER 1924 10hp 4-seater, de luxe, dynamo lighting, starter, leather upholstery, all-weather equipment, taxed to December, good tyres, beautiful coach finished, £62 10s.; choice of another, £55; both cars guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 775-759

SINGER coupe, 1921-22, starter, etc., bargain, £19. 156 Cranston Rd., S.E. Sydenham 2166. 775-7308

SINGER Junior, 8hp, 1927, 4-seater, taxed and insured, mileage 4,000, perfect condition, any trial, lowest price £100. 1 Ellesmere St., London, E.14. 775-192

SINGER Junior, 1927, hardly used, £8 9s. down and 15 monthly payments £8 9s., tax paid, fully insured till June. Apply, Ingram, 26 Waldemar Avenue, Fulham, after 6 p.m., all day Sunday. 775-191

SINGER coupe, 1921, taxed, starter, exceptional condition, £30. Below.

SINGER, 1921, 2-seater, excellent condition throughout, £25; exchanges, deferred. Kelling Motor Mart, Ltd., Spring Bridge, Kelling Broadway. Phone, 3265. 775-269

SINGER, 1927, 10-26hp, brand-new 4-seater de luxe, shop soiled only, fully equipped, f.w.b., etc., listed £220, genuine bargain, £185. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 775-302

SINGER, 1926, 10-26hp, de luxe 4-seater, f.w.b., etc., taxed December, absolutely perfect order, cost £250, accept £120. Vivian, 4-12 Palmer St., Victoria St., S.W.1. Victoria 8677. 775-303

SINGER, 1925, 10hp, tourer, most lavishly fitted, nearly new tyres, just coachpainted dark blue, taxed year, quite as new, £87. Below.

1925, 10hp, 5-seater, all-weather fittings, pneumatic upholstery, overhauled, £80. Smith and Hunter, 4 Newcastle Place, 281-3 Edgware Rd., Padd. 9081. 775-296

SINGER, £59, 1924, 10hp, de luxe 4-seater, in unusually good mechanical and external condition, all accessories, a-w. equipment, and many extras, tax paid; exchanges, deferred. John S. Truscott, 27 North Harley Mews, Harley St., W.1. Langham 3565. 775-278

SINGER. Special bargains in 4-seater Singer 10s: 1925s from £75, 1926s from £110; 1927s from £135. Ebdons Automobiles, Trevor House, Cheltenham. 775-237

SINGER, 1924, 10hp, saloon, perfect, balloons, £59. 1 Mitcham Lane, Streatham. Phone 6667. 775-273

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER 38 gns. Special bargain. Late 1923, 10hp, 4-seater de luxe, blue, excellent condition throughout, full equipment, including dynamo lighting, starter, rigid side curtains, speedometer, screen wiper, luggage grid, etc. Cash, deferred or exchange. Open 9 till 8, 7 days a week. Howland Smith, 78-81 High St., Hampstead. One minute Hampstead Tube. Phone, Hampstead 8421. 775-257

SINGER, 1924, tourer, grey, lighting and starting, fully equipped, balloon tyres, £72 10s. Maude's Motor Mart, Wolverhampton St., Walsall. Phone 444. 775-187

SINGER, 1925, 10hp, de luxe, 4-seater, full equipment, brand-new condition, £105; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 775-203

STANDARD, 1925, 11.4, 2-seater de luxe, repainted, taxed December, £112 10s. Blaxton's, 21 Swallow St., Piccadilly, W.1. Ger. 3518-9. zzz-911

STANDARD cars. Croydon official sales and service depot, Moore's Presto, North End and Tamworth Rd. Phone, Croydon 2625. zzz-678

STANDARD 1925 11hp Piccadilly saloon, repainted, etc., £120; also 1925 2-seater de luxe, £85; and 1924 2-seater de luxe £65. Bartlett's, Ltd., 31-32 Foley St., Langham St., Gt. Portland St. 775-358

STANDARD, 1925, 11.4, 4-seater, balloons, luggage grid, rigid all-weather equipment, finished blue, exceptional condition, 80 guineas; exchanges and deferred. H. P. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-387

STANDARDS. Don't miss page 102. 775-226

STANDARD. Look! 49 guineas, 1924, 11.4, 2-seater, splendid condition; exchanges. 75 Kew Rd., Richmond. Phone 0799. 775-4202

STANDARD, 9hp, 2-seater, large double dickey, balloon tyres, spare wheel, dynamo lighting, starter, electric screen wiper, hood, slide screens, firs: registered August, 1923, smart car, any trial, take £49 10s. White, 62 High St., Kingston, Surrey. Phone, Kingston 2747. 775-153

STANDARD, 1924, 11.4, de luxe, 2-seater and dickey, in splendid order, just overhauled, bargain, 50 gns. Aliston, Hexley, Kent. Phone 23. 775-181

STANDARD, £92 10s.: 1925, 11hp, 4-seater, exceptional condition, deferred payments. Arthur Stuart and Co., 29 Vauxhall Bridge Rd., S.W.1. 775-230

STANDARD, 11.4hp, 2-3-seater, double dickey, full equipment, smart car, £72; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 775-201

STANDARD, 11.4, 1925, 4-seater, full equipment, excellent condition, taxed December, insured July, 85 guineas. 95 Park Rd. North, Acton. After 7, Saturday 1 p.m. 775-128

STANDARD, £59; exchange, deferred: 1924 Standard 2-seater, large sunken dickey, lighting, starter, all-weather equipment, smart, excellent condition. Seabridge, 35 Hanslar Rd., East Dulwich. Sydenham 2452. 775-731

STANDARD, 9hp, 1923-4, exceptional order, starter, double dickey, perfect all-weather car, £45. Denman, 4 Denman Place, Piccadilly Circus. Regent 0986. 775-726

STANDARD, 1924, de luxe 4-seater, 11hp, in genuinely good condition throughout and a most sweet-running and pleasant car to manage, can be thoroughly recommended, completely equipped in every way, real bargain at £75; exchanges, cars and motorcycles; deferred terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning. Chiswick 0303. 775-420

STANDARD 1925 2-seater, double dickey, starter and all accessories, just overhauled, as new, £85; deferred terms, exchanges. Andrews Motor Mart, Byfield Hall, Barnes. Riverside 3709. 775-454

STANDARD 1926, 11.4, 2-seater and roomy dickey, tax paid December (one owner only), in beautiful condition, royal blue finish, a real bargain, £100; part exchange or deferred payments entertained. The Telephone Motor Works, Ltd., Allsop Pl., Upper Baker St., N.W. 775-461

STANDARD, 1926-27 Piccadilly saloon in excellent condition, has been carefully used, open to any demonstration or trial, £110. Rose and Young, 97 Streatham Hill. Phone, Streatham 3440. 775-470

SWIFT. Save £30-£50 on new shop-soiled 1927 model Swifts, 10hp, 2 and 4-seaters, unused and guaranteed, chassis almost identical with 1928 models listed, new list price £220, our price £185. Terms from "No Deposit" and highest exchange prices from Henlys, 91, 155-157 Gt. Portland St., W.1. Langham 3341; and 1, 3 and 5 Peter St., Manchester. 775-335

SWIFT 10, 3-5-seater, 1925, in splendid condition throughout, guaranteed in writing 12 months, £75; liberal exchange, easiest deferred. Delofords, 550 Oxford St., next Marble Arch. 775-367

SWIFT, 79 guineas, late 1925, 4-seater, de luxe, balloon tyres, luggage grid, dynamo lighting, starter, 8-day clock, etc., taxed December, in perfect condition, open to any trial or examination. 60 Stanley Rd., East Sheen. 775-4250

SWIFT, 10hp, 1923, chummy model, shock absorbers, good tyres, all accessories, in first-class condition, private owned, renovated this year, any trial, price £65. 30 Church St., Chatham. 775-255

SWIFT, 10hp, brand new, showroom soiled, one only, 4-seater, £175. 1 Mitcham Lane, Streatham. Phone 6667. 775-274

SWIFT, 10hp, 4-seater, superb condition, fully equipped, maroon colour, beautifully upholstered, small mileage, private owner, £135; no offers entertained. 35 Saxby St., Leicester. 775-246

SWIFT, 4-seater, excellent all-weather equipment, £75. Archib. Norrington, 225a Hammersmith Rd., W.6. Riverside 3549. 775-473

SWIFT, 1927 10hp 4-seater, in black and red finish, run few miles as demonstrator and equal to new, £195; also 1917 2-seater with Hartford shock absorbers, Andre bumpers, equal to new, £190. Newnham Motor Co., 237 Hammersmith Rd., W.6. Phone, Riverside 4646. 775-754

SWIFT, 1924, 9hp, 4-seater, chummy, dynamo lighting, starter, many accessories, leather upholstery, beautifully finished crimson, taxed December, balloon tyres, very fine condition, £69 10s., guaranteed; exchanges, terms. Kirk and Co., 22-49 Praed St., Paddington. 775-761

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

TALBOT Weymann saloon, 10-23, Brooklands tuned, capable 65, new condition, £185; exchanges. Barton, Sussex Rd., Erith. 776-p651

TALBOT, 1926, 10-23hp, saloon, 4 doors, fully equipped, very small mileage, exceptionally well kept, indistinguishable from new, year's tax, £245. Below.

TALBOT, 1924, 10-23hp, 4-seater, tonneau cover, luggage grid, exceptional condition, £125. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 775-310

TALBOT, 1924, 8-18hp, coupe, in new condition. £115. Bartlett's, Ltd., 51-52 Foley St., Langham St., Gt. Portland St. 775-362

TALBOT, £59, 8-18, 1923, very good 2-seater coupe, coachwork perfect, 2 spare wheels, starter, lighting, 2 Codrington Mews, Blenheim Crescent, London, W.11. 775-r279

TALBOT, 1923, 8-18, 2-seater and dickey, lighting and starting, very good mechanical condition, exchange, terms, £47 10s. 51 Upper Richmond Rd., East Putney, S.W.15. 775-r170

TALBOT 8 2-seater, dynamo, etc., beautiful car, quick sale £45. 156 Cranston Rd., S.E. Sydenham £166. 775-r309

TALBOTS. Don't miss page 102. 775-229

TALBOT. Cass's Motor Mart, Ltd. (established 1911). 1923 (late) 10-23hp three-quarter coupe, 4 new tyres, repainted blue, taxed, best anywhere, £120; three months' written guarantee. Demonstrations free within 50 miles. Terms, exchanges. Cass's, 5 Warren St., W.1. Museum 0623. 775-552

TALBOT 1923 8-18 2-seater, dickey, starter and accessories, splendid lot, £60; deferred terms, exchanges; many other makes; written guarantee. Andrews Motor Mart, Byfield Hall, Barnes. Bus stop "Red Lion." Phone, Riverside 3709. 775-452

T.B., 1922, engine, excellent order, transmission brand new, best offer over £20. 2-4 Turney Rd., Dulwich. 775-r209

WINDSOR, 1926, 11hp, 4-5-seater tourer, 4 speeds, f.w.b., antique leather upholstery, rear windscreen, luggage grid, all-weather equipment, finished maroon, exceptionally attractive car, 130 guineas; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-388

WOLSELEY cars. Crordon official sales and service depot, Moore's Presto, North End and Tamworth Rd. Phone, Croxson 2623. zzz-680

WOLSELEY 10, 2-seater, new tyres, runs well, £50, written guarantee, Steele Griffiths, Camberwell Green, S.E.5. Open until 8. 775-377

WOLSELEY, 1925, 11-22, 4-door, 4-seater, completely equipped, starter, speedometer, balloons, all-weather equipment, exceptional condition, 79 gns; exchanges and deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Langham 4161. 775-385

WOLSELEY, 1921 (late) 10hp 2-seater de luxe, recently repainted, £10 overhauls, taxed, £39. Brown, 25 Monckery Rd., Tufnell Park, N.19. 775-r245

WOLSELEY, 1923 10hp de luxe 4-seater, splendid condition, completely equipped, taxed. 2 Lausanne Rd., Peckham. 775-r242

WOLSELEY 10, 1924, 2-seater, lighting and starting, equipped, £59. Maude's Motor Mart, Wolverhampton St., Walsall. Phone 444. 775-188

WOLSELEY, 1924; 10hp, de luxe 2-seater, in splendid condition throughout, dickey seat, dynamo lighting, starter, clock, speedometer, etc., bargain, £55; exchanges, cars and motorcycles; easy terms. Empire Motors, 325 High Rd., Chiswick, W.4. Open till 9 p.m. and Sunday morning, Chiswick 0303. 775-418

WOLSELEY, 10hp, 4-seater, taxed, new hood, good tyres, splendid condition all round, £45. Spot Motors, Golders Green. Speedwell 1926. 775-460

WOLSELEY. For used guaranteed Wolseley cars get our complete list. The Light Car Co., 404 Euston Rd., N.W.1. 775-487

LE ZEBRE, 1921, 4-seater, good running order, taxed (£8), electric lighting and horns, starter, spare wheel, etc., £35. A. J. Bailey, Salisbury St., Fordingbridge, Hants. 775-r243

SPARE PARTS FOR LIGHT CARS.

RICHARDSON CAR CO., Millthorpe, near Sheffield. Spare parts in stock. zzz-615

G.N.s. The manufacturers, G.N., Ltd., East Hill, Wandsworth, carry spares for all models. Write for illustrated list. Repairs and service. Phone, Battersea 0033. zzz-147

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STUB axles, valves, bearings, road springs, axle shafts, etc., etc.

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AUSTIN 7 spares and accessories. Immediate delivery. Kays, 8-10 Bond St., Ealing. zzz-351

ROVER 8hp and 9hp spares. Immediate delivery. Kays, 8-10 Bond St., Ealing. zzz-352

WINDSOR. Messrs. Watkins and Doncaster (Service), Ltd., having purchased the goodwill, jigs, tools, patterns, stock-in-trade, and drawings of the above car, beg to advise owners and agents that they can supply immediately any spares and carry out any repairs at the Rink Garage, Stamford Hill, N.15, pending the removal to the new factory. 781-31

SPARE PARTS FOR LIGHT CARS (continued).

CALCOTT. The whole of the jigs and patterns, finished and unfinished spares for all models, with the exception of the 12-24 and 6-cylinder, are in our hands. We are continuing manufacture of these spares and are now in a position of being able to give immediate delivery from stock of all parts. We have just produced a new spare parts catalogue, and all owners of Calcott cars should obtain a copy of same. Write for copy, which will be sent post free. Below.

PERRY. Do not scrap that old Perry car. You can obtain immediate delivery for any spare part from R. H. Collier and Co., Ltd., Spares Specialists, Coventry Rd., Yardley, Birmingham. zzz-445

MORGAN owners. Hall, 91 St. Peter's St., St. Albans, official repairer and spare part stockists. Write for list of special Morgan fittings and spares. zzz-844

MARSEAL spares. The only comprehensive stock. D. M. K. Marendaz, Ltd., The Repair Specialists, 1 Brixton Rd., London. zzz-15

MORGAN. Inside ratchet hand brake for Morgans, 15s. Send for particulars. Horrocks's, Motor House, Bolton. 784-57

VERNON BALLS.

SOLE Amilcar Concessionnaire.

SPARES and Service. 95 High Holborn, W.C.1. Chancery 8623-4. zzz-53

ROVER 8 repair and spare part specialists. Crankshaft reground, repaired, etc. Quotation for any spare part by return. All second-hand spares in good condition and on approval. Clare, 268 Brixton Hill, S.W.2. zzz-187

LEA-FRANCIS, Salmson, Rhode, Talbot, 8 and 10hp, G.N., Frazer-Nash. All spares in stock. Advice on maintenance and tuning. The Headingley Motor and Eng. Co., Ltd., 8 Otley Rd., Leeds. Phone 52080. Wire "Truble, Leeds." zzz-282

KINGSBURY JUNIOR and Rob Roy spares in stock. Kennedy Motors, 19 Ashton Lane, Glasgow, W.2. 786-382

DISMANTLING hundreds of light cars of all makes. We hold one of the largest stocks in Great Britain of second-hand engines, gearboxes, backaxles, spare parts, accessories, etc., etc. for sale cheap. Inquiries invited. Caplan's Motor Demolition Works, 22 Posal Rd., Glasgow. Phone, Douglas 844. Telegrams, "Demolition, Glasgow." 779-p433

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CARDEN and new Carden spare parts, overhauls and repairs. Andrews Motor Mart, 97a White Hart Lane, Barnes. Phone, Putney 1827. 775-449

MORGAN SERVICE DEPOT. Officially appointed repairers by the Morgan Co. for London. Full range of spares carried. Now and second-hand machines always in stock. Trade supplied. Official agents. Homas's, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 2408. 775-289

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HUMBERTETTE spares. Everything supplied. State wants. Wandsworth Motor Exchange, Ebner St., Wandsworth. 775-307

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ELEPHANT light car replacement service. Manufacturers and stockists of parts for A.C., Albert, Alldays, Autocrat, Bugatti, Calcott, Calthorpe, Clyno, Citroen, Crouch, Duplex, Eric-Campbell, Enfield, Lagonda, Little Grog, Mercury, Meteorite, Rover, Singer, Standard, Steellite, Swift and other make. Special parts and repairs in a few days, including cylinder grinding, gears, shafts, forgings, etc.

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BUGATTIS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-74

CITROENS wanted. Spot cash paid. Please call. Rowland Smith (Motors), Ltd., 78, 79, 81 and 6a High St., Hampstead. 'Phone, Hampstead 8421 (2 lines). One minute from Hampstead Tube. zzz-75

AUSTIN 7 wanted at once; good price given if in good condition. Chambers and Bright, Ltd., 113 Gt. Portland St., W.1. Langham 2641 and 2642. zzz-496

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GEORGE NEWMAN AND CO. will give spot cash on sight for any make of new or second-hand car. 369 Euston Rd., N.W.1. zzz-537

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THE SERVICE CO., 273-4 High Holborn, London, urgently want light cars of post-war date. Best cash prices given. zzz-112

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WANTED Cars—(continued).

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AUSTIN wanted, 7hp, 1926, state lowest price for cash. Fryer, Dove Walk, Uttoxeter. 797-20

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WANTED, Austin 7, starter model, good price offered, for cash, or exchange. W. H. Robinson, Croham Garage, Croham Rd., South Croydon. 'Phone 0832. zzz-173

AUSTIN, chummy, with electric starter, wanted. Write, 74 Oakfield Rd., Southgate, N.14. 775-215

JOWETT 4-seater wanted, private purchaser. Write C., 62 Lausanne Rd., N.B. 775-214

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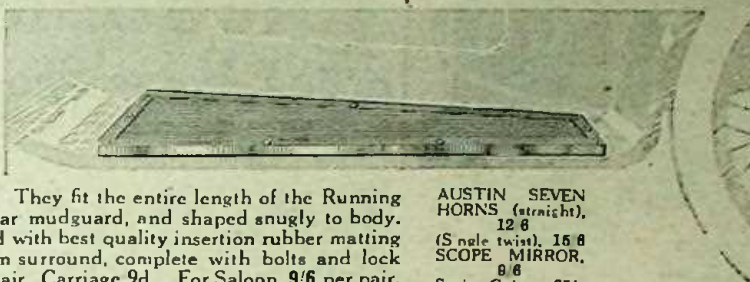
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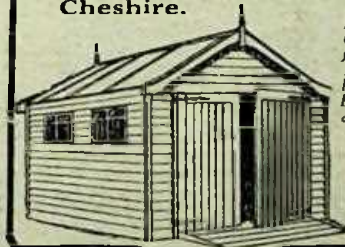
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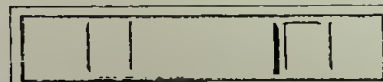
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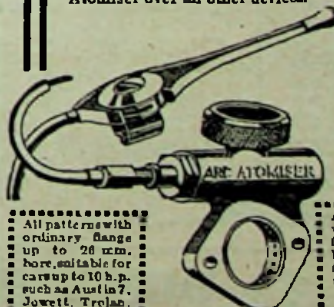
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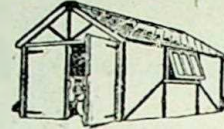
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12	8	5	8	9 0 0	2 7 6
12	8	6	8 Gln.	9 17 6	2 7 6
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12	8	5	8	12 0 0	2 7 6
12	8	6 Gln.	8 Gln.	13 0 0	3 5 0
13	9	6	8 Gln.	16 10 0	3 5 0
15	9	7	9 Gln.	17 15 0	4 12 6
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Showrooms open every week-day, 9 a.m.—8 p.m.

SERVICE DEPOT OPEN DAY AND NIGHT

Olympia Motor Show—Stand 81 (COACHBUILDING SECTION.)

