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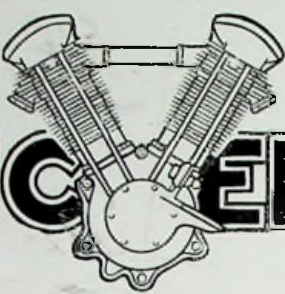


Vol. XVI No. 394

June 12 1920

*Registered at the GPO
Newspaper.*

THE METRIC ENGINES LIMITED



FOR MOTOR CYCLES,
CYCLE CARS AND
LIGHT CARS

HIGH efficiency engines, manufactured from the finest materials only, regardless of cost. The Metric Engine is unique in its design. Amongst its many advantages are: Overhead cam gear, enclosed and forcibly lubricated, ball bearings throughout and maximum standardisation.

MODELS:

Singles — 2.5, 3.2, 4, 5.
Twins — 5, 6.4, 8, 10.

THE METRIC ENGINES, LIMITED, 30-32 MORTIMER ST., GT PORTLAND ST., W.I.
Phone Museum 4948. Telegrams: "Metricfugal, Wesdo, London".

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

Old History.

IF you were interested in light car motoring before August, 1914, you will, doubtless, remember that in trial tests and private service the A.C. light car was easily able to hold its own, and under all conditions it was Britain's leading light car. Then, as you know, the war came to spoil things, and eventually the A.C. factory was devoted to war work. The future is not in our hands, but the future A.C. light car is, and we intend to make the post-war model better even than its pre-war ancestors. X Present experience will enable us to do so.

This

is a cutting from our advertisement in "The Motor," October 22nd, 1918—whilst war was still raging—yet the claims we made have proved far from extravagant, as has been abundantly proved by the performance of post-war A.C. cars both in private service and in trial tests

These

are a few of the post-war successes which we confidently anticipated, all achieved on standard models, and with few exceptions driven by private owners.



WATCH
for future
successes.

LONDON-EDINBURGH TRIAL, 1920

2 GOLD MEDALS

1 SILVER MEDAL

APPEARANCE COMPETITION

Midland Light Car Club
POST-WAR CLASS

A.C. FIRST

LONDON-MANCHESTER TRIAL

For the best performance by a private owner the Hon. V. A. Bruce was awarded the

4 GOLD MEDALS

SPECIAL SILVER MEDAL

LONDON-LAND'S END TRIAL

A.C. Second for the
LIGHT CAR CUP.

4 GOLD MEDALS

LONDON-EXETER TRIAL

A.C. Team of Four cars was the only team to finish & GAIN AWARD

3 GOLD MEDALS

1 SILVER MEDAL

LONDON-EDINBURGH TRIAL, 1919

A.C. Team of six cars finished complete.

6 GOLD MEDALS

SCOTTISH SIX-DAYS TRIAL

One A.C. entered, and was the only light car or cyclecar to gain

SILVER MEDAL

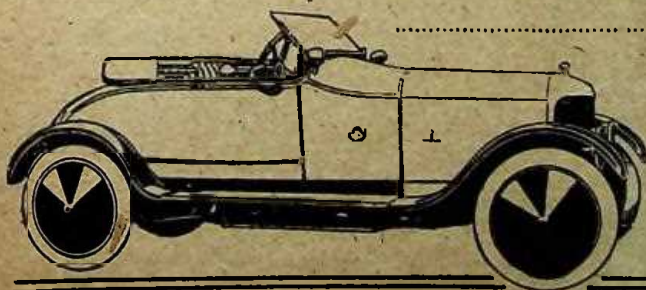
100% RELIABILITY

SOUTH HARTING HILL-CLIMB

Class 3. FIRST on time and FIRST on formula

Class 5. FIRST on time and FIRST on formula

A.C. won FIRST and SECOND TEAM PRIZES



AUTO-CARRIERS, LTD.,
THAMES DITTON SURREY.

Repair Works and Temporary Sales Department—
181-184, HERCULES ROAD, WESTMINSTER
BRIDGE ROAD LONDON, S.E.1.
Telephones Hop 310 and 311.

TO THE
READER

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

"LONDON TO EDINBURGH"

MEDALLISTS

The majority used Gargoyle Mobiloils.

FROM an analysis of the results of the classic London—Edinburgh Run it was found that the greater proportion of gold, silver and bronze medal winners used Gargoyle Mobiloils.

Both in competitive events and in pleasure touring you "get there" more surely and with minimum trouble when you employ Correct Lubrication—the reliability assurance.

For the Correct Lubrication of a car you must have an oil of correct body and character to meet the lubricating requirements of the engine and of high quality to withstand the heat and pressure of operation.

The grades scientifically specified for the Correct Lubrication of your car are shown in the Chart of Recommendations (printed here in abridged form) issued by the Vacuum Oil Company, Limited.

You will find this Chart on the walls of dealers everywhere. Let it be your guide.

The complete Chart is also given in "Correct Lubrication," a highly informative booklet, a copy of which will gladly be sent on request.

Gargoyle Mobiloils are sold by dealers everywhere



Mobiloils

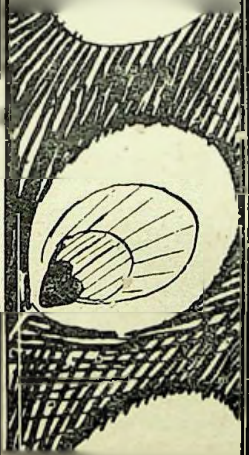
A grade for each type of motor

VACUUM OIL COMPANY, LIMITED,
CAXTON HOUSE, WESTMINSTER, LONDON, S.W.1.

Telegram: "Vacuum, 'Phone, London."

Telephone: Victoria 6620 (6 lines).

Chart of Recommendations for Light Cars and Cycle Cars						
Explanation.—"A" means Gargoyle Mobiloil "A"; "Arc" means Gargoyle Mobiloil "Arctic"; "B" means Gargoyle Mobiloil "B"; "BB" means Gargoyle Mobiloil "BB"; "E" means Gargoyle Mobiloil "E."						
	1919	1917-18	1916			
NAME OF CAR	SUMMER	WINTER	SUMMER	WINTER	SUMMER	WINTER
A.B.C.	A	A	—	—	BB	A
A.C. (4-cyl.) ..	A	A	—	—	BB	A
A.C. Sociable ..	—	—	—	—	E	E
Adams ..	A	A	—	—	—	—
Alfredale ..	A	A	—	—	—	—
Autocrat ..	A	A	—	—	A	A
Avrolita ..	A	A	—	—	—	—
A.V.	BB	A	—	—	—	—
Bean ..	BB	A	—	—	—	—
Bodalia ..	BB	A	—	—	—	—
Briton ..	A	A	—	—	A	A
Calcott ..	A	A	—	—	—	—
Calthorpe Minor ..	BB	BB	—	—	A	Arc
Clement-Bayard ..	BB	BB	—	—	A	A
Clyde ..	A	A	—	—	—	—
Crouch ..	BB	A	—	—	BB	A
Dawson ..	BB	A	—	—	—	—
Day Leeds ..	—	—	—	—	A	—
De Dion ..	BB	A	—	—	—	—
Dee-meter ..	A	A	—	—	A	Arc
Douglas ..	A	BB	—	—	—	—
Duplex ..	BB	BB	—	—	—	—
Enfield Allday ..	BB	BB	—	—	BB	BB
G.N.	BB	BB	—	—	BB	BB
G.W.K.	A	A	—	—	A	A
Hillman ..	BB	A	—	—	BB	BB
Horstmann ..	A	A	—	—	A	A
Humber ..	BB	A	—	—	A	A
Hurtu ..	BB	BB	—	—	—	—
Lagonda ..	A	A	—	—	A	A
Milton ..	BB	BB	—	—	BB	BB
Morgan (Air Cooled) ..	BB	BB	—	—	BB	BB
Morgan (Water Cooled) ..	A	A	—	—	A	A
Palladium ..	BB	BB	—	—	—	—
Perry ..	—	—	—	—	A	Arc
Peugeot ..	A	A	—	—	—	—
La Ponette ..	BB	BB	—	—	BB	BB
Premier ..	BB	BB	—	—	—	—
Raleigh ..	—	—	—	—	A	Arc
Richardson ..	BB	BB	—	—	—	—
Singer ..	A	A	—	—	A	A
Standard ..	A	A	—	—	A	Arc
Stellite ..	A	A	—	—	A	Arc
Swift 7-h.p.	—	—	—	—	A	A
Swift 10-h.p.	A	A	—	—	A	A
Trumbull ..	—	—	—	—	E	E
Vermorel ..	BB	BB	—	—	—	—
Waverley ..	BB	A	—	—	—	—
Williamson ..	BB	A	—	—	—	—
Wilton ..	A	A	—	—	—	—



of the owner driver.

The Chassis is one of unusual strength—safety has not been sacrificed to lightness. The smooth running sleeve valve engine is the most distinctive feature about the Duplex—the only light car in the world in which it is fitted. All the controls are within easy reach and are easily manipulated.

The perfect springing on the front and rear axles make it the most comfortable car in which you can ride. It glides smoothly and evenly over the worst roads.

That it is a car of unusual distinction, is evidenced by its long, low, graceful lines.

The British Commercial Lorry and Engineering Co., Ltd., 66-68, Bridge Street, MANCHESTER.

Telephones: City 773. Central 3720.

Telegrams: "Lancmote," Manchester.

Birchall's Service.

TO THE
READER

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

A3



High Society!

WHEN the dinner bell rings at the boarding house the people in the lounge might never have heard of dinner. They might not know what dinner was. Nobody moves

because nobody wants to be the first to move. Then somebody sacrifices his dignity to the public interest and rises. The rest melt after him.

Prices are like that. If the price of one thing would fall the price of everything would fall. As it is, prices just wait about for one another—on their dignity.

The price of Moseley Tyres will be the first to move when the bell rings. The rest will follow. You may be quite confident Moseley prices will be the first in the procession down, because they have been about the last in the procession up.

Look for example at these prices:

SIZE.		GROOVED COVER.
30×3½	£7 1 9
815×105	£9 4 9
880×120	£11 13 9

Complete Motor Tyre Price List post free from
DAVID MOSELEY & SONS, LTD.
 CHAPEL FIELD WORKS : ARDWICK : MANCHESTER
 MANCHESTER : 2, 4 & 6, New Brown Street; LONDON : 19 & 20,
 Holborn Viaduct, E.C.1; GLASGOW : 126, Ingram Street;
 BIRMINGHAM : 4, Lancaster Street, Corporation Street; NEW-
 CASTLE-ON-TYNE : 44 & 46, High Bridge; DUBLIN : 16,
 William Street.



MOSELEY

C.W.11.

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

The G.W.

THE Owner-Driver who knows what he's doing regards unnecessary weight as the blackest of *betes-noir*. So do we — because we build for the Owner-Driver.

So we eliminate purposeless weight in the construction of the G.W.K. Light Car to an extent never before achieved in a car of its power and class. Why, its perfectly-applied Friction Drive *alone* does away with the ponderous ineptitude of a gearbox, clutch, and over-weighty back axle.

We have literature fully explaining all this. Will you write for it.

G.W.K. (1919) LTD.

Cordwalles Works, Maidenhead

Distributing Agents for London and District:

MANN, EGERTON & CO., LIMITED,

379-381, EUSTON ROAD, N.W.1.

1333A

**TO THE
READER**

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

JUNE 12, 1920.



THE MOST
POPULAR and
ADVANTAGEOUS
MOTOR
POLICY

To fully appreciate
the

Far-Reaching Benefits

send a post-card to-day
for specimen prospectus

THE WHITE CROSS INSURANCE ASSOCIATION, LTD.
5, Moorgate Street, London, E.C.2.
And Branches

BARROT ENGINES

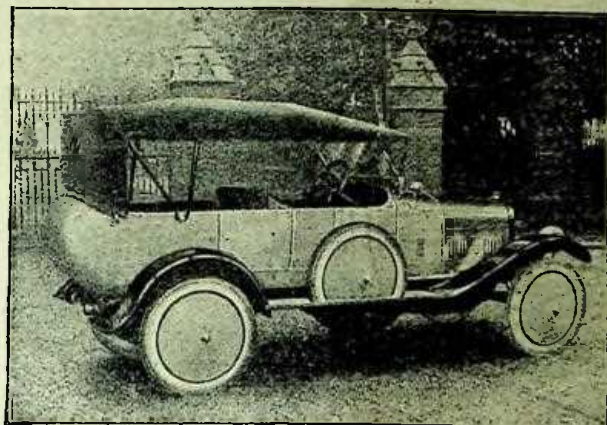
for Light Cars
and Cyclecars

8.1 h.p. R.A.C. 57.5 bore
x 105 stroke. Overhead
Valves and Camshaft.

Sole Agent for Great Britain and Colonies :

CH. J. de LAPALUD,
106, Charing Cross Road,
London, W.C.2. Telephone—
Gerrard 4861.

Early Deliveries



A Superlatively Good Light Car for the Owner-Driver.

Perfect in performance—
35-40 miles per gallon—
Light on tyres—
Simplicity to drive and care for—
Luxuriously comfortable—
Handsome in line and equipment.

Write for particulars and address of nearest agent.

Calthorpe Motor Co. (1912) Limited,
Bordesley Green, Birmingham.

Calthorpe

**TO THE
READER**

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



Mr. A. E. Parnacott, M.I.A.E.,

"THE AUTOCAR."

SAYS:—"To multiply the number of cylinders is not to solve the engine vibration problem."

NOT SIX OR EIGHT, BUT TWO.

EXTRACT:

"I have read your 'Notes' of October 4th with the greatest interest, and the general conclusion I draw therefrom is that there is very little reason at all for either six or eight cylinders. I would add that, as the weight is reduced, even four cylinders will be too many, in view of the fact that eight, six, or four cylinders-in-line engines necessarily give rise to vibration, whereas the opposed type of engine can be built commercially vibrationless. Vibration from road and engine are the prime causes of personal fatigue, and of the wear of the carriage bodies, lamps, fittings, wings, valances, doors, locks, and hinges particularly."

**The 10.5
DOUGLAS
Light Car**

has only two cylinders, yet it is perfectly balanced.

STANDARD 2-SEATER, equipped with hood, screen, speedometer, C.A.V. 12 volt lighting and starting, horn, spare wheel and tyre, full kit of tools, pump, jack. Delivery in 14 days. Price **£500**

Special London Built SPORTING 2-SEATER de luxe, equipped as above, painted dockers brilliant blue. Immediate delivery. Price **£550**

Awarded Gold Medal,
London to Manchester Reliability
Trial, April 17th, 1920.

Awarded Lester Light Car Cup,
The London to Land's End
Reliability Trial, April 3rd, 1920.

**London-Edinburgh (M.C.C. Run) 1920,
TWO GOLD MEDALS.**

MAKES NOTABLY SUCCESSFUL ASCENT OF ALMS HILL, HENLEY
(Gradient 1 in 3) with three passengers in Junior Car Club Event on May 8th, 1920
under very adverse conditions.

24, Woodstock Street (off Oxford Street), Bond Street, London, W.1

Telephone: MAYFAIR 6559.

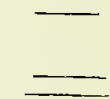
Telegrams: "IVHARDILAN, WESDO, LONDON."

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

THE "CASTLE - THREE"

The Ace of Runabouts

(Patented in Home and Foreign Countries.)



4-cylinder
Engine.



Detachable and
Interchangeable
Wheels.



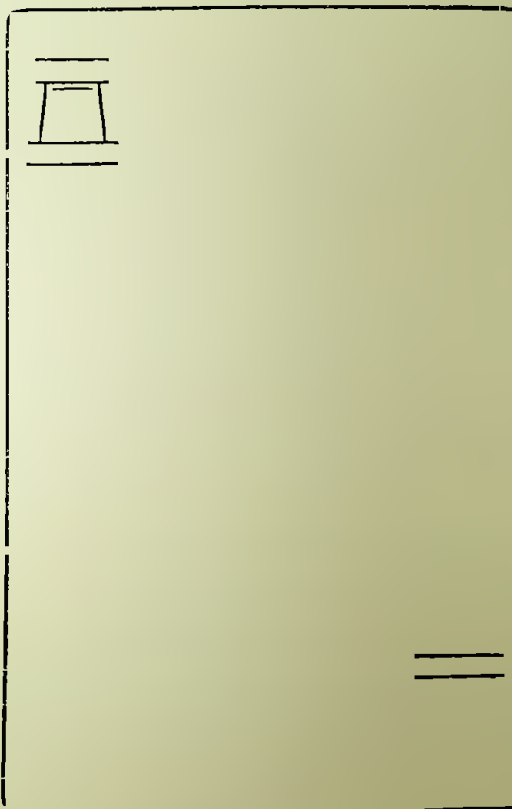
Electric
Lighting.



£250

(Provisional)

Spare Wheel
extra.



Shaft Drive.



Novice-proof
Gears.



2 speeds forward
and reverse



£250

(Provisional)

Spare Wheel
extra.

Why pay £500 for a light 4-wheel car?

Send for List and Address of Nearest Agent.

Sole Manufacturers and Patentees:

The Castle Motor Company Limited,
Automobile Engineers, KIDDERMINSTER, ENGLAND.

TO THE
READER

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

A9

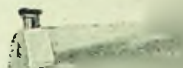
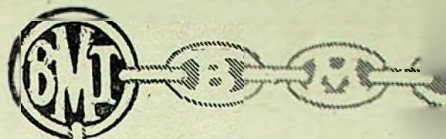
JUNIOR CAR CLUB'S PETROL CONSUMPTION TRIAL.

Mr. C. A. H. Mason on a NEW WILTON
covered the course at the rate of

37.4 Miles Per Gallon

**HELP THE
MOVEMENT**

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



The Light Car with a Reputation that has stood the Test of Time.

THE Swift reputation goes far back into the history of automobilism. The name is a guarantee in itself. In open competition—year after year—each new Swift model has proved its *absolute* trustworthiness. You can buy the 1920 10 h.p. Swift with confidence, being assured that in no detail does it fall short of any of its famous predecessors.

SWIFT

Price, with electric lighting, etc.,
exactly as illustration here ... £550

MANUFACTURED BY
SWIFT OF COVENTRY, LTD. WORKS, COVENTRY.

SALES ORGANISATION—

BRITISH MOTOR TRADING
CORPORATION LTD



DEPOTS: LONDON—20, 21 & 22, KING ST., ST. JAMES'S, S.W. 1.;
MANCHESTER—230, Deansgate; BIRMINGHAM—Coventry Road,
Yardley; NEWCASTLE-ON-TYNE—St. Thomas Street; GLASGOW
—British Motor Buildings, (formerly Zoo), New City Road; where
complete Specifications, Catalogues, and List of Agents can be obtained.
PARIS—39, Rue de la Chaussée d'Antin.

Head Office—50, PALL MALL, LONDON, S.W. 1.

Telegrams—"Brimotrade, Charles, London." Telephone—Gerrard 8800.



St. James's 19.

TO THE
READER

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

Prompt Settlement.

Our organisation with its branches distributed throughout the Kingdom, enables claims to be investigated and settled promptly. This is among the many points to bear in mind when placing : : your Insurance. : :

Remember that Premier Motor Policies are backed by Lloyd's, than which there is no better security.

Premier

Branches at:—LEEDS: 23, Park Row; MANCHESTER: 1, Princess Street; BIRMINGHAM: County Chambers, Corporation Street; SOUTHAMPTON: Union Bank Chambers, High Street; CARDIFF: 4, Pembroke Terrace, Queen Street; BRISTOL: 26, Clare Street; RUGBY: 3, Albert St.; EDINBURGH: 15, Stafford St.

Full particulars from any Lloyd's Brokers, Agent or General Manager:

PREMIER MOTOR POLICIES, LTD.,
Broad Street House, New Broad Street, London, E.C.2.
Telephone - - - London Wall 7036-7-8.



The Finest
Light Car :
in the
World. .

Provisional
Price :
£275

Complete with
Hood, Screen,
Horn, Electric
Lighting Set,
Tool Kit and
Pump.

rdson

Immediate
Delivery.

SPORTING 2-3 SEATER
LIGHT CAR

QUESTION & ANSWER

Q. "My client's garage is situated at the top of a very rough drive or chase, turning at right angles from a narrow road and very steep. There is no chance of getting a run at it, although it starts off at a slope of 1 in 8, and the latter part is probably 1 in 5 for a distance of 20 or 30 yards. The car manages it all right with one passenger, but I shall be interested to know if you consider it too much to ask from the friction drive, or if you consider it should perform this satisfactorily without undue wear?"

A. "With regard to your query about the slopes, we have no fear of the cork friction material slipping at that angle, and do not think you should have any difficulty in negotiating this regularly."

[Originals can be seen at the Offices of the Company.]

For Specification and full particulars apply to—

C. E. RICHARDSON & Co., Ltd., Motor Engineers, Patentees and Manufacturers,

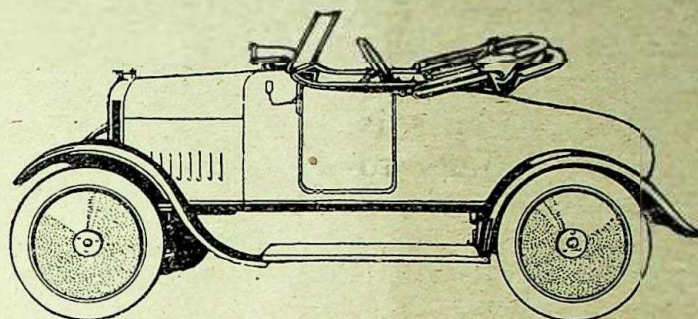
Phone—36 Sharrow, Sheffield

Finbat Works, Aizlewood Road, SHEFFIELD.

'Grams—'Finbat, Sheffield.'

Laurence-Jackson

LIGHT CAR



Practically
The Only Water-Cooled
Car at £300

ABRIDGED SPECIFICATION:—

ENGINE—8-10 h.p. twin J.A.P., air-cooled. CARBURETTER—B. & B. variable jet carburetter, type B.S.V., long. TRANSMISSION—By variable friction gear, embodying clutch, thence by $\frac{3}{8}$ -in. pitch Coventry duplex chain to back axle. BRAKES—Powerful external contracting independent foot and hand brakes. STEERING—Direct with $14\frac{3}{4}$ in. diameter exone-covered steering wheel. BODY—As illustrated. DIMENSIONS—Wheelbase, 7 ft. 6 in.; track, 3 ft. 9 in. EQUIPMENT—Single joint windscreen with metal frame, adjustable at any angle. One-man type hood, tyre, pump and complete outfit of spanners, etc. SEND FOR FULL SPECIFICATION

PRICE COMPLETE:

Air-Cooled, £280 Water-Cooled, £300

Delivery approx. 2 to 3 weeks. Trial run available by appointment.

A few Sub-Agencies available for this 8-10 h.p. All-British Car

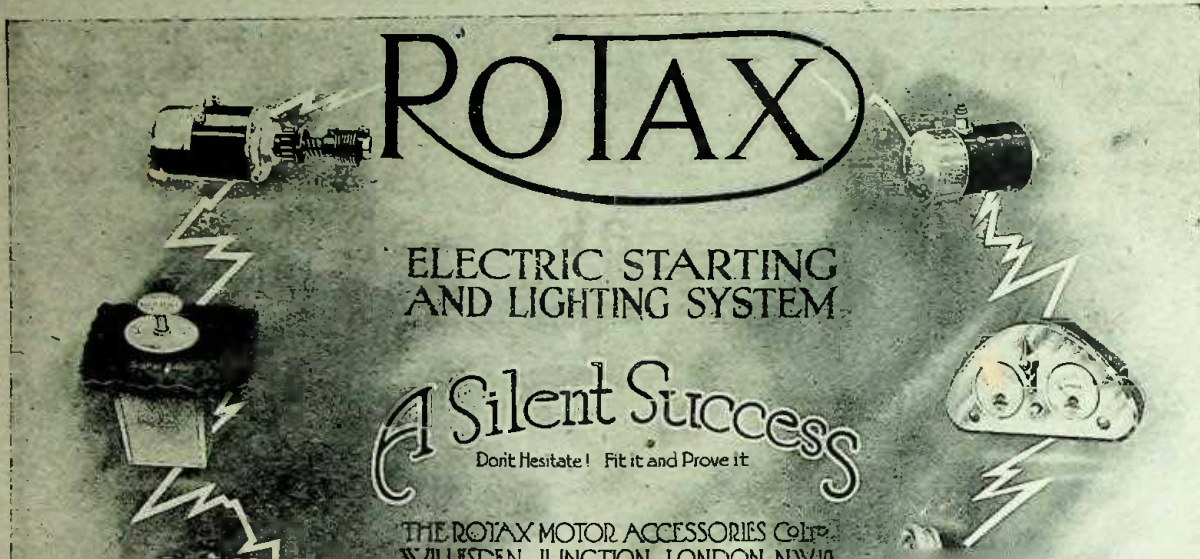
Sole Agents for London and Home Counties:

Blenheim Motor Co., Ltd.
15, Woodstock St. (next) New Bond St., W.1.

Telephone—Mayfair 1931.

TO THE
READER

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



ROTAX

**ELECTRIC STARTING
AND LIGHTING SYSTEM**

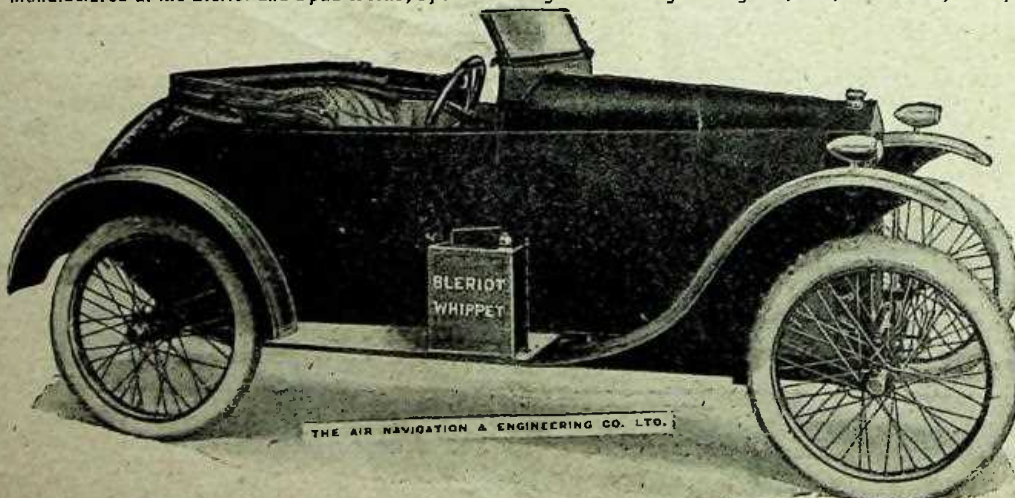
A Silent Success
Don't Hesitate! Fit it and Prove it

THE ROTAX MOTOR ACCESSORIES CO. LTD.
WHITFORD, LONDON N.W.10

BLERIOT-WHIPPET

LIGHT CAR

Manufactured at the Bleriot and Spad Works, by the Air Navigation and Engineering Co., Ltd., Addlestone, Surrey.



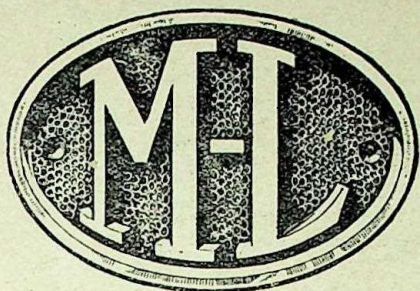
London-Manchester — The only
BLERIOT-WHIPPET Car entered won a
GOLD MEDAL

Irish Motor Paper Chase —
BLERIOT-WHIPPET, First in Cyclecar
Class.

**The AIR NAVIGATION &
ENGINEERING Co., Ltd.**
Addlestone (Surrey).

A large number of BLERIOT-WHIPPET
Cars are delivered every week.

LONDON MOTORS,
61, Holborn Viaduct,
LONDON E.C.1.
Sole General Dealers for
THE UNITED KINGDOM.



Magneto users speak their minds

"The machine was out in all weathers, doing short journeys every day for three years, and in the Spring of 1916 was out in the rain for over 14 days, yet I cannot remember a single misfire, although the magneto is in an unsheltered position. My 'M-L' was an absolutely no trouble one under trying conditions."
"J.D.M."

"It might interest you to know that this magneto has not given the slightest trouble, has not been touched since it was fitted, and its starting capabilities are wonderful."
"R.C.B."

"I would not like to state how many thousand miles this 'M-L' has done, but it has been in perpetual use for four years, and to all appearances is as good as new."
"D.W.A."

"I must write you to express my complete satisfaction with the manner in which your magneto, fitted to my 10 h.p. Crouch Car, behaved in the London-Exeter-London

Reliability Trial. During the whole of the Trial I never had one misfire, and the power of the spark at all speeds was perfect."
"C.F.M."

"I asked him what, in his opinion, was the best magneto on the market. His reply was: 'The only one I found really any good, and it *was* good, was a magneto made by a Coventry firm called the 'M-L,' and I have had most makes passing through my hands during the last four years.'
"W.L.H."

"My machine has done just over 3,500 miles, and never given the least trouble. The climate is distinctly 'sticky,' and the atmosphere always very moist—a severe test for magnetos. It is good to know that we have at least one good reliable Mag. of British manufacture."
"A.C.M. (Gold Coast)."

"During 12 months as an Artificer to the 3rd Tank Brigade Sigs. I had absolutely no trouble with your magnetos."
"S.C."

Quality Tells!

"M.L." Magnetos are a distinct improvement on pre-war magnetos. They will operate at higher speeds and run for longer periods without attention; they provide more electrical energy for the same weight, and better spark efficiency. And because of numerous improvements in design and construction *they last longer.*

The type illustrated is G4 for 4-cylinder Light Engines up to 25 h.p. A similar type, G6, for 6-cylinder Engines up to 35 h.p. is also made.

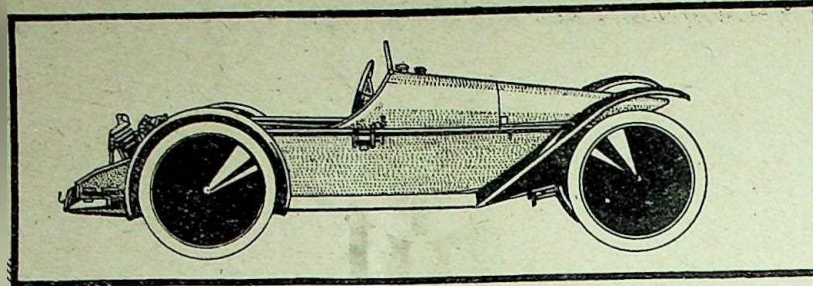
*All inquiries and correspondence relating to overseas trade and to retail and trade business in this country to be addressed to Messrs. S. SMITH & SONS (M.A.), Ltd., 179-185, Great Portland Street, London, W.1.
Sole Makers: The "M-L" Magneto Syndicate, Ltd., Coventry, to whom all inquiries from manufacturers should be sent.*

Godbolds.

**TO THE
READER**

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

A75



3 MODELS

available, including 3.6 and 8 h.p., 6 and 8 h.p. fitted with dicky seat at option for slight extra charge.

Winner of GOLD MEDAL in London-Edinburgh Trial.

Immediate Delivery of 1920 Model.

Abridged Specification.—J.A.P. Engine, two-speed gear of epicyclic type, combined with multiplate clutch fitted to engine shaft, chain drive, Capac single lever carburettor with filter, cantilever springing back and front, Thomson-Bennett magneto, screen, Klaxon horn, complete tool kit, disc wheels.

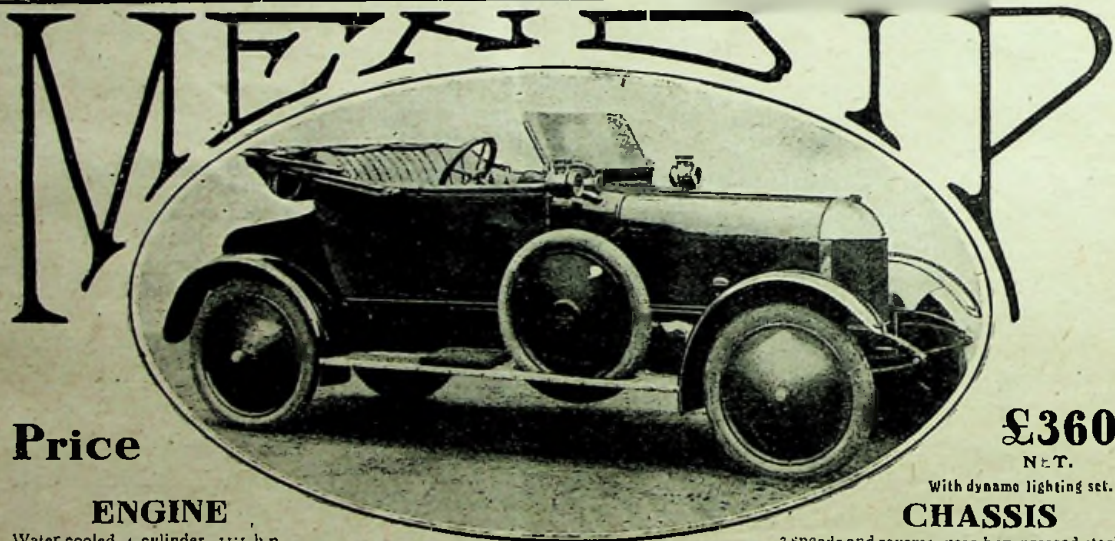
Prices:

5 h.p. Model	...	£171
6 h.p. Model	...	£179
8 h.p. Model	...	£185

Sole Agents for London and Home Counties.

BLenheim MOTOR CO.,

15, Woodstock Street, **LTD**
(next) New Bond Street, W.1
Telephone Mayfair 1931



Price

£360

N.E.T.

With dynamo lighting set.

ENGINE

Water cooled, 4 cylinder, 11 1/2 h.p.
67x95, capacity 1,330 adjustable tappets, pump and splash lubrication, Zenith carburettor, internal "Ferodo" lined cone clutch, working in conjunction with cast-iron clutch ring, thermo-syphon cooling, ample capacity.

EQUIPMENT

Dynamo lighting set, metal framed wind-screen, spare wheel and tyre, horn, kit of tools, jack, pump, hood, etc.

CHASSIS

3 speeds and reverse, gear-box, pressed steel frame. Long chrome Vanadium semi-elliptic springs, overhead worm drive back axle, ball bearings throughout. Full floating type, high tensile steel propeller shaft, enclosed in hinged torque tube, side and foot brakes on back axle, worm and segment steering, five detachable Bankey wheels, 700 x 80 Dunlop tyres, wheel base 8' 3", track 3' 10".

The makers reserve the right to deviate from the above specification if such deviation is considered advantageous.

London Agents—
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144, 156, Great Portland
Street, London, W.1.

The Mendip Motor & Engineering Works,
SOUTHMEAD—BRISTOL.

Manchester Agents—
Messrs. G. W. Brewerton,
134, Deansgate,
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HILL CLIMBING

AT THE MEETING OF THE SOUTHEND-ON-SEA
AND DISTRICT AUTOMOBILE CLUB,
ON JUNE 5TH, 1920.

AT this meeting G.N.'s were entered in two events, with the following results. These successes are of particular interest: in Event No. 5 the G.N. won from Scratch against powerful solo motorcycles and cars of five times the capacity, and in Event No. 3 the winner had never driven a G.N. until taking delivery of his car the previous evening.

EVENT No. 5. Scratch Event, open to cars and motorcycles of unlimited capacity.

CAPTAIN A. FRAZER NASH, ON THE 1919 G.N. RACER, of 1086 C.C.

SPECIAL CUP

1ST

FASTEST TIME OF THE DAY.

EVENT No. 3. Resident members only, on cars up to 1500 c.c.

MR. A. MAITLAND KEDDIE, ON A 1920 TOURING G.N., OF 1086 C.C.

1st on time 1st on formula

against a field of 23.

**G.N. LTD., EAST HILL,
WANDSWORTH,
LONDON,
S.W.
18.**

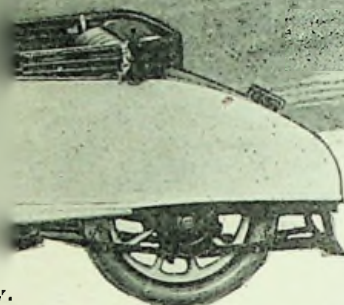
The G.N. Touring Model
costs £215, plus 12½ %.

**TO THE
READER**

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

A17

CASTLE-THREE



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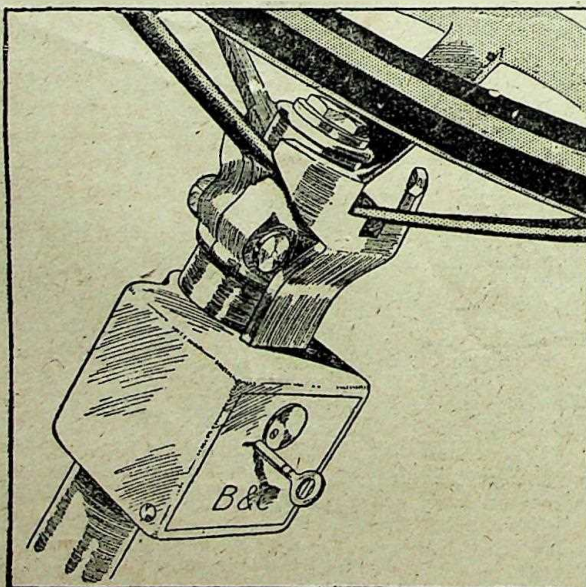
Car thieving greatly on the increase (*vide the Daily Press*).
Avoid your car being stolen by fitting a

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**Delivery
from
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Delay is dangerous,
have one fitted to
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AT ONCE

Your Local Agent
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The B. & C. CAR LOCK CO., LTD., 3, Long Acre, London, W.C.2

Please state make and year of car when ordering.

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The Shaler 5 minute Vulcanizer. Price 12/6

The Shaler 5-minute Vulcanizer makes permanent heat-vulcanized repairs to tube punctures. With 12 patches and heat units, price 12/6.

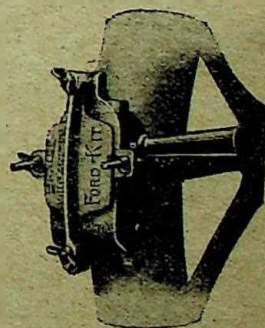
The Vul-Kit repairs cuts in covers, curing right through, and makes permanent repairs. Also repairs tube punctures. Complete with repair rubber, cement, and full directions. Price 25/-. The large illustration shows the Vul-Kit (a) complete, (b) repairing a cover, (c) repairing an inner tube.

The Ford-Kit is specially designed for Ford and other cars using 30" x 3½" tyres. Full equipment of vulcanizing material, and instructions. Price 21/-. Any garage can supply.

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The Vul-Kit. Price 25/-

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

London—Edinburgh Trials GOLD MEDAL

410 Miles Run
on **SHELL**

Mr. Ernest Cross, M.B.E.
of Effingham Square, Rotherham, writes:

"Gentlemen:

In the recent M.C.C. London-Edinburgh run (410½ miles) I used your Shell Motor Spirit, and I am pleased to say it gave me every satisfaction. It speaks well for the spirit when I say that throughout the whole distance I never even had occasion to clean out my carburetter. I was awarded a Gold Medal."

Yours faithfully,

(Signed) ERNEST CROSS, M.B.E.

SHELL

EVERY CAN SEALED

121

Concerning Deliveries OF THE DEEMSTER NEW MODEL LIGHT CARS

In response to numerous inquiries which continue to reach us regarding the delivery of Deemster light cars, we can only inform our many customers that, beyond the efforts recently made by us of centralising our production, we can do no more than other motor manufacturers—all of whom are placed in a similar position to ourselves.

We would take this opportunity of reminding those who desire a 1920 Deemster light car to place their order now.

The present period is a passing phase in industry, which we can neither alter nor control. It remains with our customers, as with our elves to recognise the conditions of the day and await as best we may their return to the normal; becoming content with the present rate of output in the knowledge that a distinct improvement is now being experienced.

The Standard and Sports models have found particular favour among recent purchasers who seek a light general car.



The OGSTON Motor Co. (1918), Ltd., Deemster Works, Victoria Road, Acton, London, W.3.

Telephone—Chiswick 1289.

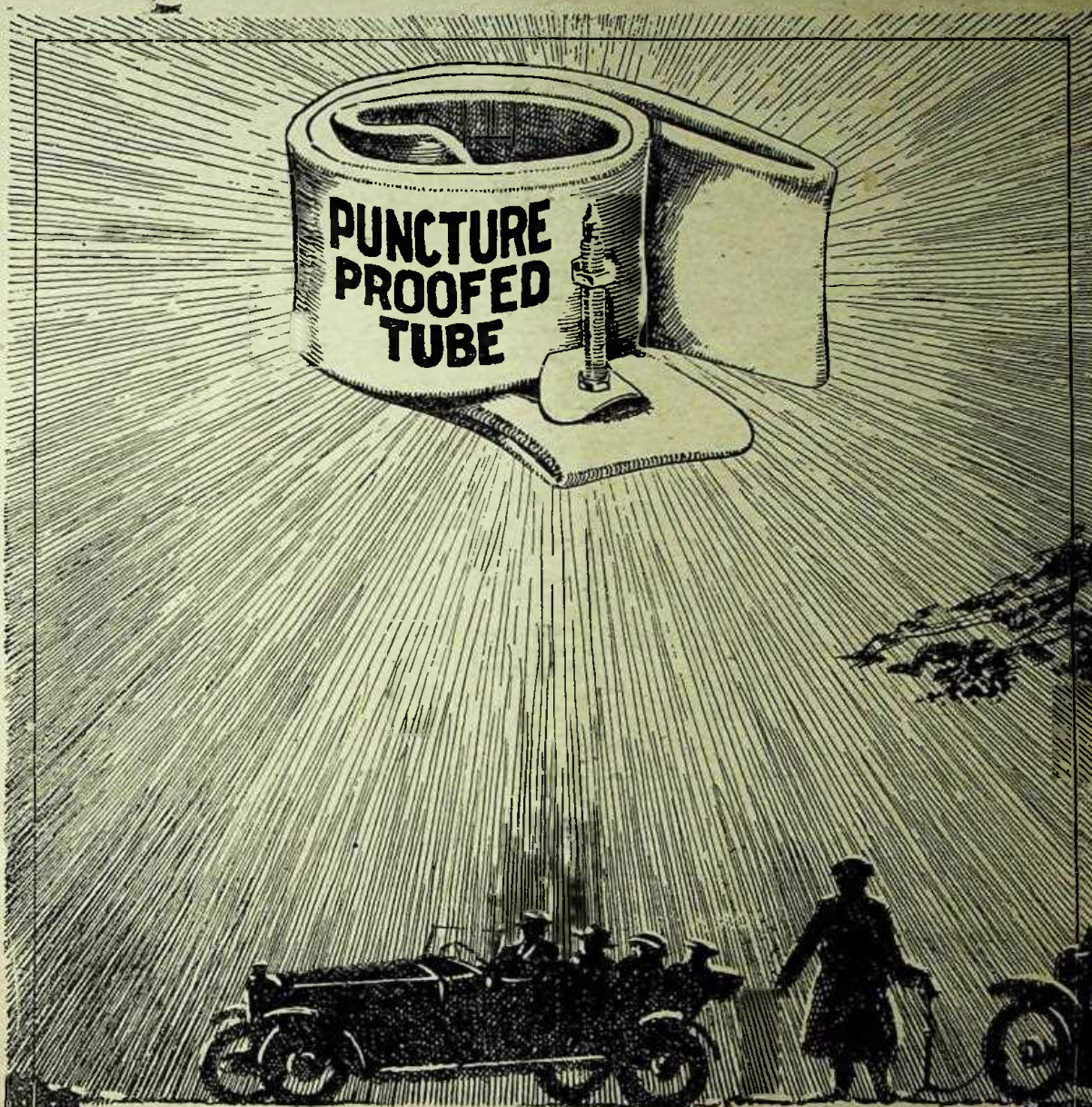
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Telegrams—"Ogstonia, London."

A20

**HELP THE
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for every motorist who equips his car with Puncture Proofed Tubes, the only tube that retains air pressure when pierced with nails or any foreign substance, giving longer life, equal resiliency and freedom from tyre trouble.

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TO THE
READER

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

A21

THE "WOLSELEY" (Formerly "Stellite.") TEN

ESSENTIALLY a "Wolseley" vehicle of the highest class, this new model is a quality production throughout. It is fitted with electric starting and lighting, and its highly efficient Overhead-valve Power Unit represents the very latest practice in car engine design.

Catalogue Post Free

WOLSELEY MOTORS

(Proprietors: VICKERS LTD)

Adderley Park,
BIRMINGHAM.



A 10 h.p. Singer outside the Manor House, Aldbury. The building is probably of the 17th century, and near it may still be seen the old stocks.

Notes, News and Gossip of the New Motoring.

A test, one might almost say, to a "finish."

This sums up the trial organized by the Ilkley Motor Cycle and Light Car Club on June 5th.

Nevertheless, three-wheelers put up remarkably good performances over the course, which was more suitable for solo motorcycles.

The trial was one of the best organized which we have ever attended, and was eagerly watched by large crowds at all the vantage points along the course.

One of the latest four-cylinder model Swift light cars figures on our front cover this week. The picturesque setting will be recognized by those who know the road to Dorking, Surrey, and who has not been warned by the A.A. scout stationed on the blind turn in Mickleham village, where the picture was taken? There is nothing to suggest that a bustling city lies within an hour's run.

LIGHTING-UP TIMES

for Saturday, June 12, 1920.

London ...	9.45	Edinburgh ...	10.25
Newcastle ...	10.12	Liverpool ...	10.0
Birmingham ...	9.59	Bristol ...	9.35
Dublin ...	10.52		

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

MOON—New moon on the 16th.

What exactly constitutes "dangerous driving?"

The point is interesting, because it is a question of one constable against three.

Three are required to work a trap, but one constable can stop a driver who, he alleges, is driving to the danger of the public.

Moreover, the fines inflicted for the latter offence are severe compared with the former, and there are signs of a new "strafe" against motorists by policemen, single-handed.

In a recent Editorial we drew attention to a possible shortage of petrol in the near future; but the situation has been interpreted in some quarters as a certain famine. An actual shortage in the sense intimated is not at all likely, and there is, no immediate cause for panic. In view of the present price of petrol, readers need hardly be cautioned to economize in every possible way!

NOTES, NEWS AND GOSSIP (contd.).

Another Danger.

The R.A.C. draws the attention of motorists to another danger which may be met on the roads after dark, in the form of barrels which may have been left on the highway unilluminated or may have rolled off lorries.

Side Mirrors Essential.

When will side mirrors on cars with closed bodies or driving seats become compulsory? When another car is trying to pass, ignorance is usually bliss, so far as the driver in front is concerned, who takes up the whole road and evidently forgets that the law is keep to the left.

Hawker Joins the J.C.C.

Mr. Harry Hawker, who attained fame by his daring attempt to fly the Atlantic, has joined the Junior Car Club. He is the owner of an A.C. light car, which will probably figure on Brooklands in the near future.

Educating the Children.

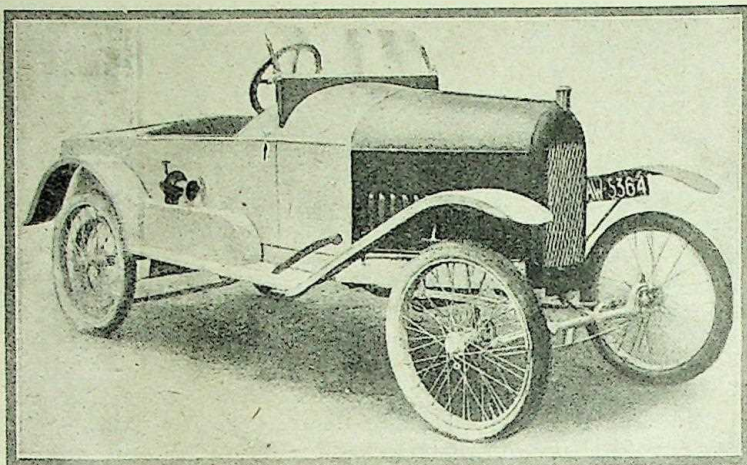
In an endeavour to persuade school children not to damage the danger signs erected for their benefit, the A.A. has issued a letter addressed to the children themselves with the idea of pointing out the error of their ways.

The Latest Dodge.

The latest dodge of the motorcar thief is to follow up his prey on an unlighted bicycle, cut through the straps holding luggage to the back of the car, and make off with the booty.

Bournemouth Branch of the J.C.C.

An endeavour is being made to start a branch of the Junior Car Club in the Bournemouth district, and any light car or cyclecar owners who wish to join should communicate with Mr. H. G. Wilkinson, 121, Palmerston Road, Boscombe, Bournemouth.



The new Menley light car, a detailed description of which will appear in an early issue of *The Light Car and Cyclecar*. The car is fitted with an 8 h.p. air-cooled engine and three-speed gearbox, transmission being chain-cum-belt.

A New London Club.

The North-West London Motor Cycling Club, membership of which is open to light car owners, was inaugurated recently at a meeting of motorcyclists at the "Royal Abercorn Arms," Stanmore. The secretary is Mr. C. J. Thornehill, 9, South Mansions, Streatley Road, Brondesbury, N.W. 6, to whom enquiries should be addressed.

A record Derby in attendance and excitement! Those who followed the route mapped out by our associated journal *The Motor* had no difficulty in reaching the course. The photos show (left) the occupants of a Hampton on the *qui vive* and (below) the horses actually thundering past the spectators, many of whom are obtaining an excellent view of the race from their cars.

NOTES, NEWS, AND GOSSIP (contd.).

A Gold Medallist.

In our tabulated results of the London-Edinburgh Run, we stated that Mr. W. Pattison, on a Morgan, obtained a silver medal. We learn, however, that Mr. Pattison actually secured a Gold in this classic event.

The Scottish Six Days' Trial.

Entries at ordinary fees for the Scottish Six Days' Trial close on June 14th, but will be accepted at double fee up till June 21st. Among the early entrants for this sporting event was Mr. H. B. Denley, the successful Morgan competitor who never seems to tire of trials.

The Eric Myers Cup.

The Bradford M.C.C. are organizing a 90 mile trial for the Eric Myers Cup, which is to be won outright on June 27th. Entries will be accepted from cyclecars or small cars. Apparently no exact definition is given except that the cars may not exceed "10 h.p."

A Hill-climb on Amulree.

Those who have learned to dread the famous Amulree Hill, which is included in so many Scottish Trials, will be interested to know that a hill-climb is being held there by the Glasgow M.C.C. on June 26th. Cyclecar entries will be welcomed, and full particulars may be obtained from Mr. J. Balharrie, 20, Renfield Street, Glasgow. The event is an open one.

Warrington M.C. Reliability Trial.

A reliability trial for the Melbourne Challenge Bowl, valued at about £50, has been arranged by the Warrington Motor Club to take place on July 3rd. The route is situated in North Wales, over a distance of approximately 180 miles, the event being open to motorcycles, cyclecars, and light cars, the cubic capacity of the last named not to exceed 1,500 c.c.

A New Summer Pastime.

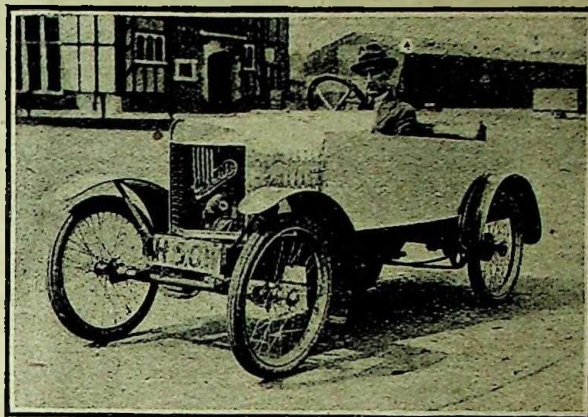
It would appear there is a chance of the familiar summer games of tops and marbles being supplanted by a "pastime" giving more concrete results. Boys in the village of Morden, Surrey, are spending their time in making the deadly devices illustrated on this page. A cork is sliced into a number of pieces and a 1 in. nail introduced into each section. These are then carefully laid on the highway



One of several puncturing devices picked up by a member of our staff on the Morden Road. The offenders—probably small boys—should be caught and punished.

The 10 h.p. Swift to Stay.

We learn from the British Motor Trading Corporation, Ltd., that there is no intention whatever to discontinue the manufacture of the 10 h.p. Swift.



The latest G.W. cyclecar which is fitted with a 3½-4 h.p. Precision engine. The maximum speed is 32 m.p.h., the maximum consumption 50 m.p.g., whilst it is claimed that the little car, which weighs less than 4 cwt. will climb a gradient of 1 in 5

Ladies' Day in Bedfordshire.

The Bedford and District M.C. and Light Car Club are holding a Ladies' Day on June 20th. All arrangements are secret, but a good day's sport is assured. The meeting place will be at Elstow, near Bedford, at 2 p.m.

Tar Again.

On many occasions we have commented upon the way in which tar is spread on the roads, and in how few instances sufficient sand is placed over the wet surface. It gives us pleasure, therefore, to compliment the person or persons responsible for the work in this direction, carried out during the past week on the main Portsmouth Road at Esher, for no sooner had tar been spread over the road than it was covered with a very thick carpet of sand, thereby causing no inconvenience.

Touring in France.

The A.A. points out that grey and pink cards are not necessary for motorists intending to tour on the Continent. English motorists will continue as in the past to obtain the International Travelling Pass (obtainable from the A.A.), which entitles them to drive in France and the majority of other European countries under their British numbers with the addition of an oval plate bearing the letters "G.B." The holder of an international pass will not have to trouble about French or other national licences or registrations.

Diagnosing Trouble.

That it is well worth inquiring into a sudden change in the behaviour of an engine is borne out by our experience on a cyclecar the other day, the engine of which suddenly developed acute symptoms of weak mixture. We were disinclined at the moment to make investigations, salving our conscience by the reflection that possibly the jet had become partially blocked, but on pulling up shortly afterwards we noticed a stream of petrol running away from the engine, and upon lifting the bonnet discovered that the jet plug screw had slacked off and that the petrol was running to waste. Our neglect cost us about a gallon of petrol!

Improvements in the Richardson cyclecar. The "radiator" is now made more upright, on the lines suggested in this journal, the result being a greatly enhanced appearance.

ANOTHER FASTEST TIME FOR THE G.N.

Many Light Car Successes in the Southend Hill-climb.



Skidding extraordinary! A couple of snapshots showing (left) Mr. W. D. Hawkes (Morgan), and (right) Capt. A. G. F. Nash skidding at speed round the first bend on the hill. The racing G.N. made fastest time.

LAST Saturday, the Southend and District Automobile Club ran off a most successful closed hill-climb at Thundersley Church Hill, near Southend. The star performance of the day was put up by Capt. A. G. Frazer Nash on his Brooklands G.N., making fastest time of 20½ secs., beating the next fastest car, the racing 12 h.p. Talbot "Blue Bird" (3,016 c.c.), of Capt. Malcolm Campbell, by 1½ secs. The third place on time was occupied by Mr. W. D. Hawkes, on his eight-valved Morgan.

Had Mr. Hawkes carried a passenger, it is more than probable that it would have considerably improved his time, as he apparently had the greatest difficulty in holding his racing Morgan on the somewhat loose surface of the hill.

The performances of these three racing cars were thrilling in the extreme. The hill was quite short and possessed two deceptive bends. The first bend was met with after the cars had really got into their stride. Capt. Nash left the starting line like a flash, tore up the first bend, skidded right across the road, and on the straight steep stretch was holding his roaring racer with one hand, while with the other he waved the crowd away from the upper bend. It was one of the most spectacular ascents of a hill ever witnessed.

Fast Climb by the Mathis.

The first event of the day was for cars not exceeding 1,500 c.c., and attracted an entry of eight light cars. An exceptionally good performance was put up by Mr. B. S. Marshall on his standard 8 h.p. Mathis with three-seater body, which climbed the hill with full load, making a surprisingly fast climb, being first on formula and fourth on time.

The second place, both on time and formula, was occupied by Mr. Maitland Keddie, secretary of the club, on a 10 h.p. Vitesse-G.N. Capt. Noel Macklin's 10 h.p. Eric-Campbell, driven by Mr. C. M. Harvey, made fastest time in this class, and occupied third place on formula. The ascent of the Eric-Campbell provided the first thrill of the day, and gave a

foretaste of what would happen when the racing class was reached. Other excellent climbs were made by Mr. A. Warren Lambert, on a 10 h.p. Warren-Lambert, and Mr. W. Jay, on a 9.5 h.p. Standard.

Event No. 2 was for cars exceeding 1,500 c.c., but numerous light cars were nevertheless entered. The first place on formula was again occupied by Mr. B. S. Marshall, on his 8 h.p. three-seater standard Mathis, which is becoming quite a well-known competitor in all hill-climbs. The second place went to Capt. Macklin (Eric-Campbell), and third place to Capt. Campbell (12 h.p. Talbot), who put up fastest time in this class. The Eric-Campbell made second fastest time.

Mr. Marshall Wins Two Gold Medals.

In these two events Mr. Marshall thus won two gold medals, Capt. Macklin a silver and a bronze medal for his formula performances, and a silver cup for the fastest time in the two events for a car with four cylinders or more with a water-cooled engine.

Mr. Maitland Keddie took a gold medal for the fastest time in events 1 and 3, the third event being for cars not exceeding 1,500 c.c., open to members of the club residing in Southend. In this event Mr. Maitland Keddie (10 h.p. Vitesse-G.N.) was first on time and first on formula, followed by Capt. G. D. F. Keddie (10 h.p. Sporting Calthorpe), second on time and formula.

A silver cup, presented by Viscount Elveden, the Mayor of Southend, for the fastest time on formula in events Nos. 3 and 4, was won by Mr. Maitland Keddie, on the Vitesse-G.N., and a silver medal for fastest time for a competitor who had not won a special prize was awarded to Capt. Keddie (10 h.p. Sporting Calthorpe).

In event No. 4 only large cars competed. The final event of the day, No. 5, was for any vehicle, results on time only, and it was in this class that Capt. Nash did his wonderful climb. Unofficially, Capt. Nash's speed has been worked out at about 51 m.p.h., from a standing start.

was rounding one of the bends.

This hill-climb organized by the Southend Club is one of the most successful events of this season. Over 100 entries were received, and the other mem-

bers of the club turned out in force to look on. The results given are provisional, and are subject to confirmation by the committee.

THE FORTHCOMING SHELSLEY WALSH HILL-CLIMB.

THE regulations for the Midland Automobile Club's closed hill-climb, to be held at Shelsley Walsh on July 3rd, are now published and distributed, together with entry forms. This competition, which in the past has always been one of the most successful and attractive of provincial meetings, is the fourteenth of its kind to be organized, the last being in 1913, when the Earl of Shrewsbury secured the M.A.C. Cup for fastest time of the day on his Talbot. Incidentally, the Earl of Shrewsbury's time of 57.2 secs. is the fastest time recorded in any of the past 13 meetings, and it will be interesting to see if any light car can reduce the record this year.

As in 1913, there will be a class for cars having four wheels and engines of not less than 800 c.c. or more

than 1,600 c.c. capacity, the winner of which event in 1913 was Mr. G. W. Hands, on a 10-12 Calthorpe.

This year's awards include the President's Cup for the best result on formula by petrol touring cars, the M.A.C. Cup for the fastest time by a petrol car (unrestricted), a cup each for the best formula result and fastest time by a light car, and a cup for the best amateur performance.

The regulations published by the Midland Automobile Club are supplementary to the R.A.C. competition rules under which this meeting will be held. Full particulars may be obtained from the secretary of the meeting, Major T. J. Daniel, Midland Automobile Club, Borough Buildings, John Bright Street, Birmingham.

So Simple.

That the amateur owner-driver does not always understand exactly what is meant by "tuning" is demonstrated by the following. We were recently approached by the owner of a cyclecar, who complained that there was a marked falling off in power at anything over 25 m.p.h.; in fact, although the engine pulled remarkably well up to this speed, it was practically the maximum obtainable, "and was gradually getting worse; the maximum only a few weeks before had been 30 m.p.h." He stated that he had thoroughly tuned up the engine, carburetter and magneto, and all were in perfect working order.

We took his word for it and sought elsewhere for the cause of the trouble, nor was it long before we discovered that there was more than the ordinary amount of play in the throttle controls. This was so bad that even with the accelerator fully depressed the throttle actually was only about half open.

It was but the work of a moment to adjust the main rod connecting the accelerator with the throttle, and, as we learned afterwards, it affected an instantaneous cure for the trouble of which our friend had complained. When tuning, it is important to note not only that the engine itself is in perfect working order, but that the levers which control it are also "up to their work."

The Limit at Lifton.

The little village of Lifton, near Launceston, just over the Devonshire border, will be much talked of during the coming weeks, owing to the action of magistrates there on Thursday of last week. Many motorists were before the Bench, charged with failing to produce their licences, whilst others were charged with driving without licences. The fines inflicted for failing to produce licences amounted to £1 in each case; the others £2, and the Bench took the unusual course of endorsing every licence. A couple of weeks since the Devon Standing Joint Committee discussed the best method of dealing with "road-hogs," and eventually the Chief Constable appealed to magistrates throughout the county to assist him, remarking that he had issued special instructions to the police. Whether the Lifton magistrates imagined they were assisting the Chief Constable or not in preventing road-hogging we do not know, but that would appear to be the only excuse they could offer for endorsing every licence for such trivial offences as failing to produce licences. We notice that within a day or two of the Lifton sitting other Benches who had similar cases to deal with were satisfied with inflicting a fine to suit the "crime" ranging from 5s. to 10s.; these were at points so wide apart as Penzance, Tavistock, and Paignton.

THREE WHEELERS GO MOUNTAINEERING.

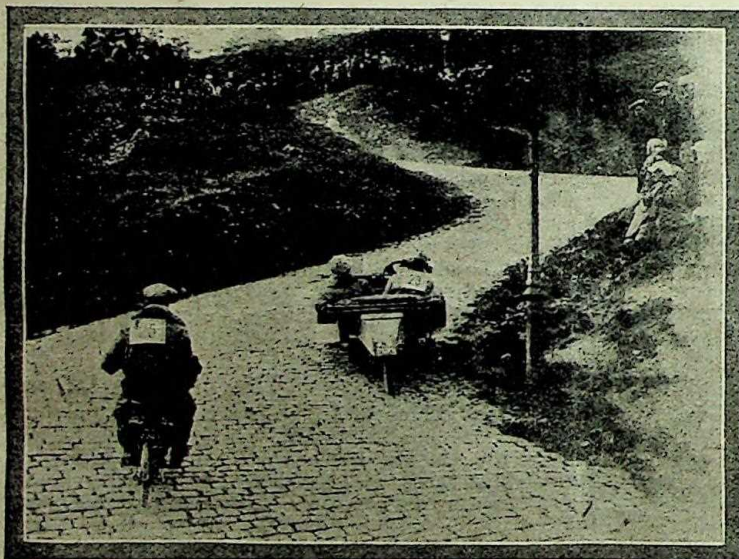
Fine Performance of a Morgan in the Ilkley Trial.

LAST Saturday the Ilkley Motor Cycle and Light Car Club organized an open reliability trial across the Yorkshire moors, which was remarkable in every way. The severity of the course was astonishing. It included, in addition to rough cross-country tracks and many unobserved hills of formidable gradient and atrocious surface, seven observed climbs. The event was open for three-wheeled machines, but the 120 entries only included two Morgans and a Merrall-Brown. This is explained by the fact that the course was a most unsuitable one for anything save solo motorcycles. The observed hills, with one exception, were strewn with great boulders, which it was impossible for those with three-track machines to avoid.

Misfortune overtook Mr. Merrall Brown (Merrall-Brown) early in the trial. He was making a fast ascent of the first observed hill—Thwaites Brow—when, rounding one of the "hairpins," he pulled a tyre off. He effected a quick change of wheels, and continued, but subsequently lost so much time on the rough



Mr. J. C. Sylvester (Morgan) on Harden Bank. The appalling surface in conjunction with the gradient, about 1 in 4, made the climb exceedingly difficult.



Mr. J. Barlinson (Morgan) chooses the steepest portion of the gradient (1 in 2½) by hugging the inside edges on Thwaites Brow.

roads that he was practically out of the running.

Mr. G. Barlinson (8 h.p. Morgan) was also unfortunate, and could not manage to average the necessary 20 m.p.h. over the bad roads.

Mr. J. R. Sylvester, of the Nottingham Club,

however, went right through with his air-cooled Morgan. This achievement is rendered more remarkable by the fact, that when only 10 miles from the start, he broke his throttle wire, and continued to the finish with the end of the wire tied to a piece of a file. Mr. Sylvester steered with his left hand, and operated this crude control with the right. He climbed Harden Bank in excellent style, the little machine literally bouncing from one boulder to the next. On Park Rash he had to be assisted, but the surface of this hill was here 6 ins. deep in loose stone, and probably no three-wheeler ever made could climb it.

White Shaw Road, a hill made famous in 1913 by the refusal of riders in the Six Days' Trial to climb it, also proved too long and severe for Mr. Sylvester's air-cooled engine when fed with the excessively rich mixture which his broken control rendered unavoidable.

Altogether it was a fine performance, and it is pleasant to record that a three-wheeler showed up so well under conditions fit only for a solo motorcycle.

Although the trial was of an exceedingly severe nature the officials of the Ilkley Motor Cycle and Light Car Club are to be congratulated upon the excellent organization which was evident throughout; despite the "mountaineering" which the entrants were called upon to perform, everything was accepted in a sporting spirit.

Light Cars on Test.

A report of the test of the 10 h.p. Swift over *The Light Car and Cyclecar* course is contained elsewhere in this issue, and amongst other cars which we have tested, and which will be reported in due course, are the following: 10 h.p. Douglas, 12 h.p. A.B.C., and 10 h.p. Singer.

A28

Sunday Garage Service.

Garages holding the A.A. appointment have been urged by the Automobile Association to have some responsible employee available for meeting the requirements of motorists on Sundays. The majority of garage proprietors have fallen in with this suggestion.

The oldest man in the village, aged 85, was very interested in the array of cars, which he carefully examined.

THE recently-revived Midland Light Car Club has an interesting programme of social and sporting events in course of preparation, and on Saturday last, June 5th, held a picnic at Yarningale Common, a typical Warwickshire beauty spot, situated about midway between the hamlets of Claverdon and Henley-in-Arden.

Weather conditions could not have been more favourable, and by half-past three in the afternoon, the appointed meeting time, a score of cars were parked on the common. A few friends of the members present had driven up on cars outside the light car definition, but the 15 cars coming within the latter class represented nine different makes, with Calthorpes in the majority.

A picnic tea was taken from 4 p.m. until 4.30 p.m., after which a series of amusing driving and fault-finding competitions was held.

A Starting Test from Cold.

The first of these events took the form of an easy starting test from cold. Electric starters were barred, but competitors were allowed to switch on and turn on their petrol taps before being given the word "go." Considerable amusement was occasioned by a competitor who forgot to switch on, and by another who attempted to start with his transmission in gear. The test resulted in a win for Mr. Hillhouse (Calthorpe) in 1½ secs., with Mr. Coleman (Calthorpe) second in 2 secs.

A driving test, in which competitors were required

to reverse out of an imaginary garage (indicated by croquet hoops), describe a circle, and reverse into the garage again without using their forward gears, and without touching a hoop, resulted in a win for Mr. Newey (Newey) in 15½ secs., with Mr. Rowe (Calthorpe), 16½ secs., and Mr. Coleman (Calthorpe), second and third respectively.

Diagnosing Troubles!

The most amusing test of the afternoon was that of fault-finding, in which competitors were required to diagnose two faults on the engine of Mr. Geoffrey Smith's Standard. The faults, which were the same for everybody, consisted in the removal of the float from the carburetter and the crossing of two of the high-tension leads.

The majority of the competitors quickly remedied the ignition fault, but the carburetter trouble was not so easily discerned. One competitor in this test, a well-known figure in motoring circles, convulsed the onlookers by actually removing the top of the float chamber, and remarking that the petrol level was far too high—not realizing that the float was missing. Winners: Mr. Coleman, 70 secs.; Mr. Daniel, 87½ secs.; Mr. Newey 140 secs. The final test consisted in identifying, when blindfolded, different cars by the exhaust note, and resolved itself into another win for Mr. Newey, with Mr. Coleman and Mr. Rowe placed second and third.

At the conclusion of this test the members commenced to disperse, after a thoroughly enjoyable afternoon.

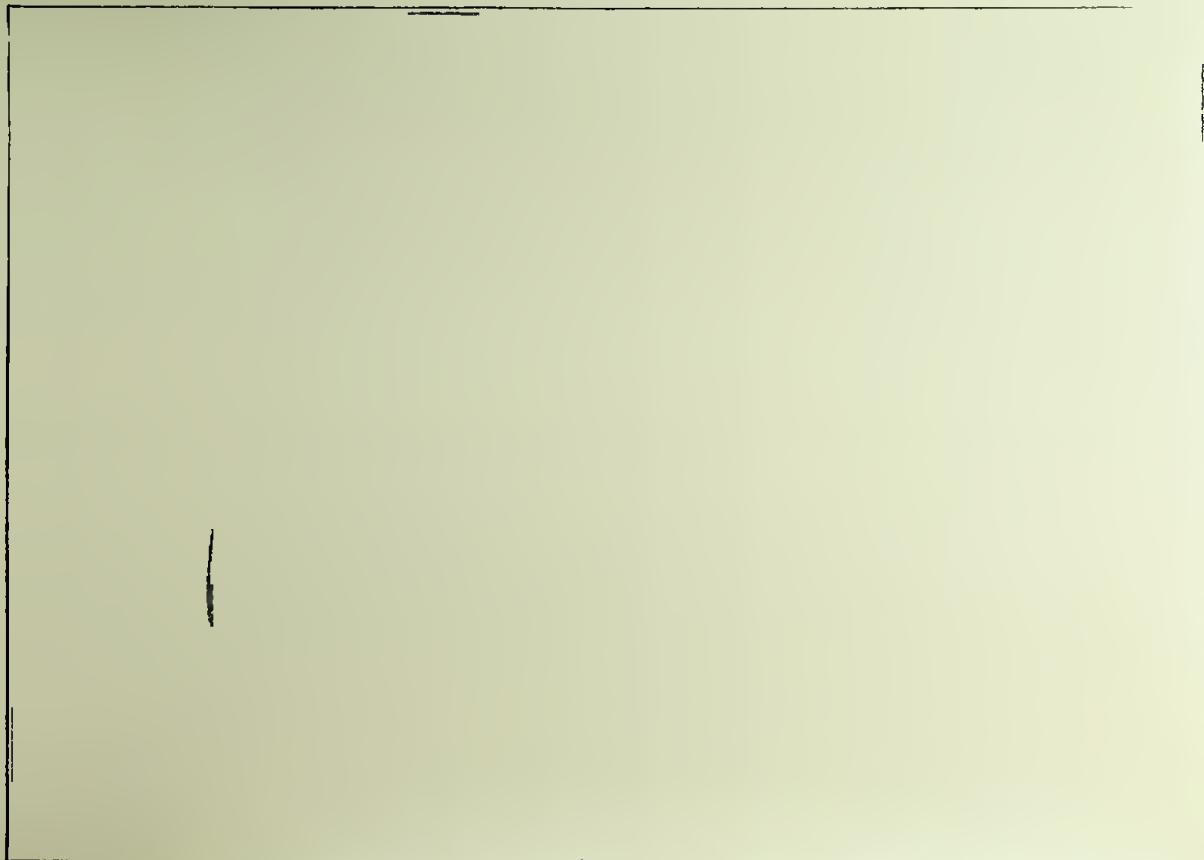
THE TREATMENT OF PROFITEERS!

THE question of profiteering is always an awkward one to tackle, and it seems that no successful solution has really yet been evolved. However, if the attitude adopted by some traders, and in particular by Vivian, Hardie and Lane, Ltd., became universal, a vast proportion of the present profiteering business would cease. With regard to the latter concern, we ourselves have seen a letter written to them from a

person offering for sale several brand-new 1920 models at over list price, but we have also seen their reply, and, to their credit, we would state that they have absolutely declined the overtures made them, for, as they say, they have never yet sold a car at a premium and are not thinking of commencing to do so. Other traders, please copy! This is one way of exterminating the profiteer.

EXCITING CYCLECAR RACE IN FRANCE.

The Grand Prix de Cyclecars du Motocycle Club de France Over the Circuit de Fontainebleau.



Our artist's impressions on the course, where it passes through the forest of Fontainebleau.

THIS very sporting event, run off last Sunday over the course through the beautiful forest of Fontainebleau, brought every motoring enthusiast in and around Paris to witness the struggle for cyclecar supremacy.

Two Morgans, to be driven by Sandford and Darmont, and also an Elfe and Major No. 2 (Enders-Jack), were unfortunately prevented from making their appearance at the starting point, which rather cut down the field, and, had it not been for the mighty display given by a newcomer, the Major, a two-stroke, friction-drive cyclecar, driven by Violet, the event would not have proved very interesting.

Two classes were catered for, categories 750 c.c. and 1,100 c.c. respectively, and the length of the race was 300 kilometres, which meant 10 complete circuits of the course.

The roads were in a frightful condition, full of ruts and pot-holes, as well as being appallingly dusty, the whole making the event as tremendous a test for reliability as it is possible to conceive.

The first cyclecar away was a Cyclanto, a three-wheeler driven by Rouquet, two minutes behind the last of the motorcycle and sidecar class, the racing all being held together, followed in rapid succession by the Major (Violet), Noël (Noël), and Sphinx (Guillon).

It was soon a case of the last shall be first, and the first shall be last, as by the end of the second lap

Violet had passed through the complete field of all types, and was well ahead, and by the time he had completed the fourth circuit, although stopping twice at the replenishing pits for tyres and plugs, was seven minutes in front on time of the fastest sidecar combination.

Now comes the thrill of the day—two great American rival sidecar combinations are coming tearing down the road in a perfect smother of white dust, that billows behind them like an erstwhile war-day smoke-screen. As they near us we can dimly see behind them in the heart of the following cloud a darker shape, which materializes into a veritable thunderbolt. With blasting Klaxon it is endeavouring to pass the motor cycling outfits. Rocking and swaying, its four wheels dithering furiously on the bumpy road surface, with its two occupants, seated one behind the other, clinging on to steering wheel and seat like grim death. Violet is taking his Major past his rivals. We dimly see him swerve right down into the gully by the side of the road and shoot forward, and then the whole scene is swallowed up in a great mist of blinding dust, which swirls chokingly all around and about us.

The Major eventually won a brilliant race in 4 hrs. 36 mins. 40½ secs., at an average speed of 65 kil., and making the fastest circuit of the race, over all comers, in 23 mins. 4 secs

Light Car and Cyclecar

Conducted by EDMUND DANGERFIELD.

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The . . .

LIGHT CAR & CYCLECAR

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

The journal is published every Friday, dated Saturday. Should there be difficulty in obtaining its regular supply, the reader is advised to place a definite order either with a newsagent or direct with the publishers, as it is impossible to cater for "chance" sales.

In order to make sure of
obtaining your copy of

THE LIGHT CAR AND CYCLECAR

place a DEFINITE ORDER for
its delivery with your newsagent.

Topics of the Day

An Isle of Man Race.

NO event has such advertising value as a big road race, and the reputations of more than one car and more than one motorcycle have been built up almost entirely upon their racing successes. But for the intervention of the war, in September, 1914, the cyclecar race for the Dangerfield Trophy would have taken place, and a number of special racing cars were built for this event, which had to be abandoned. Hitherto, its revival has not been practicable, but now that manufacturing conditions are becoming more stable, it is not inopportune to revive the suggestion that it should be held. We suggest to the Junior Car Club that the race should be organized and announced well in advance of the actual date, and that it should take place in the summer months of 1921, in, of course, the Isle of Man. We have little doubt that it would receive great support, while the Isle of Man authorities would welcome it. The proprietors of *The Light Car and Cyclecar* are willing to put up another valuable trophy for this race.

A Light Car Show Controversy.

AT the present time the Society of Motor Manufacturers and the Cycle and Motor Cycle Manufacturers and Traders Union are "discussing" the control of the light car and cyclecar for show purposes. We would much prefer that an independent body controlled this type of vehicle, and organized, under the ægis of the other bodies, a separate exhibition, but that is scarcely likely to happen at present. It does seem possible, however, with the probability of an overflow show at the White City, Shepherd's Bush, next November, for the light cars and cyclecars to be separately grouped. If these types cannot be so grouped, it would seem to us that the only logical distinction could be made between the cyclecar and the light car, leaving the former to the Motor Cycle Union and the latter to the Society. It is understood to be possible that the motorcycle show will include four-wheelers up to 4 cwt., which would cover only the simplest types of cyclecars and relegate the G.N. type to the car show, which would be absurd. A definition of a cyclecar is easily found by an engine size of 1,100 c.c. and a weight limit of 7 cwt., plus, if thought necessary, a distinction between a motorcycle type of transmission—i.e., chain or belt—and the conventional car type.

Weight and Economy

WHAT is a safe and reasonable weight limit for a light car? Most of the light cars produced since the Armistice are a hundred-weight or so heavier than in 1914. There is a tendency to adopt sturdier construction in the chassis, heavier bodies, and, as a sequence, larger engines. This tendency is an alarming one. The *raison d'être* of the small car motoring movement, for which this journal is sponsor, is economical motoring. Within reasonable limits, lightness is essential to economy; in fact, it is the key to the production of a car of moderate price, ample power, and low running costs. An addition of two or three hundredweight to a car will make all the difference to climbing a hill on top gear or second gear. Let those who doubt this make the experiment with a four-seater car, with and without the passengers. They will be surprised at the effect that even the addition of one passenger makes. On the other hand, a very light chassis means either the use of expensive steels, which adds to the first cost of the car, or the risk of breakages. Bearing in mind the present bad state of the roads, there is greater need now for the substantial construction of a car than before the war. The chief additions in weight that have been made are in the bodywork and equipment which are frequently more suited to a car of the 15.9 h.p. or 20 h.p. class than a 10 h.p. light car. Such elaborate bodywork also takes us further from the ideal. The Junior Car Club have had well in mind that the success of the pastime depends upon it encouraging the largest number of users, and not those who can afford expensive cars, in framing a definition which is based both on engine capacity and weight.

THE RACING HILLMAN AND ITS DRIVER.

Mr. G. Bedford Explains the Secrets of the Blue Racer Which has Leaped into Fame at Brooklands.

Mr. G.
Bedford in
his workshop.

A RACING car is generally supposed to be something of a freak, but after a careful inspection of the individual parts of the blue single-seater Hillman which has done so well at Brooklands recently, we can truthfully state that this car differs only to a very small degree from the standard sporting model.

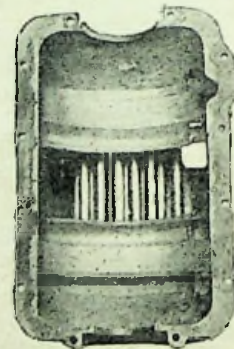
There is nothing freakish in the design of the engine. It is a standard L-shaped cylinder monobloc casting with separate head. The cylinder heads and pistons are polished, which reduces the carbon deposit to such an extent that a rag will rub the pistons and heads clean after 4,000 miles running.

Standard aluminium die-cast two-ring pistons, with 5,000ths to 6,000ths of an inch clearance at the top and 4,000ths clearance at the skirt, are used. The lower ring groove is drilled with small holes in order to scrape the surplus oil from the cylinders. Die-cast white-metal bearings are used, great care being taken in bedding them in, as long as eight hours being taken to complete this operation.

The connecting rods are standard, but drilled for lightness, the same remark applying to the crank-

A standard compression ratio is used, but a special design of inlet cam, giving a slightly longer lift duration, has been adopted. A stamped steel flywheel, accommodating a leather clutch, under the face of which is a spring so as to ensure smooth engagement, is used, great care being taken to balance up both clutch and flywheel accurately. The bottom part of the crankcase, acting as an oil sump, has a number of tubes passing through it longitudinally. These tubes are open at both ends, and serve to cool the oil by the cool gust of air that passes through them.

The rest of the chassis is standard, stock gears, transmission, frame, and springs being used. A streamline single-seater body, in conjunction with a neatly tapering metal undershield, cuts down wind resistance and eddies to a minimum. The driver sits on a cushion over a hole in the floorboards, which gives him the necessary low position. Behind him is a petrol tank containing four gallons, and in front of him a three-gallon petrol tank and one-gallon oil tank.



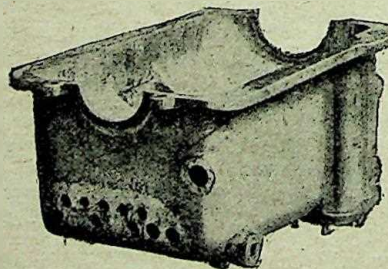
The crankcase, showing the tubes for cooling the oil.

The driving seat, with cushion removed.

shaft. The tappets are rather lighter than standard and are hollow, while the heads of the exhaust valves are dished to reduce weight. The inlet valves follow standard practice. It may be mentioned here that the highest grade of steel is employed in the racer as well as on the chassis of the standard sporting models.

Great attention has been paid to the balancing of the reciprocating and revolving parts. In fact, so carefully is the engine balanced that it will run up to 4,000 r.p.m. on the dynamometer on half throttle. At 2,800 r.p.m. it develops maximum power, which is in the neighbourhood of 30 h.p. The cardan shaft is carefully balanced, the standard universal joints making this a simple matter. The road wheels are also balanced, the requisite amount of metal being held in washer form under the valve cap washer. Steering at speed is very much lighter with the balanced front wheels.

A32



An exterior view of the crankcase showing how the tubes are introduced.

Oversize Palmer tyres are used for speed work, road work and preliminary tuning operations being carried out on other covers. Discs are only used on calm days on the track, as otherwise the machine would be blown sideways whenever it struck a bump.

An M.L. magneto and Claudel carburetter have, so

THE RACING HILLMAN (contd.).

far, given the best results on tests, though George Bedford, the race driver, is always experimenting with different makes of these accessories.

Mr. Bedford himself is of a retiring disposition, and although he has leaped into fame by his exploits at Brooklands, members of the Junior Car Club had an opportunity of gauging his capabilities 12 months ago during the visit of the Club to Leamington and Coventry when, between these two towns, Mr. Bedford demonstrated the hitherto unsuspected speed and road-worthiness of the post-war Hillman and his own skill in handling the machine.

The cylinder blocks and detachable heads of the racing Hillman.

track and road. Surrounded by his discarded carburettors and magnetos, he had no secret parts or devices to conceal,



The racing-type piston showing the upper and the lower grooves.

and made a great point of the standardness of his machine. All his preliminary tuning is done on the dynamometer, then the car is taken on to the road for a few trials preparatory to the final tuning up on the track. Track and road conditions are entirely different in Bedford's opinion, and it is

a waste of effort to spend too much time on the road. He runs down to Brooklands with road wheels, running boards and mudguards fitted, and then strips the machine and fits the big Palmer covers. He has plenty of power up his sleeve for emergencies, for the present engine runs on plain bearings, whereas the old record-breaking 9 h.p. used to run on ball bearings. Moreover, it has not yet been necessary to alter the compression of the engine, which remains the same as on the standard sporting model. Then, again, overhead valves would give more speed, but, so far, the little car has more than held its own with the standard design, a very creditable performance for its designers and manufacturers.

We found him in his running and experimental shop inspecting the parts of his racing engine, which had been taken to pieces after 6,000 miles running on

THE RUNABOUT FOR TWO.

Wanted—A Utility Cyclecar for the Middle-aged Motor User.

WITH the name "cyclecar" one associates something sporting, light, and lively: a young man's runout. One imagines a consumption on the good side of 50 m.p.g.: and a speed on the good—or is it the wicked—side of 50 m.p.h.!—something to enter for club trials and classic events. An altogether desirable machine, for just that sort of young man, and costing absurdly little to run, as things go nowadays.

Every young man is not just that sort of young man, however, and there are older men, who want the low running cost, but who do not wish for the pep and the pace. Out out the pep and the pace and the machine could be built more cheaply. Give the dumb thousands of the mighty British public a cheap runabout for two and they will fall over each other to buy it and use it.

Why a cyclecar, it may be asked? Because it is essentially a cheaper type to produce than the light car type. The designer of the light car type thinks in car terms: the ruts are worn in his brain like that, and if anybody jolts him out of the ruts he soon slips back again. History is always repeating itself in this way.

There seems nothing at present offered or promised that will fill the bill of the cheap runabout for two. There was nothing on the European market as a cheap mount for four until the only Henry entered the field, and we were only just starting to sit up and take notice when the war came along.

Unfortunately, we are not likely to get a transatlantic tonic in the sphere of the runabout for two, because the roads on the other side take all the roses out of the cheeks of the auto with the low power-weight ratio, and, moreover, distances are great, and the call for speed is therefore greater than with us.

It is a very curious fact—never yet explained—that the cost of motoring for two people is doubled when they aspire to a light car instead of a motorcycle combination. It seems amazing that the admittedly extra comfort and weather protection should double expenses, especially when one considers that four can motor for far less than double the cost of motoring for two.

Before the war, the only possible solution seemed to be this apparently impossible one: that the people who made light cars and cyclecars did not know that people who had less than £100 to spend would care about motoring.

The successful missing link between the combination and the light car must come: and already there are a few concerns making bids more or less bold for the enormous market that undoubtedly exists. Whether any of these will be successful or not remains to be seen; their productions are not yet in the scales of public judgment. The line usually taken—that of catering for the sporting young man—does not seem a far-sighted policy, because the family man, the middle-aged "sober sides" with the balance at the bank, is the backbone of every industry. He is the biggest potential purchaser; he has a longer memory, and sticks to one brand of tobacco, one tailor, one barber, and one London daily.

The young man, on the other hand, is a butterfly, and loves toys. While the car was a toy, and just so long as the car was a toy, it was good business to think first, secondly, and lastly of him. The car is not a toy any more: it is a runabout for everybody in every class, and the family "sober sides" with the bank balance is going to count.

The middle-aged motor user wants a utility cyclecar. Will it mature?

M.G.

A33

**An Eye-opener—Clever—But Simple—A 1 in 4 Restart—
Riley Realities—The Avon Country House—Manufacturer
and Collector—Settling Down To It.**

Here, There & .
Everywhere) .
in the Small Car
World. . . .

AN EYE-OPENER.

WITH so many light cars now on the market one unconsciously divides them into two classes, that is if any practical experience has been gained in driving a large number of them. Personally, I have always placed about six or seven of the well-known makes above the line, the rest falling below. Last week-end I was enabled to give a Deemster light car a 300 mile test, and certainly before taking it on the road it was numbered in my mind amongst those machines which were fairly good, but not exceedingly brilliant; in fact, in my estimation, it was below the line. Now, I do not think I have ever altered my mind so quickly as I did after I had covered the first 10 miles. It was almost incredible, sitting behind the wheel, to believe that the car was only fitted with a 1,100 c.c. engine, for at the slightest touch of the accelerator pedal it roared up hills in a way that few machines with engines well up to the 1,500 c.c. limit can equal. It does this, too, without any fuss, and the engine at all speeds is perfectly vibrationless, and keeps its power at low revs. The chassis is not ultra light, neither is the body, so the performance of the engine is all the more remarkable. Over bad roads the springing effectively insulated all shocks from the occupants of the car, and the steering, which operates on the worm and nut principle, is light, sensitive and easy to control.

CLEVER—BUT SIMPLE.

I MUST also compliment the manufacturers on evolving a very simple, yet reliable hand starter, which consists of a long lever protruding through the footboards, and is placed in front of the passenger. One pull is sufficient to start the engine, when the unit is warm. It operates by means of a quadrant and a small bevel mounted on a ratchet in the gearbox. I think, personally, that there is a greater future for this type of starter than the more complicated electrical one, and it certainly enables a machine to which it is fitted to be sold at a moderate price, if an engine starter of some kind must be provided.

A 1 IN 4 RESTART.

I TRIED the machine up my pet test hill in Godalming, namely, the famous Charterhouse hairpin, and to my utmost surprise, it roared up on second and picked up instantaneously after negotiating the hairpin, a passenger being carried during the ascent. Being so impressed with its performance on this hill, I thought I would try it up the little pimple which lies parallel with the main Portsmouth Road, just as the town of Godalming is entered from the Hindhead direction. The gradient at this point must be at least 1 in 4, but in spite of its severity I was able to stop and restart without hesitation on the steepest portion. I have one criticism, however, to offer, and that is with regard to the clutch. Its working might certainly be smoother, but I understand from Mr. Wray, the sales manager, that a re-designed clutch has actually been manufactured and will soon be incorporated on all models. This is certainly a machine of which the public know but little, and I would therefore like to see it entered more in competitions of all descriptions, in which I am sure it would do well. It is a machine which would give the utmost pleasure to anyone who is fortunate enough to drive it, except perhaps the zealous enthusiast who is agitating for a 1,600 c.c. limit—to him it would certainly be a nightmare—and I venture

to think that instead of wishing to add 100 c.c. to 1,500 c.c. he would want to reduce the limit to its original figure of 1,100 c.c.

RILEY REALITIES.

CAPTAIN RILEY, R.A.F., is one of several brothers who have been connected with motors in Coventry since the very early days. In its time the Riley tricar was one of the best, and was followed by various models until the present 11 h.p. light car was produced. Like most other concerns, they are building new works for assembling chassis. When the new shops are completed the present machine shop, itself a new building, will have to be increased, and so the expansion will continue. The car has many interesting parts. It is light and has generous springing. In fact, it holds bad roads surprisingly well. Aluminium has been used largely in its construction, for the concern had considerable experience in building a special design of aeroplane engine



Capt. Riley, R.A.F.

during the war, and this has increased its knowledge of the use of metals and of aluminium especially. Aluminium pistons are fitted as standard. The result of this and other special features in the design of the engine is a car that will do close on 60 miles an hour. Copper is added to the aluminium used in the pistons to reduce the expansion of the metal. With a large proportion of copper the rate of expansion can be reduced to that of cast iron, but the alloy is then too soft for practical use. So the amount of copper is cut down to about 35 per cent., which gives a good working result. A medium clearance is allowed so that an ample oil film can be maintained between the pistons and cylinders, and thus prevent seizing or slapping. Aluminium brake shoes are fitted and cunningly designed, air scoops on the brake drums cool the shoes by revolving and scooping in the air—an excellent feature for owners contemplating Alpine tours.

THE NEEDS OF THE OWNER-DRIVER.

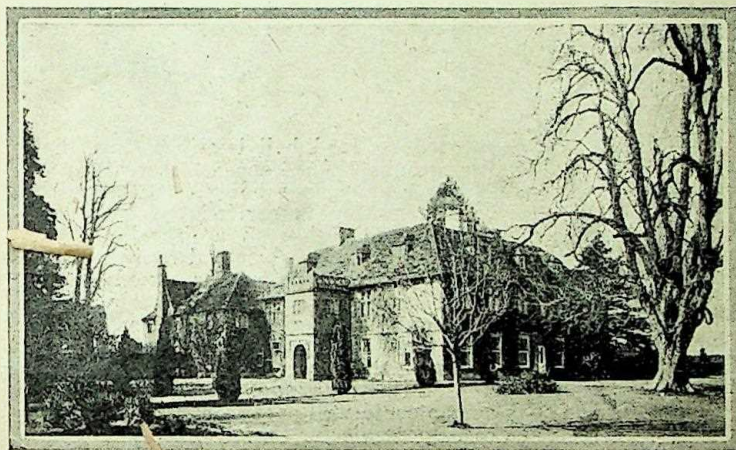
THE radiator is so large that a fan is not necessary in England; in fact, so complete are the cooling arrangements that the car has been driven for six miles all out on bottom gear before boiling point was reached. Particular attention has been paid to the needs of the owner-driver. There are only six parts on the car requiring attention, and they must be

ON THE QUI VIVE (contd.).

oiled and greased every six months. This has been made possible by the use of oil-less bearings for springs, shackles, etc. These bearings lubricate themselves automatically with a graphite-like composition. The car, which as yet is only being turned out in small numbers, should in spite of its rather high price, meet with instant approval from those who have to look after their machines themselves, and find far too little time in which to effect the necessary adjustments.

THE TELEPHONE BUSY.

I WAS somewhat surprised to find the other day the usually imperturbable Capt. Dobson, of Dobson and Smith, in a state of considerable lash as a result of some remarks I recently made regarding the Eric-Campbell. It appears that my authentic remark concerning delivery of 25 cars had been misconstrued by the public, with the result that Dobson and Smith's telephone had been jangling their nerves all day long, causing much breath to be spent in hurried explanations to anxious customers that they had no cars for delivery. The real fact is that the 25 cars delivered to them from the makers are simple demonstration cars which will have to be delivered immediately to the various sub-agents



Melksham House, which is in the process of being transformed into a club for Avon employees.

throughout the country. Mr. Unite, one of the directors of Messrs. Dobson and Smith, informed me that they have great hopes that if things work out as they believe from the evidence available they will, there is no reason why they should not be able to stand by all arrangements to the end of this year.

THE NUMBER-PLATE STRAFE.

A COLLEAGUE of mine was numbered amongst the unfortunates who were held up by the police recently on account of a "defect" in his number-plate—and he felt the matter all the more acutely for, only that morning, he had been perusing a letter from his friend Mr. C. W. Brett, of Barimar's, Ltd., calling his attention to the exact requirements of the law! An aluminium number-plate is always a safe investment, because, without a doubt, when figures are going to form part of a casting, the pattern maker takes good care to see that there is nothing wrong—if for no other reason than the fact that subsequent alteration or correction are impossible. My colleague has now fitted a pair of Barimar aluminium plates, and, in consequence, gazes fearlessly into the eyes of the inquisitive policeman!

THE "AVON" COUNTRY HOUSE.

IT seems that the "country house manufactory" idea is spreading. In addition to the A.B.C. works

at Walton. Eric-Campbells have also a stately mansion. This fashion is not only confined to car makers, for, at least in one instance, it is found in the tyre world. I am able this week to reproduce a photograph of the palatial mansion known as Melksham House, which has recently been taken over by the Avon India Rubber Co., Ltd., for the use of their employees. It will be fitted up as a club house, complete with billiard, reading, and refreshment rooms, library, and other apartments for various indoor games, etc. The coach house and stables are being converted into a gymnasium, private baths are being fitted up, and lectures on such subjects as allotment gardening and other profitable hobbies are being arranged. The club will be open all day, so that a man on night work can use it as well as those who are free in the evenings. The surrounding park is about 27 acres in extent, and will provide playing fields.

MANUFACTURER AND COLLECTOR.

MR. J. F. BUCKINGHAM, of bullet fame, is now testing out the first of his new light cars, which should prove to be the last word in efficiency. Rigidity of engine construction and the abolition of friction are the chief features whereby he hopes to set up new records on the track and in hill-climbs. As one of the earliest pioneers of the passenger machine movement, having started with the Lagonda and Riley tricars in the olden days, Buckingham has records of times, distances, and gradients of most of the famous test hills in the country. He can turn up for reference his time and the gear ratios he used in most of the big hill-climbs of the past 10 years. Indeed, he told me the other day of a hill-climb in which he once made fastest time of the day, though he had a 20 seconds stop on the hill owing to the switch jumping off. His interests do not lie entirely in motoring. He is a keen fisherman and also a collector of antique silver, of which he possesses a very choice collection. He has also recently given some attention to pig breeding and chicken rearing, but his latest investigations lie in the direction of producing electricity from the exhaust gases, an apparatus which he has designed for this purpose being considered to be very promising.

SETTLING DOWN TO IT.

THE other evening I met Major Empson, and, after enjoying some of his usual brilliant witticism, was able to get him to talk on the subject of the Laurence Jackson light car, for which his concern holds the world concession. Without giving too much away, I may say that the Major has pretty big things up his sleeve in connection with this splendid little proposition, and the development at the Wolverhampton works certainly confirms one's belief in this connection. They have now got a very extensive plant in full working order, and are turning out both bodies and chassis with increasing rapidity. The extensive nature of this plant may be judged from the fact that it includes a saw mill, wherein the rough wood is sawn and prepared for the bodies. The faults which were natural to the early models of the new production have all been successfully eliminated, with the result that the sales organization responsible for Laurence Jackson cars is standing on this product with every confidence of public favour and esteem. I have a very high opinion of Major Empson's ability not only to find but to produce that which the motoring public wants, viz., a thoroughly sound proposition at the right price. In my view, he has now justified this with the Laurence Jackson.

AN COURANT.

"THE LIGHT CAR AND CYCLECAR" TEST RUNS.

No. 8.—The 10 h.p. Swift.



SPECIFICATION.

ENGINE: Bore, 63 mm.; stroke, 90 mm.; capacity, 1,122 c.c.

TRANSMISSION: From gearbox, open shaft; final drive, bevel.

GEARS: Three and reverse; ratios, 4.5 to 1, 7.4 to 1, 18.1 to 1; reverse, 18.1 to 1.

SUSPENSION: Front and rear, semi-elliptic.

DIMENSIONS: Track, 3 ft. 9 ins.; wheelbase, 7 ft. 6 ins.; clearance, 8 ins. Price: £550.

ALL motoring enthusiasts will remember the marked popularity of the little 7 h.p. two cylinder Swift, and there is little doubt that the four cylinder model upon which the manufacturers—Swift, of Coventry, Ltd.—are concentrating will meet with the same all-round approval. The design, workmanship, and finish displayed throughout are such as can only be associated with a concern who have had years of experience in automobile engineering, and the whole assemblage is such as immediately to dispose of any thoughts of the experimental.

The four-cylinder unit is of orthodox design, the cylinder dimensions being 63 mm. by 90 mm., the cubic capacity thus being 1,122 c.c. Lubrication of the main bearings and the connecting rod big ends is carried out by a rotary gear pump, which takes its drive from the camshaft. Oil is drawn from the sump and delivered to the main shaft bearings, whence it flows via ducts in the main shaft, to the big ends. A "tell-tale" of the piston type is fitted on the dash, a feature in connection with which is the impossibility of any leak occurring, and the consequent absence of dripping oil at this point.



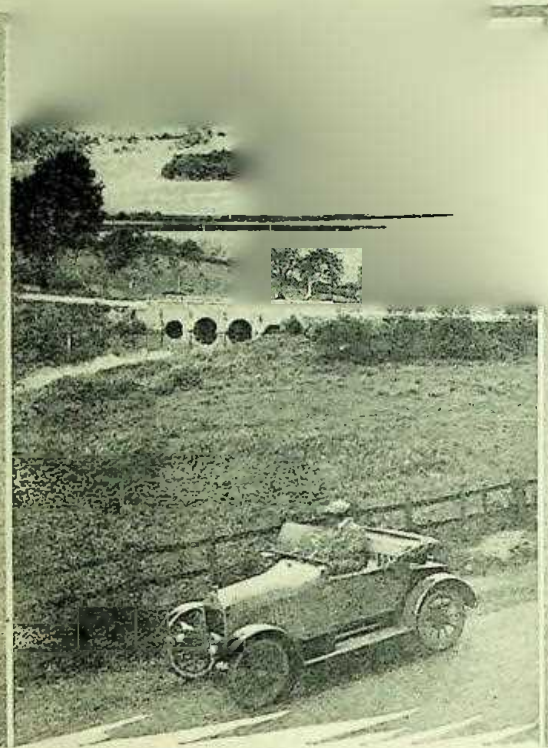
Control

The accelerator pedal, which is of exceptional length, is provided with a roller at its extremity.

The clutch, of the leather cone type, is fitted with springs beneath the leather to ensure easy engagement and a smooth take up. Three speeds and a reverse are provided, a point in connection with the mounting of the gearbox being that the bracket which carries the sliding spindle and gear lever is cast integral with the box; that is to say, independent of the frame, which thus ensures smooth actuation of the gear lever itself.

From the gearbox the drive is taken by an open cardan shaft to the bevel-driven rear axle, the latter

A36



being supported on load ball bearings throughout. Semi-elliptic springs both front and rear form the suspension, the rear springs being of rather exceptional length. Braking is carried out by a foot-operated brake contracting on a drum positioned immediately behind the gearbox and by internal expanding brakes controlled by a lever, working within drums secured to the rear wheels. Steering is carried out by worm and sector mechanism. A high standard of workmanship and finish is displayed throughout, whilst the general sturdiness of construction and the straightforward lay-out of the chassis are such as one could well associate with such a concern as are responsible for this machine.

Early Impressions.

In running from the City into the country, we were quick to appreciate the really excellent suspension which the long semi-elliptic springs afford, and in these days of bad roads it is a real pleasure to sit in a machine where one does not have to concentrate all one's energies in avoiding pot-holes. The comfort derived, however, is not by any means solely attributable to the springing, as the well-padded seats and the roomy seating accommodation both combined to improve the suspension.

As quick as we were to appreciate this feature, we discovered something else that was not quite so pleasant. The accelerator pedal, it should be mentioned, is of exceptional length, and therefore provides rather an undue amount of leverage over the throttle control. The result of this is that the merest suspicion of pressure has an instant effect upon the throttle opening, in consequence of which the foot has to be nicely balanced to avoid one's progress being transformed into a series of jerks. Unless the road is absolutely level it is next to impossible so to govern the engine that it is not continually accelerating and decelerating.

Until the knack was acquired, the gear change proved rather obstinate, although at no time did we break any records at present held by taxi drivers. The easy steering, smooth clutch and excellent brakes combined to ensure a safe journey through the traffic, and we were soon speeding through the clear country air. Having no speedometer, it was impos-

THE 10 h.p. SWIFT ON TEST (contd.).

sible accurately to judge our speed, but whilst 35 m.p.h. can be maintained with ease where conditions are favourable, 45 m.p.h. is quite within its speed capabilities. The Swift, however, is not built as a speed machine, but is designed and built throughout more with a view to providing a really sound and reliable touring vehicle that will give all-round satisfaction.

Before dealing with the machine's performance on the test hills included in the test course, it should be



Holding the Swift well in hand on a dangerous descent. An acute left-hand bend is met a few yards further on.

mentioned that we changed the main jet and choke tube in the carburettor from 60 and 15 to 70 and 14 respectively, but we found that this was by no means the best combination but had to suffice in the circumstances. Beyond this no adjustments were carried out, and we assailed the first gradient—Ranmore Common. The sharp turn at the bottom compels the engagement of the second gear for a short distance, after which, as in this case, we were soon in top. In this gear the Swift covered perhaps half of the hill when we came down into second. The engine revved up and pulled excellently until within a few yards of the acute left-hand bend when we had to drop into bottom.

The Descent of White Downs.

The engine made no mistake on being relieved in this way, and the revs. mounted up and we took the bend steadily with a wide margin of power in hand. We were soon into second, in which gear the climb was finished. The rather uncertain surface which is characteristic of the route between Ranmore and White Downs did not cause any anxiety, as long since we had discovered that pot-hole or boulder were alike to the Swift, and were well looked after by the suspension.

It takes a really steep descent like White Downs to pick out the failings of the brakes, and we consider that if this tortuous descent can be negotiated with *safety*, and, what is more, with a *feeling of safety*, that the brakes can be passed out as being O.K. With those on the Swift we were able to pull up absolutely dead with the hand brake, whilst although the foot brake alone was sufficient to pull the machine up, its action was somewhat milder, but nevertheless efficacious. An excellent brake was found in the engine, being infinitely more positive than the legitimate braking system.

After a very pleasant run we found ourselves commencing the climb up Coombe Bottom, on which is encountered an acute bend, the gradient being roughly 1 in 5. This climb is somewhat stiffer than Ranmore Common, as apart from the "hairpin" referred to, there is a right-angle turn to be negotiated quite early in the climb, which naturally prevents anything in the nature of a "run" being obtained. Nevertheless, second gear was not required until the loose surface, which proclaims the position of the worst bend, came into view. The gradient hereabouts steepens rather quickly, and second gear soon gave place to first, and the well-balanced engine made easy of the gradient and bend.

The Puncture Fiend.

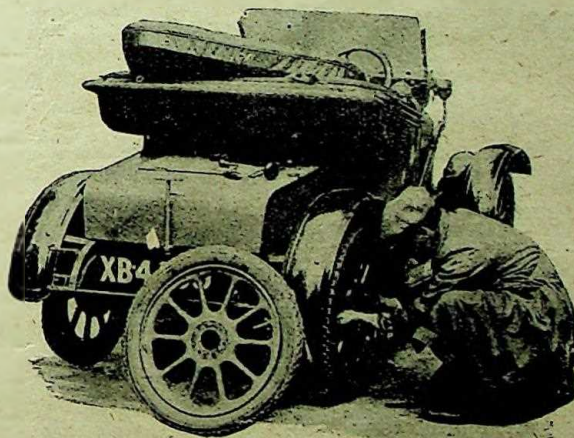
The narrow lane, which we have designated the "Marshes," now presents a hard, uneven surface, and the springs have a very sorry time for some considerable distance. Fate was against us, however, for that unmistakable bump, bump, bump, which proclaims a flat tyre brought us to earth. Thanks to the spare wheel which we carried, this did not delay us many minutes, and we were soon on our way again.

Once on the excellent surface of the Guildford road, we were able to indulge in a burst of speed, and with the road, as it seemed, tearing towards us and the wind singing in our ears, we experienced that feeling of exhilaration and buoyancy which is one of the charms of motoring.

The turn up to Newland's Corner called for an application of the brakes, but we were able to hang on to top gear and leave a goodly portion of the hill behind us before second was engaged. Newland's Corner is a fair climb, but the Swift made no mistake in second, and upon nearing the summit we were able to change up.

From here to Pebble Coombe, the third and last hill, apart from the grandeur of the scenery, the run is uninteresting, although the photographic eye was responsible for many a stop.

The average gradient of Pebble Coombe is about 1 in 8, the last portion, which is also the steepest,



The only trouble experienced during the run—a flat tyre. It took but a few minutes to change wheels.

being about 1 in 6. We were able to make good headway on top, then a rapid change to second, and as we approached the stiff portion down we came to bottom. As on the other hills, the engine in the Swift revved round merrily and with not the slightest sign of a falter, surely and steadily passed over the summit. This practically marks the end of the course, as the run down Box Hill to Burford Bridge does not call for much effort on the engine's part, and we ran down to the hotel very well pleased with the machine's performance and general behaviour.

THE CALL OF THE ROAD.

THE ROMANCE OF A CYCLECAR FACTORY.

THE JOTTINGS OF JOHN GILPIN, JNR.

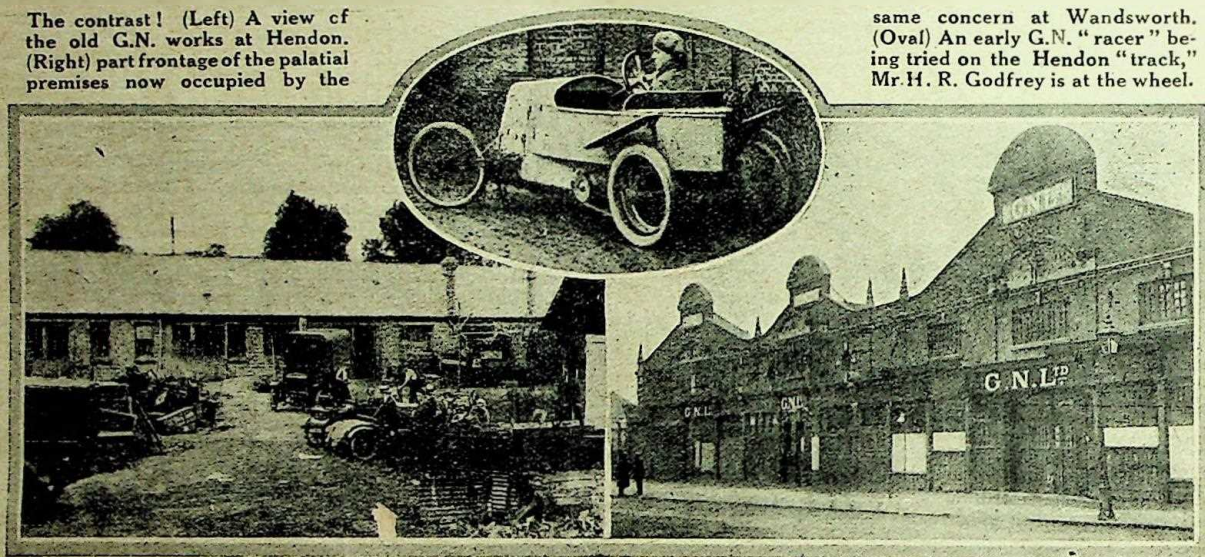
I BOUGHT my first cyclecar from a little band of enthusiasts who followed a precarious policy born of a firm conviction in the ultimate success of their machine, and without a proper factory, hardly any tools, but with a great deal of perseverance produced a very occasional car in a group of old cowsheds misnamed "the works." That cyclecar was the G.N., which sprung from an idea that a motorcycle might be constructed on car lines, and, therefore, the subsequent application of the term "cyclecar" to this hybrid, a name which was invented by Colonel Lindsay Lloyd, of Brooklands fame, was really a very true description. Quite early its progenitors, Messrs. H. R. Godfrey and A. G. Frazer

of the shed to the entrance of the narrow track which formed the approach to "the works." One day a customer, who had had something done to his steering, proceeded to go for the "record": most unfortunately some misguided genius put his steering on the wrong way round, and, as he turned his steering wheel to the right, leaping forward at speed, the car shot viciously to the left and collapsed a heap of wreckage against the opposite wall. That was all in a day's work, and as cyclecars were rather simply built, the damage was soon repaired.

At the back of the cowsheds there was a field, in the narrow circumference and mire of which G.N. enthusiasts would tear round at thrilling speed.

The contrast! (Left) A view of the old G.N. works at Hendon. (Right) part frontage of the palatial premises now occupied by the

same concern at Wandsworth. (Oval) An early G.N. "racer" being tried on the Hendon "track," Mr. H. R. Godfrey is at the wheel.



Nash, from whose surname initials the name of the machine was formed, found that the chief difficulty was to make a motorcycle engine work satisfactorily under more arduous conditions when installed in a car chassis, and they turned their attention to the design of an engine which ultimately became the present 90 degree twin, and thenceforward engine difficulties disappeared. They ran through the gamut of troubles with belts and chains, and although the type of drive which ended in two belts driving the rear wheels was really very satisfactory, the present production, where the final drive is by chain, undoubtedly meets more fully popular misconceptions and prejudices.

What happy inconsequential days those were! The little band of enthusiasts knew their customers by their christian names, and as their customers were quite as enthusiastic as themselves they never minded in the least the spirit of levity with which complaints were treated. Did one complain that exhaust valves were burnt out quickly, then he was assured solemnly that the explanation was simple and the trouble easily remedied: sure, the damage must have been caused by a bluebottle proceeding up the exhaust pipe and biting pieces out of the offending valve! In the old works there used to be quite a competition as to who could drive a car out

That sporting proclivity was even encouraged when more modern works were built at Hendon. The number of cars turned out was now beginning to assume "mass production," for at least one a week appeared. Machinery was not very plentiful and the works were fairly roomy; what more natural than that a little miniature racing monocoque, with an old single-cylinder De Dion engine, should be strung together and ridden in turns round the miniature motordrome, the aforesaid works supplying the track and the course being between the machinery, the stores and the chassis in course of erection. Occasional mishaps would occur, and an error of judgment would cause a collision with one of the cars in course of erection: a council of war would be held and eventually it would be decided "That's Bertie's car; he won't mind, he's a sport. Shove on a new wheel to-morrow."

Many jolly evenings we spent in the works, taking it in turns to provide liquid and solid refreshment. One day one of the members of the party produced a sporting rifle; in a few minutes a target was erected at one end of the works, and before the evening was finished very little brickwork round the spot was left, as can be imagined. On another occasion it was decided to see if a petrol gun could be evolved with the aid of a G.N. engine. The exhaust pipe was

**"Unusual Activity
on all Fronts."**

**But the usual
questions asked.**

COMFORT INSURANCE.

Care-free Motoring during 1920.

In the United Kingdom to-day there are, approximately, 300,000 motorists and motorcyclists who do not appreciate the fact that a modest annual payment will ensure their comfort on the road and secure for them "an immunity from every form of vexatious trouble, as complete as it is unobtrusive."

These motor vehicle users have not yet joined the Automobile Association, consequently they are not entitled to participate in the trouble-saving Road Service which the Association provides for its 125,000 members.

To the new motorist the services of the A.A. are doubly valuable, for, in addition to ensuring his comfort on the road, the Association's qualified engineers will advise him on the choice of a car or motorcycle, will conduct tests of new or second-hand vehicles, and will render all possible assistance in connection with technical matters concerning cars, parts, and accessories.

When "ready for the road" and before starting on a tour, the member can consult the Touring Department of the A.A. for reliable road information and obtain a specially prepared route to suit his individual requirements.

Whilst touring the A.A. patrols will be found on practically every main road. Their services are of great value, for the patrols are thoroughly acquainted with all local conditions affecting road users, and are competent to undertake minor roadside adjustments. In the event of a break-down a "mechanical first-aid" machine carrying spares and tools necessary for light repairs to cars or motorcycles can be summoned from the nearest roadside telephone.

The A.A. and M.U. handbook contains a list of over 1,200 hotels, classified on a star basis, where accommodation has been inspected and approved by the Association; also the names

and addresses of 1,600 officially appointed agents and repairers, capable of meeting members' requirements with regard to repairs, etc.

Should the member be charged with an offence under the Motor Car Act, all he has to do is to place the matter in the hands of the Association and the case will be defended, free of cost, by the Association's solicitors in any Court of Summary Jurisdiction in the United Kingdom.

Every motorist, therefore, who is not already a member of the A.A. should send a postcard to the Secretary, The Automobile Association, 29, Farnham House, Whitcomb Street, London, W.C. 2, for a copy of "The Key to the Open Road," which shows the way to care-free motoring and will be sent post free



Legal Hints for New Motorists

2. DRIVING LICENCE. Application for drivers' licences should be made to Council of County or County Borough in which applicant resides. The licence must always be carried when driving. It remains in force for twelve months, and must be renewed immediately if applicant is still driving a motor vehicle.

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No. 3
(June Issue)
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THE CALL OF THE ROAD (contd.).

extended 20 ft. by means of a tin pipe, and a hard wad of paper got ready for insertion at its further end. The engine was started and "revved" to its fullest capacity, and then, while one switched off, the other inserted the wad of paper: the unburnt gases would accumulate under terrific pressure in the pipe, and just as the revolutions were dying away, the ignition would be switched on again and the wad of paper would fly hundreds of feet away through the open door of the factory with a report only equalled by a subsequent visitation of Gothas which very nearly bombed the works out of existence.

The other day I visited the fine works at Wandsworth. What a change met my eye! Instead of the handful of mechanics and half-a-dozen tools—driven, by the way, by a G.N. engine—I found many hundreds of workers, hundreds of tools of the most modern

description, fine large airy works, and the most business-like methods of production. Indeed, so great has become the business that the office staff alone more than equals the hands employed before the war. It is gradually becoming entirely self-supporting, with its own furnaces for the heat-treatment of metal, its own quite modern paintshops, and rapid repetition machinery producing every part. The general lay-out of the chassis has not varied much, but, individually, each part is far better made than ever it used to be. I noticed several little points which used occasionally to give me trouble in the two G.N.s I owned between 1912 and 1916 had been improved away, and the whole machine strikes me as a thoroughly sound and workmanlike proposition, although it is perhaps a little noisy, but one to make its owner even more enthusiastic than the early cyclecarists who were the pioneers of the new motoring movement.

JOHN GILPIN, JNR.

127,000 Members.

The Automobile Association and Motor Union now boasts of no fewer than 127,000 members, amongst whom are now included H.R.H. Prince Henry and his Equerry, Wing Commander Lewis Greig.

Country House Works.

What is called the Welfare Section of a works is assuming more and more importance as time goes on. This section deals with the human side of the business, runs a house magazine, and generally organizes the social part of the worker's life.

When a works are located in the country, the task of starting cricket, football, and tennis is simplified. The Humber Co., at Coventry, have a splendid recreation ground for their employees. Next to them are the Hillman works, where, in an old-fashioned house situated amidst extensive and picturesque surroundings, the Hillman social club is found. Curiously enough, the present works entrance was the entrance to the drive leading up to the house. The Hillman offices used to be the old lodge, and the drive, with its avenue of trees, which the rapidly-expanding shops have cut in two, is now obliterated.

Left-Hand Steering Condemned.

The lay Press is taking up the question of left-hand steering and condemning it as being unsatisfactory for use in a country such as this, where the rule of the road is Keep to the Left.

A Possible Increase of Rover Capital.

At an extraordinary general meeting of the Rover Co., Ltd., held on May 21st, a resolution was passed increasing the capital of the company to £1,050,000 by the creation of 350,000 new shares of £1 each.

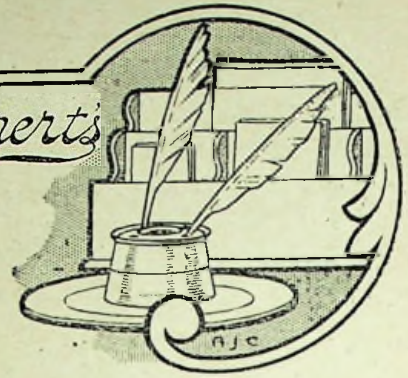
It was explained by the chairman, Col. W. F. Wyley, that it was not the intention of the directors to make the issue of shares immediately, but that this would be done when the development of the business required additional capital.

The chairman further stated that the issue price would not exceed the 25s. mentioned in the circular of May 12th, 1920, and that the payments would be spread out so that everyone could take up their proportion with as little inconvenience as possible. Due notice will be given to registered shareholders at the time the issue is to be made.

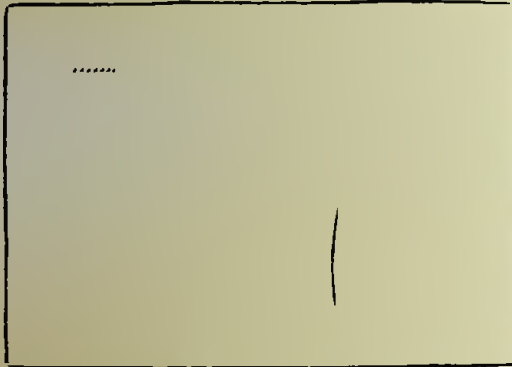
How the Derby Route was arrowed by our associated journal "The Motor." The work was carried out with the help of a G.W.K. light car, and the "arrower" is seen fixing the last sign within sight of the grand stand.

from an Expert's Notebook

By D'AM Low, A.C.G.I. Etc



IT may seem passing strange to many people, but it is nevertheless a fact, that some time ago I refused to have my copies of *The Light Car and Cyclecar* bound together, and likewise I refused to exchange them for bound volumes. As it happens, I consider that my reason speaks "volumes" for my feelings. The fact is that I read all the advertisements and find them exceedingly interesting. Some



I read through over and over again, wondering if they *really* can be true, and others I treat with the respect that their dignity deserves.

Many years ago I constructed a machine from a pair of invalid tongs, and was able to reproduce all kinds of small drawings on a large scale; the "pantograph" is now quite a common addition to any engraving machine, and when I saw this word in connection with G.N. cyclecars I at once lit another cigarette and prepared to study it all in detail. According to the announcement concerned, the powers that be of G.N. cyclecars look upon the "pantograph" with horror, and I fully sympathize with this attitude. I have often said that a miniature light car is like an ordinary car looked at through the wrong end of a telescope, and would appear to be designed for the one purpose of making the driver look small.

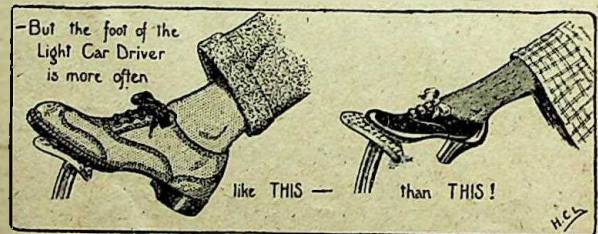
All the best light cars have distinctive features; we all know that a reproduction on a small scale of a large piece of machinery is not cheap, and still less is it satisfactory. If motoring is ever to become cheap, the need of the small light car user must be studied from rather a new standpoint, and each part must be made, bearing in mind the work it is called upon to do. Let us take the pedals. The feet of men who use light cars are quite as large, if not larger, than those who drive 60 h.p. Mercedes, and yet we always seem to find that pedals on small cars are diminutive. When the question of cyclecars arises, the position needs still more emphasis.

To divide the dimensions of an ordinary car by 1.5 would not produce a satisfactory vehicle, and I must say that the ordinary cyclecar has suffered seriously in this respect. For many years cyclecars

were produced in rather an amateurish manner, anything was good enough, and now their reputation is only beginning to recover from the strain. Many cyclecars and light cars are not reliable. I know I shall be told the tale of wondrous reliability and many gold medals which have been earned by traversing the remarkable distance of no less than 250 miles without one single breakdown, but this is not what reliability means to the big car owner. Reliability means a car which will run for at least four years on end without replacements at the ordinary private owner's mileage of some 5,000 per annum.

In the early days the great trouble was engines, and discussions were usually reduced to a description of "how fast a car would climb a given hill, thus bringing out its wonderful power," or "how many miles it would run before some form of repair or stripping was necessary." The entire absence of skilled repairers during the war and the use of air-cooling for aircraft and similar purposes has largely remedied engine trouble, but transmission and general chassis details are not by any means up to large car standard. It is the original light car or cyclecar that requires encouragement, and it is open to grave doubt whether many of the little runabouts now beginning to appear would survive such a test as that of an A.C.U. six days reliability trial.

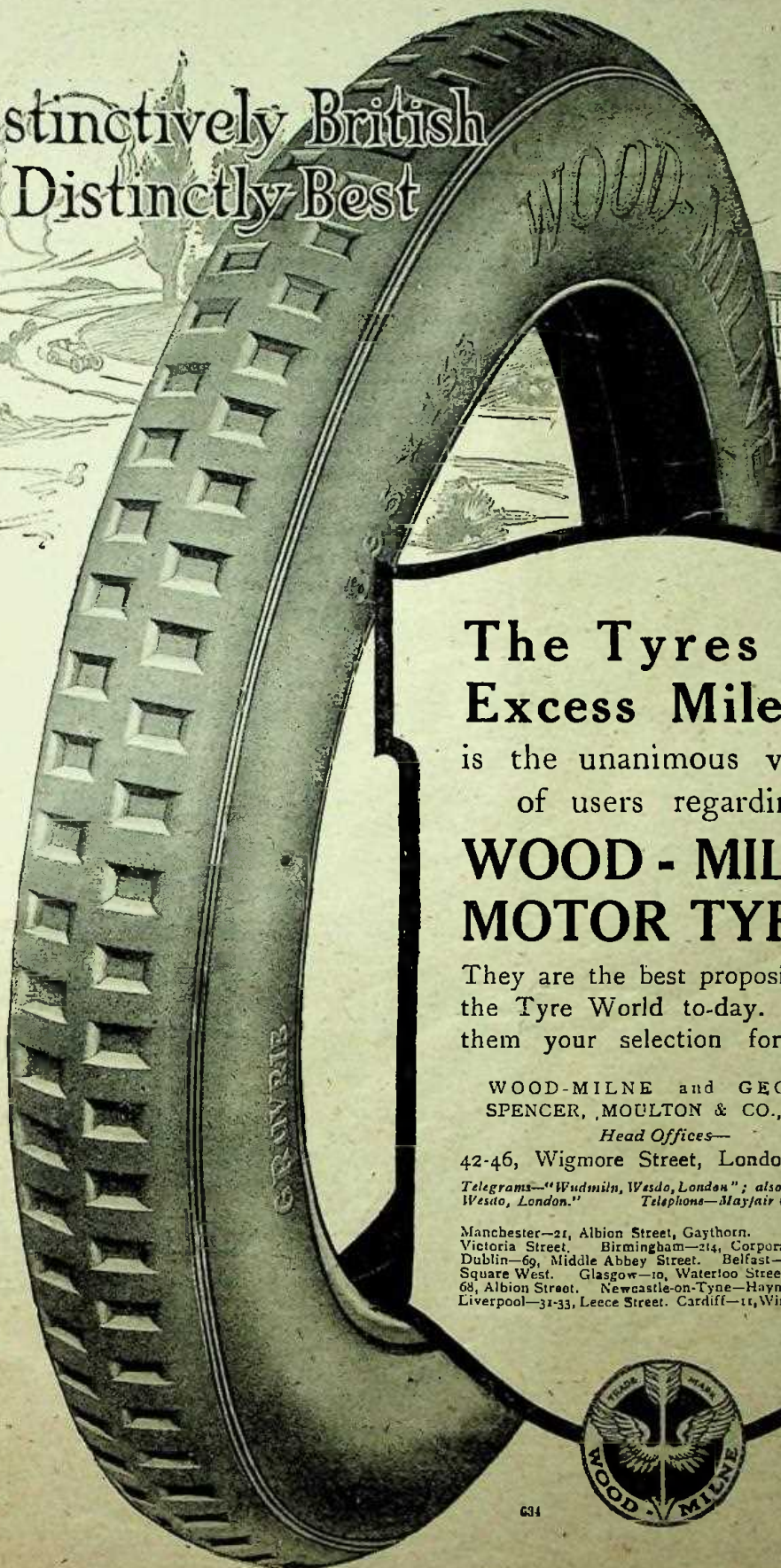
Some will say that the surfaces and hills met on these trials are not "standard." They are quite right; but neither does six days in the hands of an expert represent the use to which an ordinary machine is put in its life of four or five years driven by a busy man who may be enjoying, so far as he



can, his first experience of the finest utility sport in the world. Before cyclecars were treated seriously it used to be very fashionable to criticize door locks, handles, and accessories, but now a little attention should be given by critics to transmission. On any large car of reputable make a back axle can be forgotten; but although luxurious bodies are helping to make luxurious transmissions, trouble in this respect is fairly common on cars of 10 h.p. and less. The driver of a small car will often have to use his machine hard, and he will often be quite inexperienced. The engines may not have a large reserve of power, and consequently fast driving over bad surfaces to make up time will result.

It is all this that gives such an excellent opportunity to the simple form of transmission for the really simple cyclecar. Most chains and belts have

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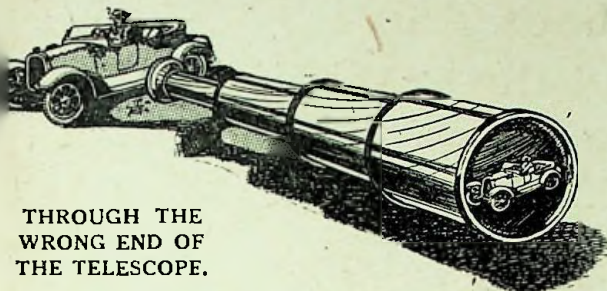
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AN EXPERT'S NOTEBOOK (contd.).

great advantages. A belt allows for a non-rigid chassis and a rough engine, without detracting from the comfort of passengers and driver. A chain, to a slight extent, has also these advantages; but, above all, it will maintain good efficiency even when badly treated. Well over 90 per cent. of efficiency is



THROUGH THE
WRONG END OF
THE TELESCOPE.

Is this really our ideal of a modern light car?

easily obtained from a chain drive, yet how often is this fitting made without taking advantage of its strength. It is really a disgrace for a chain to break on a chain-driven car, for extra heavy chains are never a disadvantage. I have been told that on a certain make of machine the driver can only tell if a chain is broken by letting a canary into the chassis—if it can escape a chain is missing!

Transmission trouble with belts is bad enough, as a belt will stretch before breaking; transmission trouble with a chain is very dreadful, and its breakage serves to draw attention to the fact that no piece of mechanism is ever rigid; which must be allowed for, above all, in cyclecars. From transmissions to top gear performances is not a very far cry, the close connection between the two would very soon be appreciated if a competition were held for efficiency of transmissions.

I have recently been driving a new car, not, of course, new in the sense of real newness, for such a thing has long been impossible. "New" I use in the sense of *different*. When driving a different car to that which one has been attached, it is surprising how many noises and knocks seem to be in evidence.

and one of the first questions asked by friends is: "Can you come all the way on top from so-and-so, because I can on my 10 h.p. what-you-may-call-it." The fact is that all engines are far too big for the work they have to do, and in the coming time of fuel difficulties this is going to be very important, as is proper design for induction and pump efficiency. A racing car is usually fairly efficient thermally, and there is no reason why a fast car should be bad on consumption. A car which has a "woolly" engine and is able to keep on top gear without knocking is extremely pleasant, and if transmissions were not so inefficient much more top gear driving could be done, with a consequent saving in petrol consumption and a saving in wear and tear on the nerves of the driver.

Gear changing is unpleasant not because it is difficult but because it is productive of vibration and noise. Everybody knows how nice it is to put a car in neutral and drive down a long hill after a difficult climb: it is almost worth such a piece of bad driving to feel the real comfort due to effortless and vibrationless running. To make an engine vibrationless at all speeds would be far too costly for general practice and, therefore, we should make the best of things without it. It surprises me that more experiments have not been done with such types of transmission as the old Humphris gear, variable



Chain or belt? Both have their advantages, but the adoption of one or the other opens up fields for criticism.

bevel or worm. I know several concerns that are now actually testing such a device; one of them used to construct a very fine belt-driven machine: the moral is fairly obvious. No light mechanism will stand harshness—neither will any sensible passenger or driver.

Average Prices of Second-hand Light Cars.

The figures given are merely the average for six weeks of the prices at which second-hand light cars and cyclecars are offered in our advertisement columns, and do not necessarily represent the actual value of the cars.

	1913. 1914. 1915. 1916. 1917.						1913. 1914. 1915. 1916. 1917.						1913. 1914. 1915. 1916. 1917.				
	£	£	£	£	£		£	£	£	£	£		£	£	£	£	£
A.C. Sociable ...	80	90	105	—	—	Douglas ...	—	—	230	—	—	Morgan de Luxe ...	—	120	135	160	175
A.C. ...	170	330	415	425	—	Duo ...	—	130	140	—	—	Morris-Oxford ...	360	315	330	380	—
Adamson ...	—	157	167	177	—	—	—	—	—	—	—	—	—	320	350	—	—
Adler ...	—	260	—	—	—	Enfield, 10 h.p. ...	—	150	250	270	—	Perry ...	115	230	230	245	—
Alldays, 10 h.p. ...	170	270	260	298	390	—	—	—	260	280	—	Raleigh ...	—	245	260	270	—
Alldays Midget ...	120	130	280	335	—	Enfield Autolette ...	82	89	102	—	—	Ranger ...	—	73	—	—	—
Arden ...	—	217	—	—	—	Globe ...	100	—	115	—	—	Ritz ...	—	—	155	170	—
Atalanta ...	—	—	137	—	—	G.N. ...	100	140	160	170	—	Saxon ...	—	160	175	205	220
Autocrat ...	—	160	—	—	235	G.W.K. ...	205	222	280	285	400	Singer ...	—	285	336	377	410
Baby Peugeot ...	—	165	220	230	—	—	—	230	290	—	—	—	—	300	395	450	480
Bayard ...	200	220	270	—	—	Hillman, 9 h.p. ...	185	250	345	—	—	Standard ...	—	200	350	400	—
Buckingham ...	—	155	—	—	—	—	—	350	—	410	—	Stellite ...	—	—	310	315	325
Calcott ...	—	350	360	420	500	Horstmann ...	—	240	250	300	—	Swift, 7 h.p. ...	165	210	250	—	—
—	—	—	400	425	—	Humberette (a.c.) ...	130	157	165	—	—	Swift, 10 h.p. ...	—	315	375	400	—
—	—	—	440	485	—	Humberette (w.c.) ...	95	134	192	—	—	Tiny ...	—	—	145	—	—
—	—	—	930	425	—	Hurlincar ...	—	—	275	—	350	Tweeney ...	—	—	70	75	—
Calthorpe ...	—	375	390	440	450	Invicta ...	—	85	—	—	—	Victor ...	—	—	120	145	—
—	—	—	400	480	520	Jowett ...	—	—	300	350	—	Violet-Bogey ...	—	—	97	—	—
Carden ...	—	60	80	90	—	—	—	—	117	190	—	Warne ...	—	—	80	—	—
Charronette ...	—	150	—	195	195	Lagonda ...	115	243	140	—	—	Warren-Lambert ...	—	140	—	—	—
Chater Lea ...	100	180	200	225	—	Lucar ...	—	—	195	—	—	Whiting-Grant ...	—	90	180	—	—
Crescent ...	—	180	150	—	—	Marlborough ...	—	320	360	—	—	Winco ...	—	—	127	—	—
Crouch ...	70	95	120	140	—	Mathis ...	—	184	—	—	—	—	—	—	—	—	—
Day-Leeds ...	—	—	145	222	—	Meteorite ...	—	175	270	—	—	—	—	—	—	—	—
Deamster ...	—	220	260	270	—	Morgan Sporting ...	90	138	150	160	180	—	—	—	—	—	—
De P... ..	95	115	120	—	—	Morgan G.P. ...	80	138	165	190	200	—	—	—	—	—	—

*Coupe. †Four-seater. ‡Three-seater.

THE MOTORIST'S WORKSHOP

FEW USEFUL HINTS AND TIPS.

An Easily-made Turntable.

The simple turntable described will be found useful in cases where no reverse is fitted to the cyclecar. Three planks are required, two to form the main members and the other to form a cross-piece. The side members should be of fairly stout material, as these have to support the weight of the car. The distance between them should be such as to agree with the track of the vehicle, whilst the length of the H

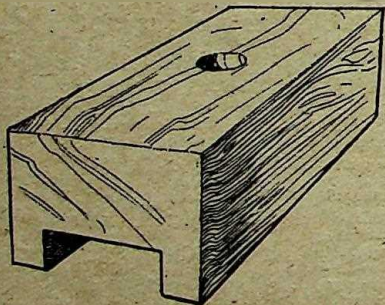
A simple form of turntable—a very useful adjunct in the garage.

frame should be a little more than the wheelbase. A number of castors should now be fitted at the points indicated. To strengthen the structure, the ends should be connected by cross-pieces. A $\frac{1}{2}$ in. bolt is now cemented head downwards in the centre of the garage, a suitable bearing being provided in the main cross-member of the H frame. A ramp is fitted at the forward end, up which the car can be driven. The whole device can be made for a few shillings by anyone capable of handling woodworking tools.

C.D.-C.

A Drilling Accessory.

If a number of holes are to be drilled in a wooden member and it is essential that they should all be parallel to its sides, a useful device can be made from



A hard-wood block which serves as an aid to accurate drilling.

a block of hard wood. The block should have a lip on each side, so that it may fit squarely on to the member to be drilled. The block itself will have a hole accurately drilled through it of such diameter as just to clear the bit in use. In effect, this guide will serve to keep the bit straight, and greater accuracy will thus be obtained.

J.T.A.

A46

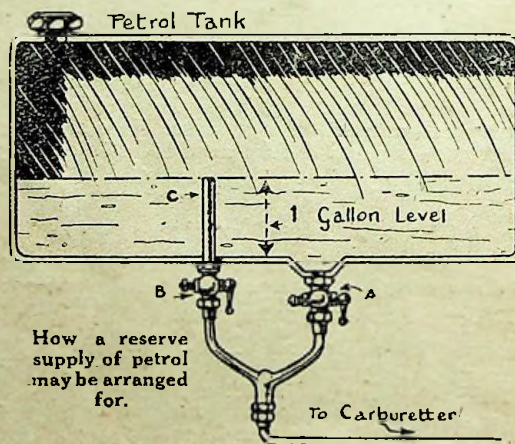
Carry an Oilcan.

An unusual squeak is often a source of much annoyance, and but few owner-drivers trouble to carry an oilcan. This is a very useful accessory, and should be carried in a suitable clip secured to the dash inside the bonnet. One form of squeak is that which is set up when the clutch pedal is depressed. This is usually attributable to the clutch actuating fork being absolutely dry at that point where it makes contact with the thrust collar. A few drops of oil will immediately remedy matters. It is good policy to run over all such parts periodically with the oilcan, and mysterious squeaks will be conspicuous by their absence.

T.W.

A Reserve Petrol Supply.

To remove any anxiety which may exist as to the amount of petrol in the tank, and, further, to remove the necessity for carrying a spare tin of spirit, the following alteration may be carried out by those mechanically inclined. A few inches from the existing petrol tap (A) drill a hole to receive a threaded



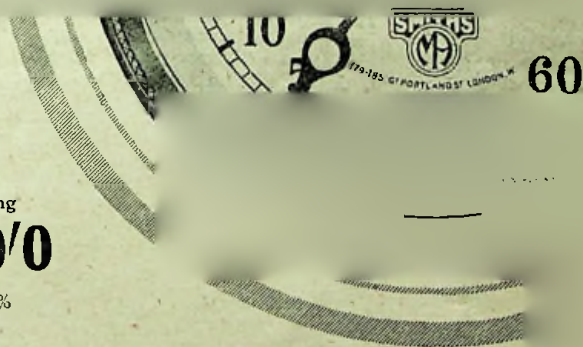
flange (B), to which is fixed a copper tube (C). It will be seen from the sketch that this pipe is carried up well within the tank, and it is suggested that at least one gallon of petrol should be in the tank when the aperture in this tube remains uncovered by petrol. A tap (B) is now screwed into the flange, and a Y-piece connected to tap (A) and the carburettor feed pipe. The main supply will be from the tap B, the reserve being governed by the tap A. The quantity of spirit held in reserve will be directly governed by the length of pipe C.

C.D.-C.

Short contributions to this feature—up to 150 words in length—will be welcome. If possible, rough sketches should be enclosed illustrating the point of the paragraph.—Ed.

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THOUGHTS & OPINIONS

NOTICE TO CORRESPONDENTS.

Preference is given to letters intended for publication which are to appear above the writer's name and address, but where this is not desired, initials or a nom de plume will be substituted if requested. In view of the

The Suggestions of To-day may be the Realities of To-morrow

peculiarly wide publicity afforded to letters on light car and cyclecar subjects appearing in these columns, readers are asked to make their letters as brief as possible so that a greater number may be published. Letters received up to Monday morning first post usually appear in the following Friday's issue.

Short Measurement Complaint.

I feel it my duty to fellow motorists to draw attention to yet another way in which the already overburdened motor users are taken in. On two occasions during the last week I have asked for petrol in two different garages. Noting that my mileage was far below what it should be, I had the petrol put in by a half-gallon measure. On each occasion the tins which were sealed barely contained $1\frac{1}{2}$ gallons. I commented on this to the garage proprietors, and was informed that it was a very common occurrence.

Berwick-on-Tweed.

A. E. BRUMELL.

* The installation of roadside pumps, which is going on apace, will remove the possibility of motorists receiving short measure. There is little doubt that the cans are correctly filled before being sealed.—ED.

Standard Machines in Competition.

Referring to the letter of your correspondent "A.M.I.E.E." on the above subject in your issue dated June 5th, we would like to point out that your correspondent's previous letter escaped our notice. We take this opportunity of giving the information required, as far as we are concerned, in respect to the Alms Hill climb, London-to-Manchester Trial, and London-to-Edinburgh Trial, which are the only events in which our cars have competed this year. In all three events the car driven by the writer was standard in all respects with the exception of the gear ratio, which was slightly higher than standard, being 4 to 1 top, 7.5 to 1 second, and 15.9 to 1 bottom. This departure from standard only occurs because the chassis used is a pre-war one, and is therefore fitted with a pre-war axle. The other car, which obtained a gold medal in the London-Edinburgh Trial, viz., Mr. Guy Waterlow's, was a standard car in all respects, the axle ratio being 4.3 to 1, which gives a low gear ratio of 17 to 1.

THE WARREN-LAMBERT ENGINEERING CO., LTD.
Richmond, Surrey.

The Cranial Capacity of Modern Man.

There are so many obvious reasons why 1,500 c.c. should be the limit of capacity for light car engines that I am not surprised that a less obvious one has so far escaped attention.

Few can doubt the appropriateness of the capacity of a man's cylinders being coincident with his cranial capacity, which in the case of modern man is just under 1,500 c.c.

Similarly 1,600 c.c. should suit the swollen headed, and ladies should content themselves with 1,400 c.c.

Exmouth.

G. R. GRAY, M.B.

Water as a Fuel?

In reply to your correspondent Mr. A. J. Ellis, whose letter appears in your issue dated May 22nd under "Water as a Fuel," I might say that electrolytic action is a technical impossibility, one might add also an absurdity. Certainly, an engine could be run as an experiment on the gases obtained by decomposition, but only at an excessive cost. It is a simple matter of chemistry and physics to prove that to split up water into its elements requires vastly more energy to do it than could be obtained from the gases by combustion, and it would obviously be much more practicable to utilize the electrical power directly to produce mechanical power by means of an electric motor.

H.B.

Growth of the Movement and Rising Prices

Instead of addressing your appeal "for the cause of the new motoring" to your general readers, could you not make it to the light car manufacturer, for it would appear that the growth of the movement has much to do with soaring prices, as well as the rising cost of manufacture.

The supply might more nearly meet the demand if the manufacturer concentrated on production instead of on floating his company, and if he did not make a larger profit per car from the lucky ones who obtain delivery and can still afford to pay his price.

E.A.B.

There is many a cool retreat even in the heart of London. This is a view looking into the Serpentine from the bridge. The cyclecar is a standard model G.N.

THOUGHTS AND OPINIONS (contd.).

THE LONDON-EDINBURGH TRIAL.

Remarks on Lack of Organization Received with Disapproval.

I was astonished to read the letter from "F.H.," which you published last week, on the subject of the lack of management by the M.C.C. in the recent Edinburgh Trial. It is perfectly obvious that the writer of this letter has had very little experience of competitions, and absolutely no idea whatever of the enormous amount of work involved in organizing such an event. I would like to remind him, also, that practically the whole of the work put in by the M.C.C. committee and members of clubs throughout the route is voluntary. Perhaps if "F.H." had realized this, he would not have written such an unsporting letter. I have no particular friends on the M.C.C. committee, but, in fairness to the Club, I should be glad if you would publish this letter stating the views of an ordinary competitor.

"F.H." gives himself away in his first paragraph, in which he states: "It is such a very simple matter if anyone with the necessary ability and tact, and also the requisite keenness after the result . . . to get down to the job." This proves that he has never had anything to do with the organizing of a competition. The only part of his letter with which I agree is the fact that three-quarters of an hour is rather short for replenishing both the vehicle and oneself, but as the trial already takes 24 hours, any further prolongation would render it even more trying to competitors.

Anyone would imagine, from reading "F.H.'s" letter, that he expected the M.C.C. committee to act as nursemaids, not only before and during the trial, but after its completion. It is surely not their job to take competitors by the hand at the end of the trial, conduct them to a hotel, and bath and feed them, as "F.H." appears to think they should do.

The hotel trouble in Edinburgh, where it was experienced, was entirely the fault of competitors; those who had sufficient foresight to both book rooms and order meals, letting the hotels know the time they would arrive, were properly looked after.

Again, on the subject of Kirkstone Pass it should hardly be necessary to point out to "F.H." that no club has the right to close any public road in order to make things easier for competitors. If I were a motorist not interested in trials, and wished to descend Kirkstone Pass, I should not feel very pleased if I were told either to wait for three hours or to go round by the longer route, though I hope I should be sufficiently sporting to carry out the club's request. As regards baulking on the Pass, it is an admitted fact that a very large percentage of the entrants were comparative novices, who have not learnt the art not only of not baulking others but of not being baulked themselves. Experienced competitors did not start the ascent immediately behind half-a-dozen other cars which might baulk them, and regulated their speed during the easier sections of the climb in a similar manner so as not to get just behind any vehicle which would be likely to baulk them.

"F.H." finishes up by saying these things are done much better in smaller clubs he "wots" of. Perhaps it has not occurred to him that small clubs usually run small trials, and that with an entry of 380 odd and over 600 people wanting meals at hours out of the ordinary, competitors were very lucky indeed to get anything to eat at all. Such a letter as you have published will probably leave the M.C.C. unmoved, as they are too dignified a body to be worried by such foolish statements.

ANTI-GROUSER.

A Simple Solution to a Mysterious Trouble.

On May 17th I took delivery of a 10 h.p. sports model light car. On May 27th the speedometer showed that I had done 1,250 miles, and this without any trouble, which included the J.C.C. run from London to Manchester. Up to that time the car had not misfired once. On May 28th, I took the machine from Southport to Keswick, where I made my headquarters for four days. On the journey I did not drop below second on any hill, but on the second day the car suddenly started to miss slightly on one plug. This I cleaned out and put back again, when she still continued to miss, so I put in a new one. The plugs, I would mention, were insulated with mica. The engine then ran one or two miles, and then suddenly, whenever faced with any work, such as a hill, commenced to miss badly. On the level the running was perfect, but gradually got worse on hills, until, finally, I had to come down to first gear on gradients that I could take on top previously. The symptoms were as follow, and can be best illustrated by one trip.

I attempted Kirkstone Pass, and got about one-third of the way up on second, when the engine seemed to dry up, just as though it had seized, accompanied by loud explosions in the carburetter. I promptly changed down to bottom, when the machine pulled away again for about 20 yards, and again suddenly appeared to seize. I stopped the car, and let the engine run with the clutch out, and then tried again, when she pulled away for 20-30 yards, and dried up again. This necessitated me running backwards for 100 yards in order to turn round to get down to the bottom again.

The trouble was also accompanied by terrific knocking wherever the ignition lever was placed.

I managed to get back to Keswick, when I thoroughly overhauled the carburetter and petrol flow, also cleaned out the petrol sieve, and eliminated the petrol supply as far as the valves. I examined the valves, and there was no stickiness,

and they were all adjusted correctly, and the timing was O.K. I then tried the oil pump to see if it was getting enough oil, and this was working correctly. I next tried the magnet and the make and break were all right and the timing in order. The compression of the cylinders was good. I cleaned the plugs, which were in extremely good condition considering they had done 1,200 miles, the carbon coming off when wiped with a rag. I then took the car out again, and for the first two or three miles it ran like a clock, but as soon as the engine got warm the whole trouble developed again. On my return journey, when turning up the Kendal Road on the hill out of Windermere, matters became worse than ever, not only popping back in the carburetter but the trouble was accompanied by the most colossal "knocking" I ever heard. This finally put me on the track of the trouble, as I remembered an article which appeared in your journal some few weeks ago stating that the writer "did not consider that 80 per cent. of the troubles which were accompanied by "popping back" in the carburetter were due to the valves, but to the plugs. As soon as I arrived in Kendal I had four new Lodge plugs put in, and the engine at once ran as perfectly as ever. As it happened, I was standing under a patch of sunlight when I was examining the old plugs, and at the very bottom of the old plugs I found that the mica had burnt up, and become frizzled in an exactly similar way to celluloid, and this was almost touching the central electrode, and this, of course, as soon as the plugs got real hot, became incandescent, the result being pre-ignition under load.

Although I have driven and owned motorcycles and cars for the last ten years, this trouble has caused me more perplexity than any I have yet encountered, and totally baffled all the mechanics in three different garages.

* BETUOT.

OF VITAL INTEREST TO THE NEW OWNER-DRIVER.

Next week's issue of "The Light Car and Cyclecar" will contain the first article of a series dealing with the working, care, and maintenance of a light car or cyclecar.

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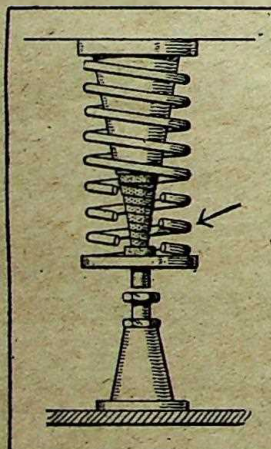
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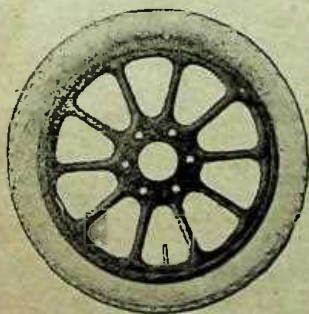
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A53

LOOK!

We beg to announce that we have already placed on the market and delivered a few of our

Menley Light Cars

Abridged Specification. — 8 h.p. Blackburne engine, 3 speeds and reverse, central control gate, cone clutch, starter, final twin belt, 2-seater body, windscreen, etc.

This car will climb almost any hill on top gear, and is fast, reliable and comfortable, and of most pleasing sporting design.

Write us now for full particulars to secure early delivery.

Provisional Price **£250**

THE MENLEY MOTOR CO.,
KINGSFIELD WORKS,
BASFORD, STOKE-ON-TRENT

BRAND
LEATHERCLOTH

is just what you need for
your car upholstery.

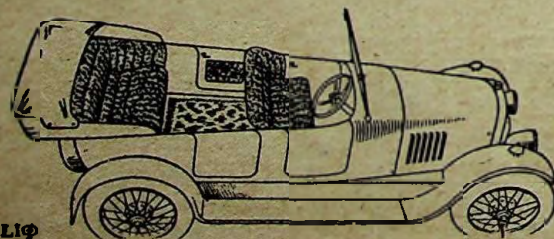
Practically every leather grain is reproduced—it looks like leather but wears infinitely longer. It is soft and pliable, is dust, stain, grease and waterproof, and can easily be washed when soiled.

Your car seating will last as long as the car itself—will be absolutely weatherproof—and it will never look shabby—if you make sure you get "Rexine."

Over 70,000 cars were upholstered in "Rexine" last year.

If any difficulty in obtaining, write the makers:

REXINE LTD., Rexine Works, Hyde, Nr. MANCHESTER.



L19

PRICES' MOTOR OILS.

M.P.G.

FUEL AND OIL ECONOMY

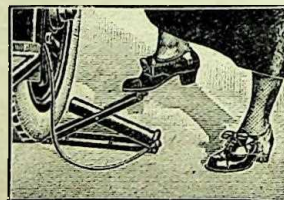
Our Two Leaflets, of which over 75,000 copies have been applied for and distributed in the past 3 years, deal in a thoroughly practical manner with the problems of carburation and lubrication, particularly with a view to reducing consumption—and, therefore, effecting economy—by simple methods.

PRICES' COMPANY LIMITED
BATTERSEA LONDON · S · W · 11

The Famous MORTIER FOOT PUMP

Inflates a tyre easier and quicker than any other.

Compact in form.
Light in weight.
Perfect in principle.
Simple in construction.
Few working parts.
Cannot get out of order.
British Manufacture.
Will fit in corner of tool box.



32/6

Size
12" x 3" x 3"
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American
Adapters 9d.
Motorcycle
Adapters 6d.

Correct Position for Use.

Retail from Motor Agents and Garages. Wholesale from Motor Accessory Factors. Send for full particulars and illustrated list to—
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GEARS

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Motor Replacements for Cars or Lorries.

Send your inquiries to—

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Cooke St., Old Trafford, MANCHESTER.

'Phone—101, Trafford Park. 'Grams—"Lange" Ring, Manchester."

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All that is required is a description of any Motor Vehicle Repair Work done on any Drummond Lathe, with sketches or photos if possible.

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AN EFFICIENT CLAIM SERVICE.

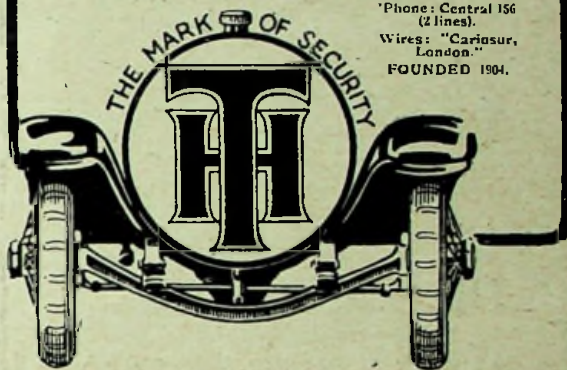
Write for 1920 Prospectus—

HAROLD TOWNEND, LTD.

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13-14, Abchurch Lane, King William Street, LONDON, E.C.

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FOUNDED 1904.



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MANUFACTURERS
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**The Carden Engineering Co., Ltd.,
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SALES DEPARTMENT ... 1, Launceston Place, W.8.

TO THE
READER

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

SECOND-HAND

AND NEW
LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

For Advertisements in this section: 12 words, 2/- (minimum) 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 25, 15 per cent. for 52. Terms: Cash with order, and otherwise net. Cheques, Postal Orders, etc., should be crossed and made payable to Temple Press Ltd.

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 No. 6837, "The Light Car and Cyclecar," count part of the advertisement.

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (3d. in the £ 2 1/2 minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 1 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.

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

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

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

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

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue.

Whilst every precaution is taken to ensure accurate printing, the Publishers will not be responsible for printer's errors, nor will they be responsible for advertisements that are left in their possession for more than one year.

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

Head Office: 7-15, Rosebury Avenue, London, E.C.1. Telephone No. 5292 Holborn (five lines). Telegrams: "Pressimus, Holb., London."

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

NOTICE.

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

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE.

A.C. Sociable for sale, modern type, excellent condition, fully equipped, £285; trial, 29 Allport St., Upper Baker St., London, N.W.1. 395-4106
A.C. 1919 24 seater, dynamo lighting set, speedometer, etc., £510. Alfred Wastnag, 65 Gt. Portland St., W.1. Tel., May. 3005. 394-437
A.C., late 1919, wide 2 seater, dynamo, disc wheels, as new, £225. 736 West End Lane, N.W. 6. Hampstead 7931. 394-6841
A.C. F.O.C.H. have an A.C. clover-leaf body, fully equipped, ready for the road. Fair Offer Car House, 5 Heath St., Hampstead (near Hampstead Tube Station). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 394-393

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

A.C. 1914 2 seater, dynamo lighting, overhauled, repainted, beautiful condition, £335. Atkins, Church Row, Bethnal Green, E. 2. 394-4103
A.C. Sociable, splendid condition, hood, screen, lamps, speedometer, etc., £290; seen evenings and week-ends. 51 Byne Rd., Sydenham, S.E.26. 394-4238
A.C. 10hp 1914 2 seater, detachable wheels, 5 lamps, complete equipment, good order throughout, £315. 32a Chester St., Grosvenor Place, S.W. 394-475
A.C. 2 seater, dickey, electric light, disc wheels, stored during war, original bodywork, in excellent condition, fast and reliable car, any trial, £120. Phone, Museum 5173. F., 53 New Oxford St., W.C. 394-4236
ADAMSON, 1914, recently overhauled, complete with hood, screen, lamps, etc., smart little car. Longley, Shoredun, Uplands Park, Enfield. 394-4264
ALLDAYS 1914 10hp 2 seater, in good condition throughout, 5 detachable wire wheels, tyres in very good condition (3 brand new); seen and tried any time; price 300 guineas. Plastow, 13 and 15 Osborne St., Grimsby. 394-435
ARDEN 1915 streamline 2 seater, 10hp, 4 cylinders, gate change, hood, screen, dynamo lighting, electric horn, smart little car, £265, offers, exchange. 24 Beauval Rd., East Dulwich. 394-4272
ARGO 4 cylinder 10hp, as new, £195. 215 Hammersmith Rd., W. 6. 394-4166
AUTOCRAT light car, 1914, 8-10hp, 3 speeds and reverse, gate, stream-line, bulbous back, 2 seater, pointed radiator, Zenith, accumulator lighting, hood, screen, speedometer, pump, jack, etc., recently overhauled, £300. Slobo and Piggott, 106a Vaughan Rd., Coldharbour Lane, S.E. 394-4154
A.V., 8hp, March, 1920, dickey seat, electric lights, Klaxon, spare tyre, complete toolkit, excellent condition, any trial, mileage 850, owner buying larger car, £167 or near offer. Price, Inverernan, Farnborough Rd., Farnborough. 394-4119
A.V. monocar, 1915 model, just overhauled, 5hp J.A.P. engine, tyres perfect, speedometer, very fast machine, a bargain at £80. Box No. 6357, c/o "The Light Car and Cyclecar." 394-4223
A.V. monocar, 8hp J.A.P. engine, 1919, painted white, Binks carburettor, tyres and engine excellent condition, bargain, £125, any trial given. Old Bridge Garage, Staines. 394-4163
A.V. 1919, new condition, 6hp, complete equipment, nearest £130. Tom Widding, Standish, Lancashire. 394-4135
A.V. F.O.C.H. have a 1920 A.V. 2 speed, dickey, electric lighting, discs, small mileage, ready for the road. Fair Offer Car House, 5 Heath St., Hampstead (near Hampstead Tube Station). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 394-391
A.V. monocar, 1920, 8hp, 2 speed, dickey, only week or two old, running perfectly, £180. Davenport, 46 Telford Ave., Strathane Hill. 394-4123
A.V. monocar, 5-6hp, 2 speed, late 1919, splendid condition, electric lamps, £150, will drive any reasonable distance to purchaser. J. Rowe, Nevill St., Abergavenny. 394-4271
A.V. monocar, May, 1920, 8hp, electric lighting, Smith's horn, tool kit, £175. A. W., c/o Woodnutt and Co., St. Helens, L. of W. 397-269
A.V. monocar, 1920, 8hp J.A.P., 2 speeds, dickey seat, electric lighting, Klaxon horn, spares, all tools, jack, pump, fully insured, run under 90 miles, owner bought larger car, 170 guineas. On view garage of W. D. Horn, Argyle St., Birkenhead. 395-4267
A.V. monocar, 5-6hp, as new, discs, electric lighting, very fast and sporty, £115. Cooke, 21 Grays Inn Rd., W.C. 395-4214
A.V. 1919 (late) 6hp monocar, electric lighting, tyres as new, disc wheels, £125 A.S.C., 60 Mortimer St., W.1. Tel., 6626 Museum. 394-467
BABY PEUGEOT, 1915, 3 speeds, new tyres, Stepnay, lamps, just being repainted, moderate price. Maude's, 100 Gt. Portland St., London, W.1. 394-401
BABY PEUGEOT, 1915, 3 speed, electric lighting, 2 new tyres, excellent condition, £215. Below. 394-4215
BABY PEUGEOT, 1915, 3 speed, electric lighting, Stepnay, exceptionally fast, £230. Below. 394-4215
BABY PEUGEOT, 1915, 3 speed, Stepnay, speedometer, mechanically perfect, £230. Below. 394-4215
BABY PEUGEOT, 1915, stored 3 years, perfect condition throughout, £235. Overend and Cotton, 19 Grafton Mews, Warren St., W.1. Phone 6380. 394-4106
BABY PEUGEOT, 1915, in excellent condition throughout, complete with lamps, 2 horns, 2 spare tyres and Stepnay, luggage carrier, etc., £225. 30 Harrington Rd., South Kensington Station, Kensington 7215. 394-462
BABY PEUGEOT, 1915, 3 speeder, model de luxe, beautiful condition, £240; several others in stock in first-class order and ready for service. Apply to Keyser's, Baby Peugeot Specialists, 33 Holland Park Mews, W.11. Near Holland Park Tube Station. Telephone, Park 4140. 394-469
BAYARD 8-10hp 4 cylinder 2 seater, enclosed valves, smartly repainted, reliable car, £250, offers, exchange. Thomas, 24 Townley Rd., East Dulwich. 394-4722
BLERIOT 1920 model 2 seater, 8hp Blackburne engine, 5 detachable wheels and tyres, hood, screen, lamps, recently delivered from works, £280. F. G. Cox and Co. and Howard Stephens, Ltd., Colston St., Bristol. Telephone 2451. Telegrams, "Speedy." 394-4222
BLERIOT-WHIPPET, specially tuned, exceptionally easy starting, full equipment, trial, best over £260. Putney Motors, Ltd., 187 Upper Richmond Rd., Putney. 394-4118
BUCHET 10hp 4 cylinder 1916 2 seater, fitted Warland dual rims, dynamo lighting, beautiful condition, very economical, £375. 69 St. Paul's Avenue, Willesden Green, London. 394-4257
CALCOTT coupe, late 1919, special body, dickey seat, dynamo lighting, new set of tyres, excellent condition, perfect running order, £650, trial by appointment in London. Apply, Box No. 6637, c/o "The Light Car and Cyclecar." 394-390
CALCOTT, 1916, 10.5hp, dickey seat, speedometer, spare wheel, dynamo lighting set, Klaxon horn, run 11,000 miles, owner-driven, price £200. T. O. Messenger, Old Park Farm, Adisham, Canterbury. 394-4166
CALCOTT 1915 2 seater, 10hp, dickey, dynamo lighting, speedometer, 5 detachable wheels, all new tyres, Klaxon horn, bulb horn, hood, screen, all fittings, just repainted, £355. Box No. 6684, c/o "The Light Car and Cyclecar." 394-4244

Readers are referred also to "THE MOTOR," which contains each week many hundreds of advertisements of new and second-hand cars. "THE MOTOR" is published on Wednesdays, price 6d.

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CALCOTT 10hp 1915 2 seater, dickey seat, dynamo lighting, detachable wheels, speedometer, full equipment, splendid order. £445 32a Chester St., Grosvenor Place, S.W. Vic. 5837. 394-476

CALCOTT 1914 2 seater, electric side and tail lamps, recently repainted and overhauled. Smith and Hunter, 77 Gt. Portland St. 394-478

CALTHORPE coupe, new condition and perfect, dickey seat, dynamo lighting, £650, small mileage, owner driven; can be seen any time. Wangye Hall, Chadwell Heath. 395-617

CALTHORPE, 10hp, 1913, detachable wheels, good mechanical condition, 2 seater, hood, screen, fast, price £275. Wilson, Hill and Co., Ltd., 110 Gt. Portland St., W. Telephone, Mayfair 4711. 394-306

CALTHORPE 1920 4 seater sports model, just received, run 200 miles, Broit lighting and starting, what offers? Box No. 6655, c.o. "The Light Car and Cyclecar." 394-1148

CALTHORPE, 1919, 10hp, standard touring model, grey, 1 and 2 seats, beautiful car, as new, offers. Leamington Automobile Co., 2 Parade, Leamington Spa. 395-159

CALTHORPE, 1920, special London-built sporting 2 seater body, complete with bulbous back containing concealed dickey seat, dynamo lighting, self-starter, £625. Stretton and Smith, 23 Woodstock St. off New Bond St., W.1. 394-497

CALTHORPE 1920 4 seater, dynamo, self-starter, full equipment, mileage 200. Below. 394-1148

CALTHORPE 1920 2 seater, sporting type, dynamo, self-starter, electric horn, mileage 30. Smith and Hunter, 77 Gt. Portland St. 394-466

CALTHORPE 15 2 seater, 10hp, sporting. 215 Hammersmith Rd., W. 6. 394-1167

CALTHORPE, 1919, sports model, 2 seater, aluminium bonnet, dynamo lighting, bulbous back, large luggage locker, 5 disc wheels, all in nearly new condition, £525. Jennens, The Old Brewery House, Stratford-on-Avon. 394-396

CALTHORPE, F.O.C.H. have a smart roomy Calthorpe coupe, dynamo and starter, dickey, completely overhauled and repainted, ready for the road. Fair Otter Car House, 5 Heath St., Hampstead (near Hampstead Tube Station). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 394-384

CALTHORPE MINOR coupe, 1916, Ford dynamo lighting set, Bedford cord upholstery, recently overhauled and repainted grey with black wings, in perfect condition, first nearest offer to £380 secures. R. Morgan, Rose Acre, Shinccliffe, Durham. 394-1161

CARDEN, late 1919, 8-10hp, tandem seater, complete with hood, Triplex windscreen, electric head, side and tail lamps, Klaxon horn, oversize tyres, perfect condition, £160, London, Box No. 6665, c.o. "The Light Car and Cyclecar." 394-1138

CARDEN, 1919 (September), aluminium discs, Smith's trip speedometer, Stewart mechanical horn, electric lighting, 4 new tyres and 1 spare cover and tube, spare belt and chain, special engine, £150. Henry, 22 Grosvenor Rd., Chiswick. Phone, Chiswick 1186. Seen and tried after 6.30. 394-1175

CARDEN, late (December) 1919, 2 seater, 8-10 J.A.P., P. and H. lighting set, extra large generator, windscreen, discs, tools, spare belt and tube, cover for both seats, £150 or best offer. Goudie, 25 Maxwellton St., Paisley. 394-397

CHARRONETTE coupe, London built; seen in Birmingham; immediate sale, good running condition, cash price £400. Box No. 6680, c.o. "The Light Car and Cyclecar." 394-1223

CHATER LEA 1915 2 cylinder 2 seater, dickey seat, Bosch magneto, worm drive, shock absorbers, 45 miles to gallon, 3 speed and reverse, Stepmey, speedometer, new tyres, in top-hole condition, go anywhere, £225, will consider combination and cash. 35 Beechdale Rd., Brixton Hill. 394-1234

CITROEN 1920 4 seater, dynamo lighting, self-starter, run 300 miles. Smith and Hunter, 77 Gt. Portland St. 394-489

COVENTRY PREMIER, 1914, 4 wheeler, in first-class order, £150; fullest particulars by post, no dealers. Martin, Customs House, Beachley, Chertsey. 394-1158

CROUCH 1920, only done 500 miles, hood, screen, horn, spare wheel, all lamps, tools, £295. Service Co., 292 High Holborn, W.C. 1. 394-386

CROUCH 1919 2 seater, lamps, speedometer, etc., £265 for quick sale. Write, 20 Lauriston Rd., Brighton. 394-1136

CROUCH, 1920, for immediate delivery, complete as per makers' specification, including spare wheel and tyre, mileage negligible, list price £320. A.S.C., 60 Mortimer St., W. 1. Tel., 6626 Museum. 394-468

CROUCH 1914 3 seater, speedometer, tyres, new, complete with lamps, tools, 265 guineas. Talbot, Heron Court, Richmond. Phone 1697. 394-466

DAY-LEEDS 1920 10hp coupe, new 6 weeks ago, Bedford cord lined, double dickey, body by Blackburn Aviation Co., 2 windows each side, very smart car, £619, owner buying 4 seater. 6 Linden Rd., Didsbury, Manchester. 394-1129

DEEMSTER car, 1920, 10hp, mileage under 500, new condition, lovely car, full equipment, dynamo lighting, seat-starter, £165. 12 St. Barnabas Rd., Cambridge. 394-6780

DEEMSTER 10hp 2 seater and dickey, 5 detachable wheels, fully equipped, just overhauled, £275, no offers. Dublin, Chemist, Ealing. Phone, Ealing 81. 394-1247

DOUGLAS 1920 light car, engine No. 369, 2 seater, 10.5hp, C.A.V. electric lighting and starting, Riley detachable wheels and spare, Dunlop tyres, speedometer, hood, tools, registration, all complete, £550. Tamplin's Garage, Heath Rd., Twickenham. Phone, 96 Richmond. 394-1168

DOUGLAS, 1920, 6 weeks old, 23 seater, electric lighting and self-starter, spare wheel, hood and side curtains, blue, upholstered navy, speedometer, and all tools, perfect, £525. Clark, Manor House, Shepperton. 394-1225

1914, 8hp, 2 seater, speedometer, lamps, Stepmey, repainted and od, £130; exchange combination. Wilson, Lancaster Rd., Ux. 394-1192

1920, standard, dynamo lighting, 2 large headlights, spare wheel, hood covers, perfect order, owner getting larger car, best offer over Box No. 6658, c.o. "The Light Car and Cyclecar." 394-1115

N., 8-10 J.A.P., sporting body, overhauled and re-coachpainted, as new, lamps and Klaxon, etc., £150 or offer. H. A., 75 Downs Rd., Clapton, E. 5. 394-1279

G.N., 1914, fully equipped, completely overhauled, £135, offers. Preedy, "The Grange," Kennington, Kent. 394-1221

G.N., 1920, as new, dynamo lighting, speedometer, special deep screen, spare wheel and tyre, sight-feed lubricator, electric horn, extended undershields, detachable cushion covers, petrol can (painted) on step, discs, delightful car, best offer over £275. Chas. Turner, Automobile Consulting Engineer, Kenil. 394-1252

GORDON, smart 2 seater, 8-10 J.A.P., dynamo lighting, 4 detachable wheels, mileage under 2,300, £100. French, 119 Brecknock Rd., Tufnal Park. Trial by appointment. 394-1283

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

GORDON cyclecar, powerful 8-10 J.A.P. twin engine, Chater Lea 3 spe and reverse, 5 steel wheels, hood, screen, lamps, Klaxon horn and too fine running order and general condition, £130 lowest. 23 Hillcrest View, Spencer Place, Leeds. 394-1278

G.W.K. 1915 3 seater, de luxe body, 5 detachable wheels, lamps, tools, good condition, £270. Tyler, Rotherby, Jenner Rd., Guildford. 394-1131

G.W.K. for sale, 1913, 2 seater, completely overhauled and painted, Binks 3 jet carburettor, acetylene and electric lamps, 2 4 volt accumulators, tyres excellent, 1 new, Stepmey, best offer over £200. The Fife Electric Power Co., 8 New Row, Dunfermline. 391-398

G.W.K. 1915 2 seater, with lamps, horn, speedometer, tools, 5 detachable wheels, etc., thoroughly overhauled and repainted, £265. Matthews, 49 Sidwell St., Exeter. 394-1110

G.W.K. 1920 2 seater and dickey, dynamo lighting set, small mileage, £470. Alfred Wastnag, 65 Gt. Portland St., W. 1. Tel., May. 3005. 394-138

G.W.K. 1919 2 cylinder 2 seater, 5 detachable disc wheels, all accessories, in good condition, unused during winter months, privately owned, £310. C. Eales, Exeter College, Oxford. 398-1159

G.W.K. 1915 3 seater, new hood, 700 by 80 tyres, all lamps, tools, cork disc, £265, perfect order. Blake, 216 Westbourne Grove, W. Phone, Park 3222. 395-1218

G.W.K., 1920, 4-cylinder, 4-seater, dynamo lighting set, fully equipped, done small mileage. Mebes and Mebes, The Original Light Car Specialists, 111, 134-6 Gt. Portland St., W. 1. Tel., 3426 Mayfair. 391-67

G.W.K. 1919 (November) 4 cylinder 4 seater, low mileage, several extras, £435. Autovoyers, 36 Victoria St., S.W. 1. 309 Victoria. 394-512

G.W.K., 1915, in perfect running order, 2 seater and dickey, 7 lamps (oil and electric), Stepmey, speedometer, etc., tyres good, £263. Dougal, 22 Southend, Croydon. Phone 2162. 394-1284

G.W.K. 1914 2 cylinder 2 seater, just overhauled and in perfect order, owner accepting delivery of 5 seater, £250. Newman, 98 Wellesley Rd., Croydon. 395-1281

G.W.K., 1920, 4 seater. Palmer cords, dynamo lighting, low mileage, list price, P. Hampson, 44 Regent Rd., Peaton, Staffs. 391-1384

G.W.K. 2 seater, 1914, 3 lamps, hood, screen, horn, tools, etc., excellent condition, £265. 32a Chester St., Grosvenor Place, S.W. Vic. 5837. 394-472

G.W.K. 1920 4 seater, 4 cylinder model, dynamo, spare rim and tyre, mileage 650. Smith and Hunter, 77 Gt. Portland St. 394-482

G.W.K., 1915 (late), de luxe, tyres new, speedometer, clock, 3 seater, full kit tools, paintwork as new, 263 guineas bargain. Talbot, Heron Court, Richmond, S.W. Phone 1697. 394-464

G.W.K. (3), late 1914, tyres new, speedometer, clock, mirror, electric horn, extra air, luggage carrier, cream and black, £265, £250, £230. Talbot, Heron Court, Richmond, S.W. Phone 1697. 394-465

HAMPTON, 1920, 2 seater, with large dickey seat, in excellent order, electric starter and lighting set, 2 spare wheels, all in excellent order, price £550. Box No. 6663, c.o. "The Light Car and Cyclecar." 394-449

HORSTMANN, Neville Hodson Motor Co., Ltd., 51 West St., Brighton, being authorized agents, can give early deliveries. Book your orders now. Write for our delivery dates. 394-491

HORSTMANN 1920 10hp broad 2 seater, dynamo lighting and self-starter, speedometer, clock, discs to wheels, dickey seat. G. L. Francis and Co., 169 Shaftesbury Avenue. Phone, Gerard 3288. 394-431

HORSTMANN, 1915, 2 seater and dickey, dynamo and accumulator lighting, oversize tyres, detachable wheels, colonial back axle, complete, £283; also 1918 Horstmann, fitted with 1920 back axle, overhauled and repainted, 3 brand new tyres fitted, complete with lamps, horn, etc., £305. 30 Harrington Rd., South Kensington Station. Kensington 7215. 394-463

HORSTMANN, 1919-20, delivered end of February, 2 seater, dynamo lighting, 5 detachable wheels, self-starter, speedometer and all accessories, very small mileage, in perfect condition, £385, can be seen in London. Write, W. T., Box 77, S. H. Benson, Ltd., Kingsway Hall, W.C. 394-1107

HORSTMANN, 10hp, 1914, 2 seater, engine and paintwork in excellent condition, 40 m.p.g., £260. Upperfold, Liphook. 394-1191

HORSTMANN, 1919, 2 seater, dark grey, black wings, detachable wire wheels, Palmer tyres, dynamo lighting and starter, excellent condition throughout, only done small mileage. Harrison, Watergate, Grantham. 394-1239

HUMBERETTE, 1914, overhauled by makers, £50, repainted, new hood, new upholstery, 5 new tyres, lovely car, £150; another, £135. 138 Sheen Lane, S.W. 14. 394-1217

HUMBERETTE, 1914, better than new, repainted black and white, new hood, re-upholstered, new tyres, £47 spent with overhaul at makers, £150; another, £135. 138 Sheen Lane, S.W. 14. 394-1211

HUMBERETTE, 1914, a.c., recently overhauled and in good mechanical condition, £125. Martin, 2 Knowle Rd., Bristol. 394-1102

HUMBERETTE, late 1913, owner-driven, excellent condition, repainted, thoroughly overhauled, new pistons, cylinder, pinion, Dunlop 700 by 80 tyres, new spare ditto and tubes, sundry spares, hood, lamps, Stepmey, jack, tools, £185, owner getting larger Humber. Hiatt, Coltswood House, Clevedon, Som. 394-1130

HUMBERETTE, 1915, water-cooled, 8-10, 2 seater, lamps, horn, pump, jack, etc., new hood, screen, excellent running order and condition, £135. 436 Whitehorse Rd., Thornton Heath, S.E. Phone, Croydon 2531. 394-1109

HUMBERETTE, 1914, water cooled, Stepmey, usual fittings, overhauled, nearly new tyres. Smith and Hunter, 77 Gt. Portland St. 394-485

HUMBERETTE, smart, sound condition, hood, screen, Stepmey, lamps, overhauled and new crown wheel and pinion fitted, £135. Seen and tried evenings and week-ends. 51 Byno Rd., Sydenham, S.E. 26. 394-1238

HUMBERETTE, 1914-15, water cooled, chassis overhauled, as new, Stepmey, speedometer, disc wheels, etc., very smart, £250. Apply, Northern Hoy, Alsager, Cheshire. 394-1147

HUMBERETTE, 1914, w.c., complete with hood, Stepmey, lamps, speedometer, original paint, engine just overhauled and new rear pinion fitted, £135, or exchange Ford car or combination. Stanford, Midland Bank Chambers, Yeovil. 394-1289

HUMBERETTE, Spare parts for Humberettes, replacements and repairs. Humber, Ltd., Canterbury Rd., Kibbura. Phone, Willesden 1298. 394-904

HUMBERETTE, 8-10hp, a.c., first-class running condition, thoroughly overhauled, price £130. Owner, 16 Cedars Rd., Chiswick, W. 1. 394-1239

HUMBERETTE, Shp. a.c., excellent condition throughout, first-class appearance, fully equipped, £145; trial. 29 Allsop St., Upper Baker St., London, N.W. 394-1286

HUMBERETTE, air cooled, just overhauled and repainted, any trial here. Matson, Tenterden, Kent. 394-1276

KENDALL cyclecar, 2 speeds, hood, screen, splendid condition. 245 Hammersmith Rd., W. 6. 394-1161

LAGONDA, 1915, coupé, electric headlights, spare wheel and tyre. Seen and tried at Metropolitan Garage, Newcastle Pl., Edgware Rd., W. 394-1283

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

LAGONDA 1914 coupe, good running order, engine completely overhauled, February, all tyres good, 5 lamps, spare wheel and tyre, £210. Lieut. Col. Weston, Heath Drive, Camberley, Surrey. 394-1151

LAGONDA 11hp 1915 coupe, detachable wheels, 5 lamps, horn, tools, etc., good order, any examination, £285. 32a Chester St., Grosvenor Pl., S.W. Vic. 5637. 394-174

LAGONDA coupe, 1915, detachable wheels, dynamo lighting, speedometer, new Zenith carburettor, doing 40 m.p.g., recently overhauled, £375, entertain Morgan or G.N. exchange. MacDonald, 17 Shaftesbury Rd., Coventry. 396-2148

LAGONDA coupe, 1919, green, black wings, plated fittings, C.A.V. dynamo lighting, detachable wheels, good tyres, speedometer, electric and ordinary horns, fully equipped, new condition throughout. Mebes and Mebes, The Original Light Car Specialists, 141, 151-6 Gt. Portland St., W. 1. Tel. 3436 Mayfair. 394-109

LAGONDA 1920 coupe, dynamo lighting and starting, mileage 750, but equal to new, £525, Ipswich. Box No. 6571, c/o "The Light Car and Cyclecar." 394-1306

LAGONDA, September, 1916, coupe, just overhauled, and repainted dark blue, in splendid order, spare wheel, 5 lamps, horn and tools, £325. Chapple, Moor Row, Cumberland. 394-1223

LITTLE MIDLAND 2 seater, 1914, 8hp J.A.P., 2 speed, chain drive, new pistons, bushes, gears, tyres, hood, lamps, screen, spares, owner bought Ford, cheap, £125. Clomontson, Beechwood, Mossley, near Manchester. 394-173

MATHIS 1915 10hp sporting 2 seater, painted silver-grey, discs, new tyres, 42 m.p.g., stored during war, owner taking new car, £360; drive away. Holland, 36 Griffith St., Ransden, Northants. 391-1165

MENDIP. Will sell my magnificent Mendip, 40-45 m.p.h., 35 m.p.g., 6 disc interchangeable wheels, wonderful springing, 1919, double dickey seat, 11hp, staunch and speedy, private sellers to private buyers only. Badoock, 41 Chelsea Park, Easton, Bristol. 394-1237

MERCURY light car, delivered new Christmas, 1919, fully equipped, dynamo lighting, aluminium bonnet, Triplex windscreen, double dickey, what offer? Moore, Waverley, Woodville, Burton-on-Trent. 394-1218

MERRALL-BROWN, 10hp, Coventry Simplex 4 cylinder engine, 2 speed, reverse, interchangeable wheels, spare wheel, unquestionably the world's best 3 wheeler. Lancashire and Cheshire Distributors:-Parker's, 245 Deansgate, Manchester. Bradshawgate, Bolton. 394-457

MERRALL-BROWN, 3 wheeler, 1920, 4 cylinder, special model, aluminium body, detachable wheels, C.A.V. dynamo lighting, fully equipped, done small mileage. Mebes and Mebes, The Original Light Car Specialists, 141, 151-6 Gt. Portland St., W. 1. Tel. 3423 Mayfair. 394-115

MORGAN'S. Hall's Garage, Ltd., Stevenage, can offer exceptional service facilities to Morgan owners. 426-354

MORGAN, 1920, aero body, dynamo lighting, discs, Klaxon, speedometer, clock, aluminium dash, special high gear sprockets, head, side, tail, and dash lamps, painted ultramarine blue with black wings. 7 Greville Pl., Mar's Vale, N.W. 6. 394-1278

MORGAN, 1919, long wheelbase sporting model, mauve, mileage 1,000, not yet been decarbonized or punctured, all lamps, horn, hood and screen, good reason for selling, £220 or near offer, a bargain. Ruthven, Park St., Bare, Morecambe. 394-1149

MORGAN, 1920, Grand Prix, 8hp J.A.P., Royal blue, discs, all complete, many extras, mileage negligible, unscored, £275. Mariner, Crowle, Doncaster. Phone, 14 Crowle. 394-1153

MORGAN de luxe, w.c., 1915, splendid condition, hood, screen, lamps, discs, tools, etc., any trial or inspection, £175 cash. F. Attwood, 13 Park Terrace, Swindon. 394-1155

MORGAN, Aero type, M.A.G., dynamo lighting, Zenith carburettor, aluminium dash, speedometer, clock, etc., spares, tools, new chains, long exhaust, disc wheels, painted red, very fast and smart, £270. 11 Oakhill Avenue, Hampstead. 394-1176

MORGAN, 1919 (July), Grand Prix model, water cooled, electric lighting, speedometer, horn, new tyres, perfect condition throughout, price £250. 93 Foxley Lane, Purley. 394-128

MORGAN, 1918, M.A.G. engine, Binks, complete, £190. Fisher, 39 Penny St., Lancaster. 394-1179

MORGAN, 1916, G.P. model, w.c., Binks carburettor, 1919 model, foot and hand controlled throttle, fully-equipped, hood, screen, Watford speedometer, acetylene headlamps on wings, P. and H. oil side and rear, mechanical horn, spare petrol can carrier with can, polished aluminium disc wheels, painted light French grey, offers. Ramm, The Orchard, Godstone, Surrey. Phone, 10 Godstone. 394-1181

MORGAN, Grand Prix, 8hp J.A.P. engine, electric light, water cooled, spare tyre, splendid condition, view Wednesday afternoon. Taylor, Rydal Mount, St. Helen's Rd., Ormskirk. 394-1193

MORGAN, 1920, air-cooled, sporting, complete with horn, all lamps, Low automatic generator, full kit, little used, £245 or close offer. Box No. 6672, c/o "The Light Car and Cyclecar." 394-1205

MORGAN, 1920, Aero model body, w.c.; S.P.A. honeycomb radiator, very fast, indistinguishable from new; seen any time. Phone, 151 Reigate. R. T. Alderton, Downside, Reigate Station. 394-1209

MORGAN, 1920, Grand Prix, w.c. J.A.P., disc wheels, lamps, etc., painted red, very smart and fast, new March last, £285. Wray, Station Rd., Harewood. 394-1222

MORGAN, 1920, sporting 2 seater, acetylene lighting, discs, painted red, exceptionally smart. Below.

MORGAN, 1920, water-cooled, M.A.G. engine, disc wheels, speedometer, Klaxon, many extras. Below.

MORGAN, 1916, G.P., disc wheels, electric lamps, painted blue, good order. Smith and Hunter, 77 Gt. Portland St. 394-480

MORGAN, G.P., w.c., 1916, like new, new chains, sprockets, special body, painted cream and black, Anster screen, hood, electric lighting, discs, horn, tools, several improvements, £220. Benny, Telowarren St., Camberne. 394-1245

MORGAN, 1919, de luxe, 10hp, water cooled, beautiful condition, £240; another, earlier, but excellent, £150; exchange, or accept half down. Buntjings, Motors, Wealdstone, Harrow. 394-1455

MORGAN, 1919, Grand Prix, special aluminium dash, clock, speedometer, Beat and Lloyd drip-lubricator, painted white and black lining, full tool kit, tyres new, owner taking delivery of larger car, £240; by appointment. Morris, 16 Alma Square, St. John's Wood, N.W. 8. 394-170

MORGAN, 1918, G.P., w.c., Royal blue, very fast, excellent order, acetylene lighting, all spares, £210. Williams, Clencle, Grosvenor Rd., St. Albans. 394-1274

MORGAN, James and Co. (Sheffield), Ltd., 263 Ecclesall Rd., Sheffield, are the Morgan agents and specialize in everything for same. If you are in any difficulty for parts wire us. Newly overhauled second-hand machines nearly always in stock. 394-503

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

MORGAN, 1914, sporting, all on, nearly new tyres, overhauled, £140. 113 Tunnacillo Rd., Newsome, Huddersfield. 394-1286

MORGAN, 1919, G.P., w.c. J.A.P., last, perfect, electric lighting, dash and inspection lamps, 2 new chains, 2 Triplex Aero windscreens, hinged, 1st, hood, Klaxon, spare A.M.A.G. tubes, etc., trial or examination, £250 or near offer. 19 Shakespeare Rd., Hanwell, W. 7. Phone, Paddington 4193. 394-1285

MORGAN, Grand Prix, July, 1916, newly upholstered, 1 lamps, 1 electric, discs, hood, windscreen, petrol tin carrier, tools, in good order and fast, £185. Rector, Great Warley, Essex. 394-1277

MORGAN, 1920, de luxe, a.c., J.A.P., lamps, etc., not scratched, £270. 2 Nightingale Rd., Lower Clapton. 391-388

MORGAN, 1919, de luxe, w.c. J.A.P., electric lamps, hood, screen, tools, disc, etc., excellent condition, £235. 194 Balham High Rd., London, S.W. 12. 394-395

MORGAN, 1914, sporting model, lately overhauled, tyres like new, new chains and dogs, Binks, Bonniksen, mechanically perfect, fine machine, appointment, bargain, £130. Marsh, Swaledale Rd., Sheffield. 391-1127

MORGAN, de luxe, a.c., 1916-17, French grey, discs, speedometer, clock, spares, new hood, cover, tyres, owner going abroad, 185 guineas. Adams, Hotel Broadstone, Dorset. 394-1121

MORGAN, 1919, Grand Prix, water cooled J.A.P., splendid condition, £210. Galpin, Aylesbury. 391-4108

MORGAN, G.P., late date, dynamo lighting, aluminium switchboard, volt and ampmeter, clock, speedometer, discs, well kept and smart little car, £255. White, 10 Harp Alley, Ludgate Circus, E.C. 1. Phone, Holborn 890. 394-1104

MORGAN, 1918, sporting 10hp, M.A.G., blue, new condition, discs, clock, speedometer, lamps, jack, tools, £240. 21 Berkeley St., Crosby Swinhorpe, Lines. 394-1185

MORRIS-OXFORD, de luxe, 1914 2 seat, dickey, 5 wheels, fitted special magneto, steering column controls, secret switch, 5 lamps, remarkable engine, late properly famous engineer, proof given, selling because new car delivered, £375, any conceivable trial. 5 Benhur Rd., Bedford Park, 98 Chiswick. 394-1191

MORRIS-OXFORD 2 seater, 1914, splendid condition, any trial, £300. Noble, 68a Baron's Court Rd., W. 14. 391-1157

MORRIS-OXFORD, 1914, 2 seater de luxe, Sankey detachable wheels, fully equipped and first-class running order, £325, any trial. Loveday, 5 Rosslyn Rd., Barking, Essex. 394-160

MORRIS-OXFORD 1914 2 seater, all accessories, £365. The Court Motor Co., 46 Upper Baker St., N.W. 1. 391-507

MORRIS-OXFORD, 1913, 2 seater, speedometer, clock, acetylene headlamps, recently repainted and just thoroughly overhauled. Smith and Hunter, 77 Gt. Portland St. 394-183

MORRIS-OXFORD, 1914, 2 seater, bought new 1915, only been 3,000 miles, paint, etc., like new, just overhauled, all new tyres, full equipment, bargain, £225. Box No. 6683, c/o "The Light Car and Cyclecar." 394-1213

MORRIS-OXFORD 10hp 2 seater, 1913, acetylene head and oil side and tail lamps, repainted green, 280 guineas; also Bayard 10hp 2 seater, oil side and tail lamps, finished green, £245. Shipside, The Motor Man, Showrooms opposite Victoria Station, Nottingham; also at Daybrook, Notts. 391-311

MORRIS-OXFORD 1914, de luxe 2 seater, White-Poppe engine, grey, nickel, mileage 10,000, perfect condition, accessories, owner-driven, £400, no offers. Miss Chetwynd, Woodstock Park, Sittingbourne, Kent. 395-1267

PERRY, 1916, 8hp, 2 seater, thoroughly overhauled, 5 detachable wheels, all tyres new, 5 lamps, horn, hood, screen, absolutely faultless, £245. Box No. 6682, c/o "The Light Car and Cyclecar." 394-1242

PERRY, 1916, 11.9, 2 seater, dynamo lighting, dickey, good order throughout. Smith and Hunter, 77 Gt. Portland St. 394-187

PERRY, 8hp, 2 seater, 5 Sankey detachable wheels, good tyres, 5 lamps, in first-class condition, £225. Private Owner, 60 Stanthorpe Rd., Stratham, S.W. 16. 394-1122

RICHARDSON 3-seater, 10hp Precision, ready to drive away, an excellent car. Wilkinson Bros., 234 Cloethorpe Rd., Grimsby. 399-581

RICHARDSON, 1920, 8hp, 23 seater, mileage 500, in splendid condition, complete with electric lighting, set, P. and H. headlamp, tools, horn, speedometer, etc. Box 6521, c/o "The Light Car and Cyclecar." 394-1216

RICHARDSON, 10hp Precision, as new, done 300 miles, maker's specification complete, cost £275, accept £215 cash for quick sale. 376 Manchester Rd., Bolton, Lancs. 394-1126

RILEY 2 seater, 8hp twin water-cooled, 2 speed, 1912 model, smart body, good condition, £112. 20 Thornton Ave., Streatham Hill, London. 394-1250

RITZ 10hp 4 cylinder, 2 seater body, with spacious locker at rear, complete with hood, gear, electric lighting, electric horn, speedometer, tyres good, mechanically sound and in excellent running order, price £210. P. and M. Showrooms, 4 Berners St., Oxford St., W. 1. 395-908

ROLLO cyclecar, rebuilt, new body, side-by-side 2 seater, new belts and tyres, 8hp J.A.P., Binks, Bosch, perfect condition, £130; Derbyshire. Box No. 6689, c/o "The Light Car and Cyclecar." 394-1208

SAXON, 1915, 4 cylinder, very smart, fast, any trial, 2 new tyres, others very good, 5 lamps, Stepney, accessories, £200. Snowden, Coventry Rd., Bedworth. 394-1161

SINGER, 1920, just delivered, 2 seater with dickey, dynamo lighting, starter, speedometer, clock, 2 horns, mileage 20, what offers? Apply, Box No. 6121, c/o "The Light Car and Cyclecar." 122-385

SINGER, 10hp, dynamo lighting, speedometer, etc., excellent condition throughout, £345. Lewis, 337 Ewell Rd., Surbiton. 394-0154

SINGER, 1914, dynamo lighting, new tyres, paint good, detachable wheels, perfect, £335. Blake, 216 Westbourne Grove, W. Phone, Park 3232, 395-1217

SINGER 1914 2 seater model, engine and transmission just overhauled throughout, usual equipment, £320. F. G. Cox and Co., and Howard Stephens, Ltd., Colston St., Bristol. Telephone 2451, Telegrams, "Speedy." 394-421

SINGER 1920 10hp standard 2 seater, dynamo lighting and self-starter, dickey seat. G. L. Francis and Co., 169 Shaftesbury Avenue. Phone, Gerrard 3288. 394-1129

SINGER 1920 2 seater, with dickey, starter and lighting, latest model, delivered May, £550. Box No. 6160, c/o "The Light Car and Cyclecar." 394-1143

SINGER, 10hp, 1920, complete, brand new February, mileage 1,200, tyres unpunctured, paintwork as new, everything nicely run into condition, nearest offer to £550. Hollis, Redruthen, Beech Hill Rd., Wylde Green, Birmingham. (Owner-driver.) 394-1152

SINGER, 10hp, 1914, electric side and tail, sound order throughout, genuine bargain, £300. Miss Allen, Wandie Court, Beddington, Croydon. 395-1172

SINGER, August, 1919, unpunctured, dickey and extras, condition as new, £480. 35 Stafford Rd., Wallington. Phone, Croydon 1643. 394-1182

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

SINGER, 1920, dickey, dynamo lighting, starter, electric and bulb horns, speedometer, small mileage, beautiful car, £350, or best offer, bought 1 seater. Rice, Northrepps, Franks Rd., Dovercourt. 391-6171

SINGER coupe, 1918, first-class condition, just been overhauled, absolute bargain at £255. Northern Counties Motor and Engineering Co., Ltd., Wigan. Phone 310. 394-423

SINGER light car, late 1917, very little used, private owner, in splendid mechanical condition, just overhauled, electric lighting, 5 lamps, spare wheel, 2 horns, all tools, real bargain, £420. Write, A. M. Harris, Ridgeacre Lane, Quinton, near Birmingham. 391-1219

SINGER 1919 10hp 2 seater, with dickey seat, dynamo lighting, spare wheel, speedometer, electric horn, tyres and general condition excellent, any trial, owner driven, £500. Linton, 100 Buccleuch St., Barrow-in-Furness. 395-1227

SINGER, 1907, 5 detachable wheels, lamps, hood, screen, smart, any examination, £310, quick sale, offers, exchange. 24 Beaulval Rd., East Dulwich. 394-1273

SINGER 1918, dynamo, detachable wheels, all accessories, first-class order and condition, £135. Below.

SINGER 1916, dynamo, detachable wheels, all accessories, £375.

SINGER 1914, dynamo, detachable wheels, all accessories, £335. The Court Motor Co., 46 Upper Baker St., N.W. 1. 394-501

SINGER, 1915, guaranteed perfect throughout, privately owned, £350 or near offer, no dealers. Full particulars, Box No. 6690, c.o. "The Light Car and Cyclecar." 394-1288

SINGER, 1920, with dickey, dynamo lighting and self-starter, small mileage. The Euston Motor House, 337 Euston Rd., N.W. Phone, 484 Museum. 394-1292

SINGER, 1919, 2 seater, dynamo lighting, electric and bulb horns, speedometer, clock, etc., small mileage, used summer months only and driven only by present owner, condition as new, £525. Wallwork, Jeweller, Crewe. 394-1250

SINGER, nearly new, self-starter, small mileage, seen mid-day, £55 g.n. Louvant, Manorgate Rd., Kingston-on-Thames. 391-1264

SINGER, 1914, 2 seater, dynamo lighting, speedometer, detachable wheels, etc., £350. Stubbs, 195 Moore Park Rd., Fulham. 394-1236

SINGER, 1917, 10hp, dynamo lighting, self-starter, detachable wheels, dickey seat, clock, speedometer, tools, splendid condition. B. S. Marshall, Ltd., 17a Hanover Sq., W.1. Mayfair 5908. 392-458

SINGER, 1914, limousine-coupe, dynamo lighting, detachable wheels, full equipment, etc., painted blue, upholstered Bedford cord, £385. 32a Chester St., Grosvenor Pl., S.W. Vic. 5837. 391-473

SINGER, 1919, 10hp 2 seater model, guaranteed indistinguishable from new, overhauled and repainted. Parker's, 245 Deansgate, Manchester. Bradshawgate, Bolton. 394-156

SINGER, 1920, 2 seater, dynamo, starter, dickey, run 200 miles only. Below.

SINGER, 1916, dynamo lighting, faultless order throughout, privately owned. Smith and Hunter, 77 Gt. Portland St. 391-179

SINGER, 1920, sporting, exhibition motor, electric starting and lighting, very fast, aluminium discs, speedometer, spare wheel, as new, £500 for quick sale. F., 63 New Oxford St., W.C. 394-1235

SINGER coupe, late 1919, engine nicely run in, first-rate condition, taken delivery larger car, well worth £600. Seen Garage, la Priory Ave., or write 46 Clovelly Rd., Harnsey, N.8. 394-1237

SINGER coupe, 10hp, 1920, dynamo lighting and self-starter, Royal blue, Dunlop Magnum tyres, done small mileage. Mebes and Mebes, The Original Light Car Specialists, 144, 154-6 Gt. Portland St., W.1. Tel. 3125 Mayfair. 394-414

SINGER 1919 2 seater and dickey, dynamo and self-starter, clock, speedometer, disc wheels, in very fine condition, £195. Alfred Wastnag, 65 Gt. Portland St., W.1. Tel. May. 3605. 391-439

SINGER, 10hp, 1914 model, complete with lighting set, perfect running £310. Apply to T. S. Chivers and Co., Ltd., Manor Rd., and East Rd., N.16. 394-1285

SINGER, 1914, 10hp, 2 seater and dickey, recently overhauled and refitted, dynamo lighting, first fair offer, owner taking delivery of new car. Tutty, Dale House, Wellesborough. 391-1191

SINGER, 10hp, 1916, privately owned, painted grey, condition as new, C.A.V. self-starter, dynamo lighting, black leather hood, 5 wheels, 3 new tyres, best offer over £400, larger car required. Bonney, 6 Bayford Rd., N.W. 10. 394-1123

SINGER, 1919 (December), brand new last Xmas, self-starter, dynamo lighting, practically unused, almost unsoiled, fast, a perfect little beauty, special price, £525, first cheque secured. Phone 2232 Croydon. Car at 12 Dunhered Rd. (North), Thornton Heath (near Pond). 394-1111

SINGER, 10hp, 2 seater, 1915, in splendid order, plated radiator, lamps, etc., Rotax lighting set, detachable wheels, owner driven. 54 Margate Rd., Portsmouth. 391-190

SINGER, 1915, overhauled and reupholstered, like new, dynamo lighting set, lamps, £375. Apply, 21 Ravenscroft Ave., Golders Green, N.W. 391-6777

SINGER, F.O.C.H. have a 10hp 2-3 seater, dynamo, ready for the road. Fair Offer Car House, 5 Heath St., Hampstead (near Hampstead Tube Station). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 394-392

SPEEDY 1920 cyclecar, 2 seater, demonstration model, 8hp J.A.P. engine, 2 speeds and reverse, disc wheels, electric lamps, hood, screen, £175, done under 300 miles. Letters only, Hamilton, 111 Denmark Hill, S.E. 394-1150

STANDARD 1920 10hp 2 seater, all-weather body, dynamo lighting and self-starter, long wheelbase. G. L. Francis and Co., 169 Shaftesbury Avenue. Phone, Gerrard 3288. 394-120

STANDARD 1914 9.5hp 2 seater and dickey, 6 detachable wheels, 5 lamps and accessories, splendid condition, £350. Harden and Sons, Bridgewater. 394-6151

STANDARD spare parts: everything for the 9.5hp model. Patchley Auto-car Co., Ltd., 42a Walmer Rd., North Kensington, W.10. Park 1299. 422-334

STANDARD 1920, 9.5, all-weather, dynamo, starter, etc., £635. Stretton and Smith, 23 Woodstock St. (off New Bond St.), W. 1. 394-198

STANDARD 1915, painted and overhauled, £370. The Court Motor Co., 46 Upper Baker St., N.W. 1. 394-505

STANDARD, 1920, with dickey, long wheelbase model, dynamo lighting and self-starter, clock, speedometer, small mileage. The Euston Motor House, 373 Euston Rd., N.W. Phone, 4184 Museum. 391-194

STANDARD, 1920, long wheelbase, dynamo, starter, dickey, mileage 500, faultless; another, mileage 1,100. Below.

STANDARD, 1914, coupe, dynamo lighting, spare wheel. Smith and Hunter, 77 Gt. Portland St. 394-481

SECOND-HAND LIGHT CARS AND CYCLECARS FOR SALE (continued)

STANDARD, 1920, long wheelbase, the car that did 64 miles to the gallon, also winner gold medal London-Manchester, perfect order, unspratched, complete with self-starter, 2 spare wheels, Palmer cords all round, what offers? Box No. 6651, c.o. "The Light Car and Cyclecar." 395-406

STELLITE, 1914, dickey, overhauled, repainted, detachable wheels, electric and oil lamps, £310. 15 Radnor Avenue, Harrow. Phone 561. 394-6211

STELLITE 1915, 3 speeds, all accessories, £315. The Court Motor Co., 46 Upper Baker St., N.W. 1. 394-505

STELLITE 1916, 2 seater and dickey, 3 speed model, just overhauled and in perfect condition, £400; appointment. E., 26 Warwick Rd., Clapton, E. 5. 394-1294

STELLITE 1920, dynamo, dickey, speedometer, insurance, all sundries, painted grey, best offers over £500. Box No. 6681, c.o. "The Light Car and Cyclecar," 9 and 10 Burlington Chambers, New St., Birmingham. 394-6103

STELLITE, 1920, with dickey, dynamo lighting, mileage negligible. The Euston Motor House, 337 Euston Rd., N.W. Phone, 4184 Museum. 394-493

STELLITE, 1919, 2 seater, dynamo, dickey, painted buff, mileage 1,300. Smith and Hunter, 77 Gt. Portland St. 394-481

SWIFT 7-9hp 2 seater, 1913-14, 2 cylinder, splendid running order and fast, hood, screen, and Stepney, 5 lamps, good tyres, £190. Ware, 42 Fields Rd., Newport, Mon. 394-1195

SWIFT, 7-9, 1914, staggered seats, just overhauled and painted grey, hood, screen, acetylene lighting, speedometer, Stepney, 5 tyres, as new, 193 guineas. J. O. England, Vine Farm, Wimbington, Cambs. 394-1223

SWIFT 7-9 staggered 2 seater, upholstered green leather, hood, screen, 3 speed, reverse, enamel good, overhauled March, any trial. Butcher, 6 Cotton Lane, Derby. 394-1220

SWIFT, Owners have for disposal 1920 10hp, unused, lighting set, price £585. Apply, Jesper, Ltd., 19 Market St., Bradford. 394-1181

SWIFT 1915 limousine-coupe, electric lighting, self-starter, nice condition, £150. 63 Old Town, Clapham. 394-1283

SWIFT, 1914, 7-9hp, 2 seater, staggered seats, just overhauled, upholstery, paint, etc., good as new, all new tyres, 5 lamps, Stewart horn, Stepney wheel, fully equipped, car only been 3,000 miles, £225. Box No. 6681, c.o. "The Light Car and Cyclecar." 394-7241

SWIFT, 1914, 7-9, in excellent condition, just overhauled, spare wheel, £220. Phone, Avenue 1606. Hewlett, Lampetts Manor, Ongar, Essex. 394-1219

SWIFT 10hp 1920 2 seater, grey, black wings, brown leather upholstery, Rotax dynamo lighting, detachable wheels, fully equipped, done small mileage. Mebes and Mebes, The Original Light Car Specialists, 144, 154-6 Gt. Portland St., W.1. Tel. 3125 Mayfair. 394-409

TAMPLIN, Brook Brothers have 1920 Tamplin light car for sale, only 2 months old, complete with electric lighting, Lucas horn, spare belt, tube and tools, condition as new, £185. Brook, Burnham, Somerset. 395-509

TAMPLIN, 1920 (April), splendid order, all accessories, trial; after 5.30, 19b Upper Addison Gdns., Kensington, W.11. 394-1187

TAMPLIN, 1920, small mileage, engine just run in, fast, fine hill-climber, extras and improvements include hood, windscreen, Stewart horn, special oil tank, Best and Lloyd semi-automatic, etc.; seen any time or driven reasonable distance for trial, owner going away, £168. Clappen, St. Helens, Byfleet, Surrey. 434-1180

TAMPLIN 1920 2 seater 4 wheel cyclecar, J.A.P., 8hp, 45 m.p.h., 75 m.p.g., seat kick-starter, done 250 miles, perfect condition, windscreen, horn, tools, list price without accessories, £165, best offer over £150 secures. Gore, 61 Onslow Square, S.W. 7. 394-1226

WESTWOOD runabout, 1920, 10hp, shaft drive, 3 speed and reverse, Lucas dynamo lighting, electric horn, speedometer, etc., guaranteed perfect, owner going abroad, £210 or nearest offer. 815 Bristol Rd., Selly Oak, Birmingham. 394-1162

NEW LIGHT CARS AND CYCLECARS.

A.B.C. light car. Main agents for Lincolnshire. Best and Son, 182 Cleethorpe Rd., Grimsby. Tel. Grimsby 2126. 222-164

A.B.C. light cars. £235. Agent in Essex, R. Weatherell, Motor Works, Billericay; and Plough Garage, Chelmsford. 222-313

A.C. 6-cylinder car de luxe. The Chester Motor Co., Ltd., offer earliest delivery of this de luxe model.

A.C. 4-cylinder light car. The Chester Motor Co. are now accepting orders in strict rotation for early delivery in 1920. Good second-hand A.C. light cars can always be obtained from The Chester Motor Co., Ltd., 32a Chester St., Grosvenor Pl., S.W.1. Vic. 5837. 222-31

A.C., 1920 models. Brighton, Worthing, Lewes, etc., book up for early delivery. District agent, Turpin, 22 and 23 Preston Rd., Brighton. 222-1

A.C., 1920, latest model, brand new, unused, just delivered, £635. Box No. 6656, c.o. "The Light Car and Cyclecar." 222-143

A.C. 1920 2 seater, dickey, self-starter, brand new. 236 West End Lane, N.W. 6. Hampstead 7931. 394-810

A.C. 1920 10hp, with self-starter, ordered August 1918, delivery expected very shortly, premium required £50. Box No. 6638, c.o. "The Light Car and Cyclecar." 394-1290

A.V. 1920, dickey, delivered last Saturday, mileage from works only, list price. 46 Upper Baker St., N.W. 1. 394-568

A.V., brand-new 1920 8hp model for sale, Triplex aero screen, Klaxon, speedometer, complete lighting set, discs, spare cover, all new, not been on road since delivered by makers, owner cannot take delivery and will sell for £185. 2 Kingswood Rd., Upper Norwood, S.E. 19. 394-1212

A.V. monocoers. We have several 2 speed latest models for immediate delivery. Rolls, 4 Little Cadogan Place, Belgrave Square, S.W.1. Vici. 2914. 394-470

BLACK PRINCE light cars at £100, early delivery. Sole distributing agent for Essex and East of Hertfordshire, R. Weatherell, Motor Works, Billericay; and Plough Garage, Chelmsford. 222-314

BLACK PRINCE, delivery promised June, £5 deposit, what offers. Box No. 6659, c.o. "The Light Car and Cyclecar." 222-1141

BLERIOT-WHIPPET light cars in stock; trial runs given; deliveries within two weeks of order. No deposits and no premiums. Foxon and Co., Ltd., Castle St., Canterbury. Phone 164. 222-352

BLERIOT-WHIPPET super cyclecar, early delivery. J. H. Sutherland and Co., 11 Renshaw St., Liverpool. Phone, 2878 Royal. 297-366

BLERIOT WHIPPET, brand new, just delivered, fitted with new type engine, specially tuned, must sell, £263. 8c North End Rd., Golders Green. 394-1221

THE BEST
RADGAINS

to second-hand light cars and cyclecars are offered in these pages.

NEW LIGHT CARS AND CYCLECARS

(continued).

BLERIOT-WHIPPET light car, deliveries have now begun, trial runs and demonstrations at any time by appointment, with Lloyd and Son, 29 Station St., Lewes. 406-431

CALTHORPE 1920 sporting chassis, special body, speedometer, electric horn, brand new, just delivered. 236 West End Lane, N.W. 5. Hampstead 7931. 394-6839

CALTHORPE 1920 new coupe, latest type chassis, specially designed coachwork by Charlesworth, Coventry, including door each side, frameless windows, upholstered Bedford cord with lined roof, Brompton dynamo-lighting set and self-starter, Smith's clock and speedometer, dash in mahogany dash, 5 disc wheels with 710 by 85 Palmer tyres, Dunlop spring gaiters, nickel finish, painted either badger grey or dark blue with black mouldings; £650 net inclusive; definite delivery 3 weeks. Herbert Robinson, Ltd., Green St., Cambridge. Tel., 955. "T.A.", "Cars." 394-446

CALTHORPE new chassis, sporting, fitted with self-starter, private owner. Box No. 6676, c.o. "The Light Car and Cyclecar." 394-1202

CALTHORPE new sporting 4 seater, dynamo lighting and starter, £625. Box No. 6679, c.o. "The Light Car and Cyclecar." 394-1198

GARDEN 1920 2 seater. The £100 car, very early chassis, delivery in a few weeks, electric horn, accumulator, pump, jack, kit of tools, what offers? Fuller, 48 King's Road, Windsor. 392-1194

CASTLE-THREE runabout, 4-cylinder engine, dynamo lighting, with changeable wheels, luxury on 3 wheels, delivery June. Rothwell and Milbourne, Cowleigh Garage, Malvern. 400-310

CASTLE THREE. Warwickshire, Worcestershire, Shropshire, and Staffordshire. Inquiries for early delivery to Leamington Automobile Co., 2 Parade, Leamington Spa. 403-88

CASTLE-THREE runabout, deposit £10 December, delivery ex-works promised this month, what offers? Box No. 6656, c.o. "The Light Car and Cyclecar." 394-1145

CASTLE-THREE runabout, delivery next month, £25 deposit paid, what offers? 66 Shobnall St., Burton-on-Trent. 394-1255

CITROEN, 1920, 10hp, immediate delivery, 4 seater, interior drive, dynamo lighting and self-starter, new. Below.

CITROEN, 1920, 10hp, 4 seater, dynamo and self-starter, new, immediate delivery. Alfred Wastnag, 65 Great Portland St., W.1. Tel. Mayfair 3065. 394-1490

CROUCH 2 seater, 10hp, complete with hood, screen, lamps, spare wheel, etc. 300 guineas; demonstrator in stock. Order now for speedy delivery. Sole agent for Manchester district, Hugh Dobson, 39 Dean Rd., Blackfriars Salford. Phone, 7264 City. 401-668

CROUCH car, new 1920 model, 10hp, complete with spare wheel, tyre and lamps, for immediate delivery from stock at list price, £315. Charles Moxham and Co., 32 Torwood St., Torquay. 391-387

CROUCH cars, the super-cyclecars, winner gold medal London-Manchester trial, fully equipped with lamps, etc., ready for the road, £315, early deliveries assured from the sole agents for London and home counties, Mebes and Mebes, The Original Light Car Specialists, 144, 154-6 Gt. Portland St., W.1. Tel. Mayfair 3426. 394-110

FOR DEEMSTER light cars book your orders with the Eastgate Garage and Works, Lewes, Sussex agents. 396-192

DEEMSTER, brand new, delivery from makers last week, lovely car, exceptionally good hill-climber, dynamo lighting, seat starter, full equipment, £475. 12 St. Barnabas Rd., Cambridge. 394-6741

DEEMSTER 1920, brand new and unregistered, 10hp, Rotax dynamo lighting, £490. 2 Nightingale Rd., Lower Clapton. 394-339

DEEMSTER cars. Mebes and Mebes, the Original Light Car Specialists, have pleasure in announcing that they have been appointed accredited agents for Gt. Portland St. and district. Orders now being accepted for June delivery and onwards in strict rotation. 144, 154-6 Gt. Portland St., W.1. Tel. 3426 Mayfair. 394-116

DEEMSTER 2 seater, 1920, dynamo lighting, starter from driver's seat, complete set of tools, unregistered. Apply, Edwards, 113 Aubert Park, Highbury, London. 394-1273

DOUGLAS, latest, 10.5hp, post-war model, standard 2-3 seater, C.A.V. lighting and starting, detachable wheels, spare wheel and tyre, speedometer, horn, lamps, etc., list price, £500 complete. For early delivery apply to the authorized London agents for Douglas cars and motorcycles, Vivian Hardie and Lane, Ltd., 24 Woodstock St. (off Oxford St.), Bond St., W.1. Phone, Mayfair 6559. 222-558

DOUGLAS 1920 light cars, dynamo lighting and starting, fully equipped, £500; early deliveries. Halifax Motor Exchange, Union St. South, Halifax. 391-1178

DOUGLAS cars in stock. Light Car Hiring Co., Nelson, Lancs. 395-451

DOUGLAS 1920 10.5hp, brand new, 2-3 seater, dynamo lighting and starting, beautifully equipped, fast and economical, accept list price, £500. Luff, 74 Oakwood Rd., Hamstead Garden Suburb, N.W. 4. Tel. Hampstead 8221. 394-1289

"Q" MOTORS, LD., head office, 18 Charing Cross Rd., W.C.2. Telephone, Gerrard 404. Early deliveries of Duplex cars. 428-653

DUPLEX cars, the only 10hp 8-cylinder sleeve valve 2 and 4 seater. Kent distributors, trade and retail, Martin Walter, Ltd., The Motor Showrooms, Folkestone. 396-234

EMSCOTE light cars in stock. Light Car Hiring Co., Nelson, Lancs. 406-452

ERIC CAMPBELL 10hp LIGHT CAR, £425.

SUCCESSES in the opening events of the 1920 season:— Junior Car Club London to Manchester Reliability Trial, April 17th, Three gold medals.

Bath and West of England Motor Club 24 hours' Reliability Trial, March 12th. Gold medal.

Essex Motor Club Hill Climb (Kop Hill), March 27th. "Essex Cup" for fastest time in own class (under 1500 c.c.).

London-Land's End 24 hours' Reliability Trial at Easter. Gold medal.

Staxton Hill Climb, April 5th. Gold medal in Class 12.

Jinton and South Beds. Automobile Club 100 miles' Reliability Trial, April 10th. Bronze medal.

LIST OF APPOINTED AGENTS:—

London and a radius of 17½ miles from Charing Cross, including the whole of Middlesex: Dobson and Smith, 56 Knightsbridge, London, S.W.

Yorkshire, Westmorland, Cumberland: F. Rist, Ltd., Middlesbrough, Yorks.

Notts., Derbyshire, Manchester (10-mile radius), and Cheshire, and radius of 7 miles round Liverpool: L. F. Harvey, 227 Deansgate, Manchester.

Anglesea, Carnarvon, Denbigh, Flint, also sub-agents for Liverpool and 7-mile radius, and the county of Cheshire west of but including Chester: The Frank O.K. Co., Ltd., 99 Bold St., Liverpool.

Hucks, Bedfordshire: Dickinson and Adams, High Town Rd., Luton.

Cambridge, Kent, Hert.: Dobson and Smith, 56 Knightsbridge, London, S.W.

Carmarthen, Pembroke, Cardigan: Green's Motors, Ltd., Haverfordwest.

Cornwall: Hill and Phillips, Truro Rd., St. Austell.

Devonshire: Gould Bros., Ltd., Exeter.

Dorset: Modern Motors, Ltd., Bournemouth.

NEW LIGHT CARS AND CYCLECARS

(continued).

Durham, Northumberland: Jameson and Foster, Mill Dam, South Shields. East and North of Scotland, including Edinburgh, Peebles, Selkirk, Roxburgh, Berwick, Forfar, Elgin, Kincardine, Aberdeen, Banff, Elgin, Nairn, Inverness, Ross and Cromarty, Sutherland, and Caithness: F. Rist, Ltd., Middlesbrough, Yorkshire.

Essex (excluding that part of the county which lies within 17½ miles of Charing Cross): F. G. Smith (Motors), Ltd., Hainault Works, Chadwell Heath, Essex.

Greater Birmingham, Staffordshire, Shropshire, Worcestershire, Herefordshire: E. G. Brown, 5-8 Great Hampton St., Birmingham.

Glamorgan: Cardiff Autocars, Ltd., Cardiff.

Gloucester, Somerset: Bristol-Simplex, Broadmead, Bristol.

Hamphshire: J. Campbell, Ltd., Christchurch Motor Works, Christchurch.

Herefordshire, Renfrewshire, Levenshire, Dumfriesshire, Dumfries and Galloway, Dumfries, Wigtown and Kirkcubrightshire: Buntin and Miller, Automobile Engineers, 629 Gt. Western Rd., Glasgow.

Lancashire (excluding Manchester and 10 miles radius, and Liverpool and 7 miles radius): B. B. Dunwell's Garage (temporary address pending erection of new premises), 12 Wigan Lane, Wigan.

Leicester, Rutland: The County Garage and Motor Works, Ltd., Leicester.

Lincolnshire: The Lincolnshire Motor and Electric Traction Co., Wellowgate and Duncroft, Lincoln.

Northants. and Hunts.: Braineby's, Ltd., Motor Engineers, Broadway, Peterborough.

Norfolk and Suffolk: Southgate's Motor Works, Fakenham, Norfolk.

Oxford: The Layton Garages,icester.

Sussex: F. Leaver and Co., 59 Church Rd., Hove.

Surrey (excluding that part of the county which lies within 17½ miles of Charing Cross): Wood and Phillips, 9 High St. Buildings, Dorking.

Warwickshire (excluding that part of the county which lies within the area of Greater Birmingham): Moss's Agencies, 20 Regent St., Leamington Spa.

Ireland: Harry Ferguson, Ltd., May St., Belfast, and 131 Lower Baggot St., Dublin. 222-466

ERIC CAMPBELL 10hp 4 cylinder 2 seater car, price £425. Surrey buyers note. Apply, Frank Burtenshaw, Ltd., 71 Bell St., Reigate. Telephone, Reigate 226. 416-374

GIBBONS Mark III cyclecar, £110, plus 10 per cent. Write for descriptive literature. Delivery within 6 weeks. Trials by appointment. Gibbons and Moore, Chadwell Heath, Essex. 416-132

G.N. G.N. North's Motor Co., Canton, Cardiff, largest contractors in Wales for this famous cyclecar; comfortable, powerful, economical. 395-642

G.N. For G.N. cyclecars, book your orders with the Eastgate Garage and Works, Lewes, Sussex. 396-194

G.N., 1920. For early deliveries book your order with the Light Car Co., Roumelle Lane, Boscombe, Hants. 391-1183

G.N. standard, chassis under 1210, delivery July, best offer. Railway Hotel, Cheltenham. 391-1116

G.N., 1920, chassis number near 1,000, best offer secures option. Box No. 6677, c.o. "The Light Car and Cyclecar." 394-1201

G.N. cyclecar, standard model, chassis number under 1,800, £25 deposited, offers over list price. Box No. 6670, c.o. "The Light Car and Cyclecar." 394-1207

G.N. standard, just delivered, new, electric lighting, complete, offers. Champion, 206 Gipsy Rd., West Norwood. 394-1263

G.W.K., delivery standard 4 seater late July. Mandes', 100 Paris St., Exeter. 394-103

G.W.K. 1920 2 seater, dickey, brand new, dynamo lighting, complete, all accessories, £155 or close offer. Box No. 6673, c.o. "The Light Car and Cyclecar." 391-1204

G.W.K. To residents in West Surrey. Please call, inspect, and try our demonstration G.W.K. light car. Ariel Motors and General Repairs, Ltd., 78 North St., Guildford. 439-583

G.W.K., 1920, new, 2 seater, and dickey, just delivered from works, best offer over £475 secures. Box No. 6661, c.o. "The Light Car and Cyclecar." 394-1129

G.W.K., 1920, brand new, 2 seater, dickey, lighting set, just delivered, not registered, £435, first wire secures here. Emery, Church Drive, Rhos-on-Sea, Colwyn Bay. 222-456

HORSTMANN. The new Horstmann all-British light car represents the best value for money obtainable to-day: 2-seater, £385; 4-seater, £423 10s.; coupe, £451; earliest possible deliveries from the London agents, Lang and Engall and Co., Ltd., 20 Long Acre, W.C.2, and 153 Euston Rd., N.W.1. Telephones, Gerrard 4157 (2 lines) and Museum 6177. Telegrams, "Valadition, London." 394-271

NEVILLE HODSON MOTOR CO., LD., 51 West St., Brighton, being authorized agents can give early deliveries. Book your order now. Write for our delivery dates. 222-400

HORSTMANN, 2 seater, starter, delivery promised this month, what offers for option? D.H., 32 Queen's Rd., Wimbledon, S.W.19. 391-1170

KINGSBURY JUNIOR, 10hp, £270, very early deliveries. Sole agents for Kent, The West Kent Works, Ltd., Westerham. 403-605

KINGSBURY JUNIOR, 10hp, 2 seater, early deliveries, sole agent South Wilts. Longman, Fisherton, Salisbury. 402-1901

LAGONDA 1920 coupes or 4 seater, delivery July. Rothwell and Milbourne, Cowleigh Garage, Malvern. 400-796

LAGONDA coupe and 4 seater models for delivery during August, Mandes', 100 Gt. Portland St., London, W.1. 394-1402

LAGONDA cars. Mebes and Mebes, The Original Light Car Specialists, can give early delivery of this famous car. Place your order with us and avoid disappointment. 144, 154-6 Gt. Portland St. W.1. Tel. 3426 Mayfair. 394-111

LAGONDA deliveries in July, August, coupes and 4 seater, list prices. Victoria Garage, Hove. 394-1268

LAGONDAs, 1920, 11hp, coupe and 4 seater, i.e. and h., no premiums, immediate and early deliveries. Walthamstow Motor and Engineering Co., Ltd., 416-424a Hoo St., E.17. 397-459

LAURENCE-JACKSON 1920 light car, just delivered, £250, must sell. 76 Bootle St., Preston, Lancs. 394-1220

LE ZEBRE, 10hp, French light car, immediate delivery from these works. If you are requiring a high-class car or on the waiting list, phone, call, or write for an appointment for a severe trial and hill test on this car, here or in London, price £395 chassis, with dynamo lighting, self-starter, 5 detachable wheels, or £495 complete car. Railway stations, Chislehurst or Sidcup, bus route No. 21, Western Motor Works, Perry St., Chislehurst. Phone, Sidcup 160. 392-500

MCKENZIE 11hp 1920 2 seater, 12 v., dynamo lighting, dickey seat, full equipment, delivery guaranteed June, no premium, £475. Chester Motor Co., Ltd., 32a Chester St., Grosvenor Pl., S.W.1. G.W. 5837. 222-816

MERCURY. Sole agents all Middlesex north of G.W.R. main line. 2 seater and dickey, all latest features, book now for delivery June. Wright's, 98 High St., Horney, N.8. Phone, Horney 495. 394-399

NEW LIGHT CARS AND CYCLECARS

(continued)

MERRALL-BROWN, the super 3 wheeler, 10hp 4 cylinder Coventry-Simplex engine, detachable and spare wheels, delivery from stock, £375 cash, exchange, or easy payments. Halifax Motor Exchange, Union St. South, Halifax. 394-1177

MERRALL-BROWN in stock. Light Car Hiring Co., Nelson, Lancs. 406-151

MORGAN 1920, Grand Prix, w.c., completely equipped, discs, etc., ordered early 1920, expected next month, highest option for transfer. Merion Lodge, West Hagley, Stourbridge. 394-1133

MORGAN, Aero, 10hp M.A.G., 1920, electric lights, yellow, guaranteed brand new, £300. 9 Plato St., Harpurley, Manchester. 394-1223

MORGAN, 1920, G.P., w.c., just delivered, very smart, best offer over £280. Groves, Builder, Church St., Lower Edmonton, N. 394-1196

PRINCEPS Ten, 2 seater, 1920, delivery early July, list price plus £15. Simpson, Chemist, Ibstock. 394-1236

RICHARDSON light car, £275. Sole Berkshire and Oxfordshire agents, Percy H. Smallbone, Ltd., 499 Oxford Rd., Reading. Phone, 1117 Reading. 394-619

RICHARDSON light cars in stock. Having placed large contracts for these wonderful hill-climbers, we are in a position to give immediate delivery, price £275, complete with hood, screen, horn, electric lighting set, tool kit and pump, etc., luxuriously upholstered and fitted. Wood, Walsh and Co., Ltd., Aizlewood Rd., Sheffield. 395-206

RICHARDSON light cars from stock. Light Car Hiring Co., Carr Rd., Nelson, Lancs. 406-153

RICHARDSON, James and Co., Ltd., 263 Ecclesall Rd., Sheffield, have a new Richardson for sale. 394-562

RICHARDSON light car, in stock, £275. Sole Berkshire and Oxfordshire agents, Percy H. Smallbone, Ltd., 499 Oxford Rd., Reading. Phone, 1117 Reading. 394-619

SINGER light cars. Phaeton, £500; coupe, £610. Particulars of delivery on application from Singer and Co., Ltd., 17 Holborn Viaduct, E.C. 1. Tel. Cent. 11173. 394-339

SINGER cars. The Kingsway Motor Co. are authorized agents for Singer cars. Place your order now and ensure early delivery of 1920 models, Waldorf House, Aldwych (opposite Strand Theatre). Regent 691. 394-436

SINGER, 1920, 10hp, 2 seater, dickey, dynamo lighting and starter, delivery expected few days, accept £25. Box No. 6689, c.o. "The Light Car and Cyclecar." 394-4291

SINGER, 1920, 10hp, 2 seater with dickey, starter, and lighting, detachable wheels. Below. 394-1260

SINGER, 1920, 10hp, sporting model, starter and lighting, detachable wheels, speedometer, painted cream, with black undercarriage. Below. 394-1260

SINGER, 1920, 10hp, coupe, starter and lighting, detachable wheels. The above cars are for immediate delivery. Kingsway Motor Co., Waldorf House, Aldwych (opposite Strand Theatre). Regent 691. 394-436

SINGER, 10hp, sporting model, dynamo lighting, starter, 5 detachable wheels, all accessories, etc., very fast and powerful hill-climber, just delivered, £535 secures. Box No. 6686, c.o. "The Light Car and Cyclecar." 394-1260

SINGER, 1920, 10hp, 2 seater with dickey, starter and electric lighting, detachable wheels, complete, £375, immediate delivery. James, 21 Peter St., Winchester. 394-1251

SINGER 1920 2 seater, brand new, just delivered, dynamo lighting, self-starter, electric horn, bulb horn, speedometer, dickey, Triplex double windscreen, full equipment, £575. Box No. 6685, c.o. "The Light Car and Cyclecar." 394-1240

STANDARD, 10hp, brand new, dynamo lighting, starter, etc., best offer over £650. 79 Mickleton Rd., Coventry. 394-1160

STANDARD 1920 2 seater, long wheelbase, brand new and unused, complete, full equipment, dickey, delivery to purchaser, £645 or close offer. Box No. 6674, c.o. "The Light Car and Cyclecar." 394-1203

"Q" MOTORS, LTD., head office, 18 Charing Cross Rd., W.C. 2. Telephone, Gerrard 401. Early deliveries of Swift cars. 394-652

TAMPLIN 1920, 8hp, 3 speed, 2 seater, just delivered, first offer £10 over list secures. Trench, Llimo Grove, Bangor, Wales. 394-1292

TAMPLIN, 1920, delivery this week at works, £10 deposit paid, transfer offered, without premium, immediate. Box No. 6687, c.o. "The Light Car and Cyclecar." 394-1253

WARREN-LAMBERT, 1920, the first speed of this car will take you anywhere, price £375. For early deliveries apply to the Sole Surrey Agents, The Bradford Engineering Co., The Wharf, Godalming. 394-117

WILTON cars, deliveries March. Kent distributors, trade and retail. Martin Walter, Ltd., Wilton Agents, Folkestone. 396-235

WILTON cars. Mebos and Mebos, The Original Light Car Specialists, being the duly authorized agents for London and sole agents for Middlesex, can offer early deliveries of this famous light car; place your order with us at once and avoid disappointment; delivery in strict rotation from now onwards. 114, 151-6 Gt. Portland St., W. 1. Tel., 3125 Mayfair. 394-112

WOLSELEY 10 hp, a few unsold, bodywork to order. Frank Burtenshaw, Ltd., 71 Bell St., Reigate, Surrey. Phone 226. 409-522

NEW CARS WANTED.

WANTED, BRAND NEW CARS,

all makes, £25 to £200 premium offered for immediate or early delivery. Please offer, us your car. Also

FIRST-CLASS SECOND-HAND CARS WANTED

PERCY and CO.,

314, 316, 319, 321 Euston Rd., London.

Phone, Museum 1337.

zzz-44

BRAND-NEW cars. G.N.s, G.W.K. or other well-known make; send delivery date; premiums paid; we collect any distance. Phone, Richmond 1697. Talbot, Heron Court, Richmond, S.W. 400-761

WANTED at once, new Standard or similar light car, 2 or 4 seater. 53 Hodford Rd., Golder's Green. 396-986

WANTED at once new light car, 2 or 4 seater or coupe, premium paid. Mrs. Clifton, 263 West End Lane, London, N.W. 394-120

WANTED, new 1920 G.N. or A.R.C. immediately. Troughton, Glen View, Gravesend. Phone, 115 Gravesend, after 7 p.m. 394-1114

1920 **STANDARD** required, must be new. Box No. 6667, c.o. "The Light Car and Cyclecar." 394-1114

1920 2 or 4 **SEATER** required, letters only. Pugh, 23b Parado Mansions, Golder's Green. 394-145

G.N. 1920, standard, dynamo lighting, brand new, wanted immediately; late premium required. Jones, Lackford, Bury St. Edmunds. 394-1224

NEW MISCELLANEOUS CARS.

F.O.C.H. offer earliest deliveries of 1920 models, Citroen, Little Midland, Horstmann, Deomater and G.N. cars, and all principal makes of motor-cycles. Dozens of second-hand cars and cycles always on view. Fair Offer Car House, 5 Heath St., Hampstead (near Hampstead Tube Station). Phone, Hampstead 3752. Hours 9-7, including Saturdays. 396-184

1920 G.N. cyclecar, dynamo lighting, brand new, best offer; also new Bioriot-Whippet, in stock, £250. 626 Lea Bridge Rd., Leyton. Phone, Walthamstow 900. 391-1216

PARCELCARS

A.-C. tradesman's box carrier, in thoroughly good mechanical condition, not used last 5 years, £45; bargain to clear. Taylor's Garage, Falmouth. zzz-200

A.-C. 5-hp parcelcar, detachable wheels, very reliable machine, £65 cash, £70 extended payments. Service Co., 292 High Holborn, W.C. 1. zzz-8

A.-C. tradesman's box carrier, just overhauled, new magneto, excellent condition, £70; another, requires overhauling, £15. Maude's, 100 Gt. Portland St., London. 391-105

AUTO-CARRIERS, several for sale, from £55 to £75; A.-C. and Warwick makes, all in good condition; trial. 29 Alsop St., Upper Baker St., London, N.W. 1. 397-1213

WALL 1915 6 cwt. van, 5hp Precision engine, 2 speed, differential, perfect running order, suit tradesman, £80. Imperial Motor Works, Hook Rd., Surbiton, S.W. 391-1261

MISCELLANEOUS LIGHT CARS AND CYCLECARS

SMART sporting 2 seater, 10hp, nearly finished, £75, or exchange combination or Sociable. 119 George Lane, Lewisham. Trams stop road. 394-1115

CYCLECAR, 2 seater, 8hp J.A.P., Bosch magneto, hood, screen, lamps, tools, in running order, £85 or close offer; seen after 8 p.m. 59 Elborough St., Southfields, S.W. 18. 394-1105

2 CYLINDER 2 seater car, lamps, horn, hood, windscreen, any trial, £55. 150 Camberwell Grove. 394-1190

IF you are requiring a good 2 seater car, my services are at your disposal. I specialize in light 2 seater, and if I have nothing in stock to suit you, let me obtain one for you. Personal attention to all my customers. Oscar V. Cox, Waylett Pl., West Norwood. 394-513

THE KWIKSALE PRIVATE MOTOR REGISTRY have a large number of privately-owned cars and motorcycles registered for sale by owners. Call or send 6d. for current list and free introduction to just what you want. Everything possible will be done by us to find you exactly what you want. If possible, please call. Quiksale Private Motor Registry, 35 Long Acre, W.C. (the link between purchaser and owner). zzz-725

BLUMFIELD sporting cyclecar, 2 seater, 8-10hp, electric lighting, Klaxon horn, disc wheels, engine, etc., in excellent condition, price £175 or nearest, can be seen by appointment. Apply, E. S. Pitaluga, Rustat House, Rustat Rd., Cambridge. 394-1156

CYCLECAR, 2 seater, Precision engine, 3 speeds and reverse, belt-cum-chain, Simms magneto, speedometer, lamps, spares, excellent condition, nearest offer to £100. "Morningside", Kenilworth Rd., Berkswell. 394-1177

CONSULTING ENGINEERS

HUGH P. McCONNELL examines cars for clients and reports on condition and value; unbiased opinion on new and second-hand cars. 199 Piccadilly, London, W. Gerrard 1900. 394-514

LEONARD BAYNES, the Motorist's Advisory Engineer, 167 Oxford St., W. 1. Examinations and reports. Motor claims assessed. Cars, oils, tyres, accessories. Telephone, Museum 4125. zzz-193

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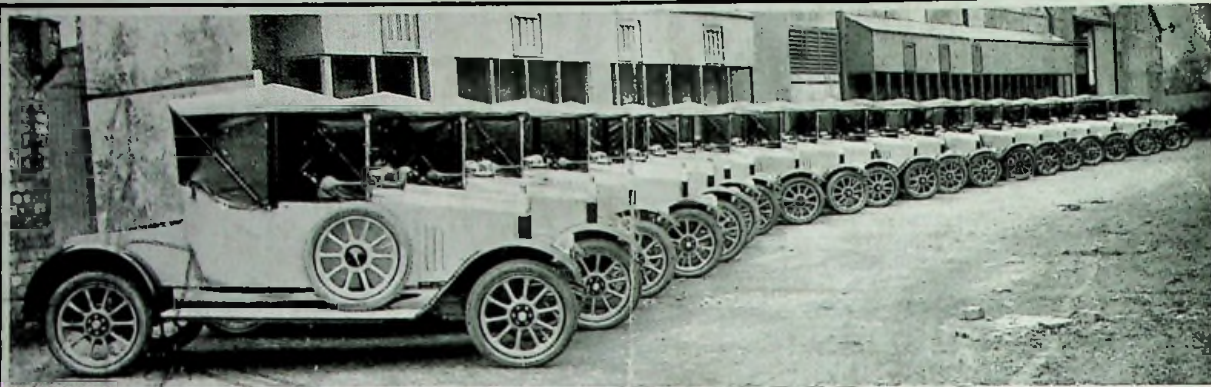
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