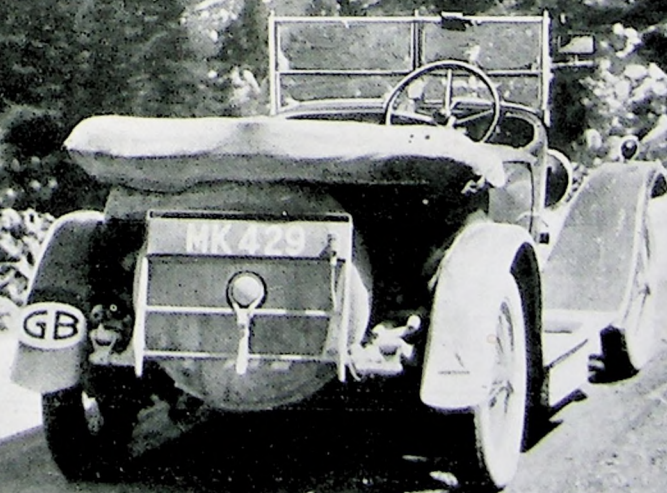


# The Light Car and Cyclecar

Founded 1912  
The only Small Car Journal

3<sup>D</sup>

Vol. XXX No. 777  
Friday Oct. 28, 1927  
*Registered at the G.P.O.  
as a Newspaper*



7,000 FEET UP.

The Gardena Pass, near the summit of which this photograph was taken, is regarded as being the most beautiful in the Dolomites. In winter, of course, it is covered with a deep layer of snow.



**At 489,  
Oxford Street**

**A SPECIAL DISPLAY  
OF AUSTIN SEVENS**

**from £135 upwards.**

Over 20 different Sevens to  
select from — all colours.

DEFERRED  
TERMS.

PART  
EXCHANGE.

**NORMAND**  
**GARAGE LTD.**

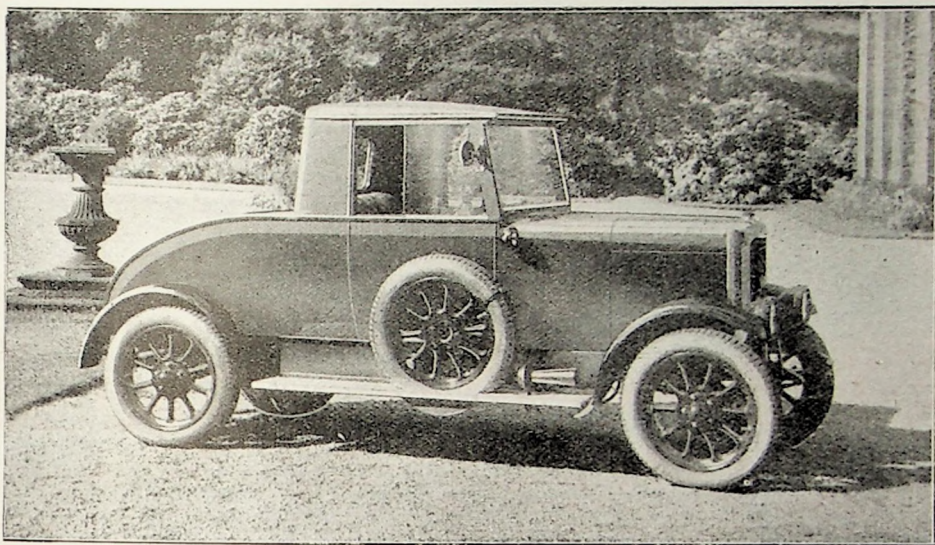
92,  
Gloucester  
Road, S.W.7.

NEAR MARBLE ARCH.  
**489, OXFORD STREET, W.1.**  
OPEN UNTIL 6 p.m. ON SATURDAYS.

7 and 8,  
Fairmeadow,  
Maidstone.



## A Fine New Model—The Coupé



Here we celebrate one of the two latest models. The new Jowett Coupé is a dainty edition of a combined Two-seater and a Saloon. We can imagine it creating a furor of interest among ladies who desire to run about in a car without disturbing their pristine toilet, though it is not without its practical purpose, for it is worth while for a doctor or a professional man to examine the snug arrangement of this Coupé, and its comfortable upholstery.

For instance, note the exceptionally wide door—it is no less than 28 ins. wide. Then there is the single panel screen which can be opened by an ingenious screw regulator which keeps it rigid in any position. The large rear window admits most welcome light.

We confess we are in love with the looks of it—there's something sweet in its lines. The two-colour scheme looks well, too. The ingenious dickey accommodation is useful both for odd passengers and for a host of things. The Coupé is bound to add fresh laurels to the Jowett name. And again we stress the extraordinary economy in running costs of a car like this.

### NEW PRICES:

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

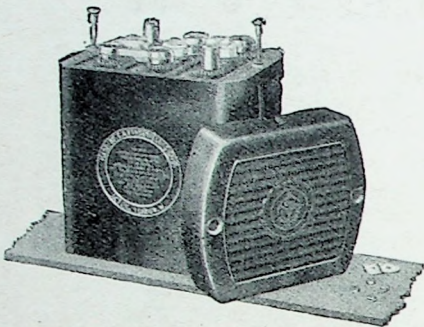
Dunlop Balloons and Stewart Speedometers standard.

## JOWETT CARS LTD., IDLE, BRADFORD





## THE WORLD'S BEST BATTERY



Telephone :  
CHISWICK 3801.  
(Private Branch Exchange).

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

Telegrams :  
"Vanteria, Act, London."

SALES AND SERVICE DEPOTS AT  
Belfast, Birmingham, Bristol, Coventry, Dublin, Glasgow, Leeds, Manchester and Newcastle.  
*Sales and Service Agents in all important centres throughout the country.*

The direct results of 36 years' constant endeavour, continual research in the laboratory, tests in the works, and on the road, are all embodied in the present C.A.V. Battery, which is universally recognised as the ideal standard of battery construction for any make of car, whether British, French, Italian or American.

We honestly believe that in the latest C.A.V. production, the multi-plate battery with **THREADED RUBBER INSULATION**, in our **ALL-MOULDED CONTAINER** we have achieved something definitely better than has ever been offered to the motoring public.

Write for folder 485/L and let us quote for your next replacement.

EXAMPLE SIZE:  
Type 6TW9.. £3-5-0 suitable for Austin 7.  
Overall dimensions—Length 7½", width 6½", height 9½".  
If required, cover and fixing rods can be supplied at extra cost.

## ELEPHANT SERVICE

Always insist on ELEPHANT replacements.

### PARTS IN STOCK FOR

A.C. AUTOCRAT, CALTHORPE, CALCOTT, CASTLE 3, ENFIELD, ERIC CAMPBELL, HAMMOND, HORSTMAN, LAGONDA, MARSEAL, MERCURY, METEORITE, SINGER, STELLITE, SWIFT, WARREN-LAMBERT, DUPLEX, LITTLE GREG, etc., etc.

WE ARE ACTUAL MANUFACTURERS.

### BELSIZE-BRADSHAW SERVICE

Sole Makers of all parts for these cars. Send for Instruction and Improvement Book - 2/6

### DEEMSTER SERVICE

All parts for all models with improvements at lower prices than Deemster official prices.

### WORM WHEEL SERVICE

All makes from stock in special Phosphor-Bronze. Special Worm Wheels made in three days.

Gear Cutters, Machinists, Founders & Engineers.

## Elephant Motors Ltd.

ELEPHANT HOUSE,

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

\*Phon —Top 7076-7-8.

\*Grams—"Multimart, Sedist, London."



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

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

# FLUXITE

it simplifies soldering

FLUXITE SOLDERING  
SET - - Complete 7/6

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

FLUXITE LTD.

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

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



## —and now come along to High Holborn and try it

"Petrol consumption 40 m.p.g." That is what you might have been told about the car you fancied at the Show, but how are you going to make certain of that? "Finger-light steering," "It holds the road like a car double its weight." Statements like these can only be proved by a good run out on the car.

### FREE!

To The Service Co., Ltd.,  
273-4, High Holborn, W.C.1

Please send me a copy  
of your 1928 edition of  
"The Diary of a Car  
Tester."

NAME .....

ADDRESS .....

Cut out and post in un-  
sealed envelope, only 1d.  
stamp required.

L.C.

### before buying

at the Service Co. you are always at perfect liberty to try out the car to your own satisfaction. A trip from Holborn to Kingsway is considered by some to be a good enough test—others run out as far as the Surrey Hills. To us it makes no difference; we want you to own a car that suits *you*. Call or write to us saying that you would like to try the so-and-so car and we will make all the necessary arrangements. Do this,

### it's more satisfactory

and our mechanic could explain the points of the car during the journey if necessary. A practical demonstration is worth more than a whole heap of pamphlets and sales talk.

### AGENCIES

for 1928 include

Austin	Citroen
Clyno	Jowett
	Peugeot
Rover	Singer
Standard	Swift

We can give delivery  
immediately (or within  
a few days) of these  
makes at latest prices.

Cash.

Deferred Payments

No Deposit.

Exchange.

*Established as long as the Industry.*



# The Service Company Ltd.

(LONDON)

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

Telephone—  
Holborn 0666 (3 lines).

Telegrams—  
"Admittedly, London."

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



**a**  
**"Baby"**  
**that Knocks out**  
**Fi.**

## Schneider Cup

won on

This great triumph by Flight-Lt. S. N. Webster, A.F.C., flying a Napier-Lion Engined Supermarine S.5, on Pratts Ethyl Petrol, is the culminating achievement of a record-breaking year of successes on PRATTS.

*Supreme in Air, on Land and Water.*

## "DUCO" Radiator Muffs — Neat and Serviceable.

Made to measure for all makes of cars, from hard-wearing leather cloth lined with thick warm felt.

Protect the Radiator against frost, and maintain even water temperature, thus ensuring quick and easy starting without repeated cranking or undue battery strain.

No. R2/24. From  
**11/9** Each.

Obtainable through all Garages and Motor Accessory Dealers.

### Brown Brothers

— Allied Companies —  
 THOMSON AND BROWN BROTHERS LTD  
 BROWN BROTHERS (IRELAND) LTD

(Wholesale only.) Head Offices and Warehouses:

GREAT EASTERN STREET, LONDON, E.C.2.  
 126, George St., EDINBURGH, and Branches.

### THE NEW SIZE FOR LIGHT CARS, CYCLECARS, ETC.

AS SUPPLIED TO POLICE AUTHORITIES.

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

(Nickel-plated only.)

# 28'6

EXTRA REFILL..... 2/10

**ASK YOUR GARAGE**

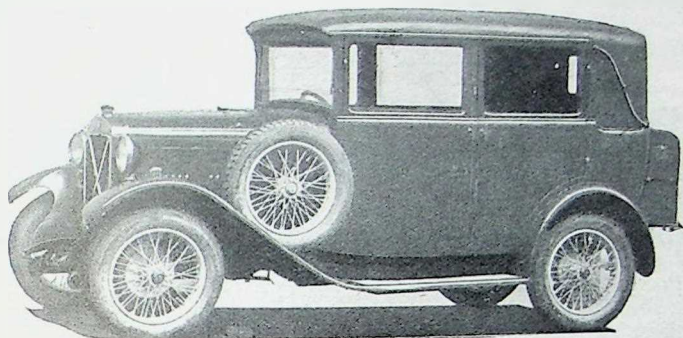
or write to:—

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

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



# EVERY CAR A "SHOW" CAR.



*The 10/20 h.p. Salmson Biarritz Fabric Saloon, £285*

In every detail all Salmson Cars are  
"Show Models."

Take one on the road—drive it yourself  
—feel the wonderful power that is yours  
to command, note the luxury that the  
body affords and its wonderful finish.

You will be left wondering how it is  
made for the money.

PART EXCHANGES. DEFERRED TERMS.

## GORDON WATNEY & Co., Ltd.,

LONDON DISTRIBUTORS,

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

Mayfair 0267-8-9.

S.M.S. LTD., Church Wharf, Chiswick Mall, W.4.

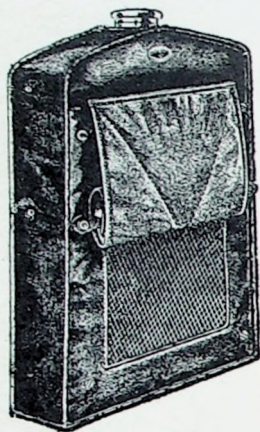
SOLE CONCESSIONAIRES FOR U.K. AND BRITISH DOMINIONS.

Chiswick 3531.

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



*Conserve the heat of  
your Radiator to-night  
For Easier Starting to-morrow!*



## Radiator Muff

definitely relieves all strain on  
your engine and batteries.

It is so easy to fit—thin, rustless metal clips that fit on the radiator flange; no straps or "contraptions" to interfere with the lifting or replacement of the bonnet. In fact you'd never know the Midland was there until you've pressed the self-starter in the morning. Then the instant response of your engine soon tells you.

*There is a type of Midland Muff to suit  
any make of car.*

### A FEW EXAMPLES:—

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

**Write for this Folder!**

MIDLAND GEAR CASE Co., Ltd.,  
Allcroft Works, Hall Green,  
BIRMINGHAM.



M.G.P.  
A6

## A B. & P. Motor House will save Garage Expense

CONSTRUCTED of first-class materials and excellently designed, these Motor Houses are a sound proposition at any time. Start saving your garage bills now. These houses are tenant's fixtures and may be easily erected or dismantled by any handy man. High grade finish in every detail.

### Prices of other Standard Designs

No. B217 Urban Motor House  
Size 14' x 8' x 6' 6" high  
to eaves, for two-seater **£15 : 5**

Size 16' x 8' x 6' 6" high  
to eaves, for four-seater **£17 : 10**

No. B216 MOTOR HOUSE  
Size 14' x 8' x 6' 6" high  
to eaves, for two-seater **£16 : 0**

Size 16' x 8' x 6' 6" high  
to eaves for four-seater **£18 : 10**

Carriage paid to stations in  
England and Wales

Ash for Catalogue No. 629

**Boulton & Paul Ltd**  
Telegrams: BOULTON NORWICH NORWICH NORWICH 851 (5 lines)  
LONDON OFFICE 135-137 QUEEN VICTORIA ST E.C.  
Telegrams: Boulton & Paul Ltd London Telephone 4642 Cent

Visit our Show-rooms at Norwich or London where examples of B. & P. Standard Motor Houses can be seen.

# HOMAC'S FOR 1928 MORGANS ON STAND No. 29

At OLYMPIA, OCT. 31st to NOV. 5th.

Deferred Terms Arranged.

London's Official Service Depot.

TRADE SUPPLIED.

**HOMAC'S**  
MOTOR AGENTS

Phone: Clissold 2408.

Send for Lists.

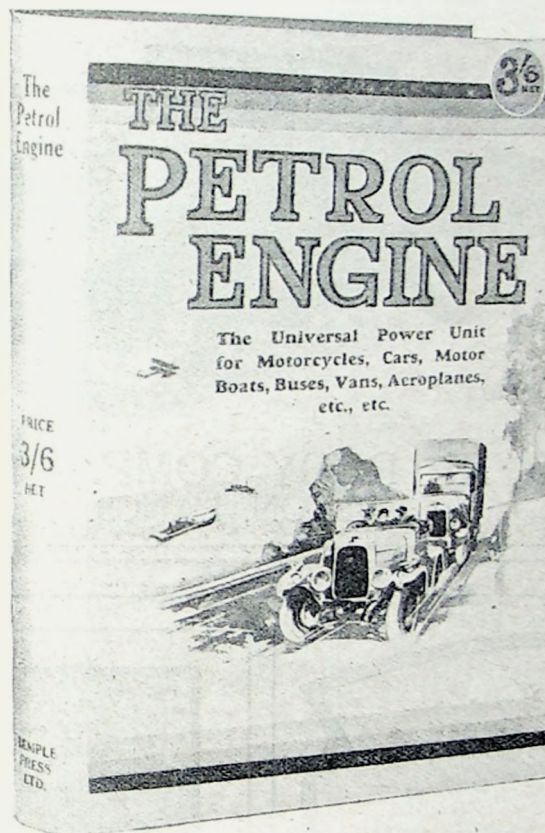
243/7, LOWER CLAPTON ROAD.  
Works: 46, London Road, Clapton, E.5.

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



# Every motorist should possess this book!

A  
wonderful  
book on a  
wonderful  
subject



By the staff of  
"The Motor"  
and its  
associated  
journals

**E**VERY modern application of the petrol engine—as applied to cars, motorcycles, motor boats, buses, vans, aeroplanes, etc.—is comprehensively dealt with, in simple yet practical language, in this fascinating handbook. A profusion of illustrations and drawings is included. Besides being remarkably interesting reading from cover to cover, "The Petrol Engine" forms a valuable work of reference. Every motorist should have a copy.

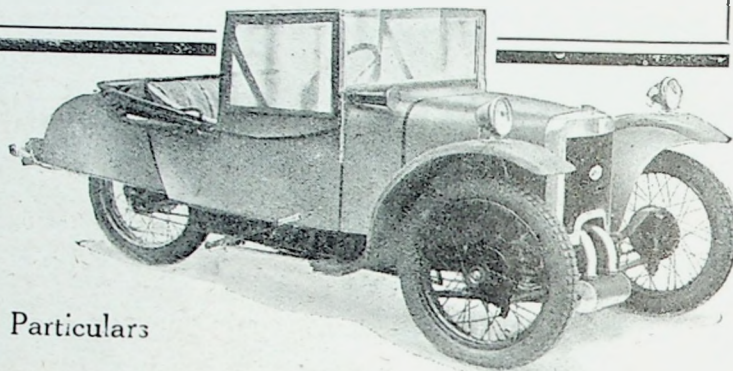
**PRICE 3/6 NET**

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*Wholesale Agents:—E. J. LARBY, LTD., 30, Paternoster Row, E.C.4*

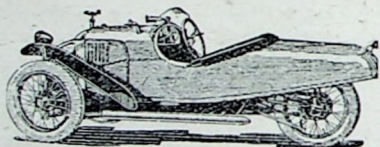


Be sure to see the  
**3-WHEELER CYCLECAR**  
 on the **ROYAL RUBY STAND** at  
 the **Motor Cycle Show at Olympia,**  
 Oct. 31—Nov. 5.



For Full Particulars  
 apply—

**THE ROYAL RUBY COMPANY, Car Dept.,**  
**BOLTON, LANCs.**



**MORGANS**  
 for Yorkshire

**1928 Models**

now available  
 for immediate  
 delivery.

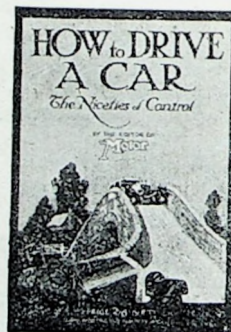
Prices from  
**£89**

For reliability, the Morgan is  
 unrivalled; speedy, sporty and  
 economical. TAX ONLY £4.  
 EXCHANGES. DEFERRED  
 TERMS.

SPARES always in stock, immediate  
 dispatch.

REPAIRS by Morgan experts.  
 Send for catalogue.

**POTTER'S**  
**MOTOR AGENCY**  
 Tel: 22578  
**CLAYPIT LANE, LEEDS.**



Let the  
 Editor of  
**The Motor**  
 teach you  
 to drive!

THERE'S no better driving tutor than the  
 well-known T.P. Manual "How to Drive  
 a Car"—by the Editor of "The Motor."

This handbook gives in simple language a  
 clear explanation of the principles of correct  
 driving, and tells how to deal with numerous  
 road problems and develop "road sense."

All the finer points of driving are made  
 clear by numerous illustrations.

**2/6 Net**

From all booksellers and bookstalls, or  
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 5-15, Rosebery Avenue, London, E.C.1.  
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## Features of this Week's Issue

# The Motor

**TUESDAY, OCTOBER 25th.**

### DUPLICATED STEERING GEARS.

All about an Interesting Development found in Many Unorthodox Chassis which May Become Adopted for Every-day Cars.

### SURVEY OF THE 1927 MOTOR SHOW.

By Lieut.-Col. J. T. C. Moore-Brabazon, M.C., M.P.

### GREAT BRITAIN AND MOTOR RACING.

The Earl of Cottenham, Major H. O. D. Segrave, and Captain Malcolm Campbell on Pooling National Resources.

### POLICE AND MOTORISTS.

Dangers of Uncorroborated Evidence under New Proposed Law.

### BY-PASSING AND ITS OUTCOME.

Has the Policy of Making "Loop Roads" been Justified by Results?

### AMATEUR FITTING-OUT.

Cossip on Gadgets—How to Install Them. Simple Handiwork and the Right Way to Do It.

### FAR-REACHING POSSIBILITIES OF DOPED FUEL.

Changes in Engine Design and Improvements in Performance which would be Possible should a Doped Fuel Become Generally Available.

### AN INTERESTING NEW SMALL SIX.

First Details of the Renault Monasix.

### AN OIL PRICE WAR.

A Prospect Not to be Viewed with Equanimity by the Motorist.

### STRIKING ELECTRICAL INNOVATIONS.

Flexibility of Equipment that has led to the Fitting of Units in Unorthodox Positions.

### PROGRESS WITH FAST-RUNNING DIESEL ENGINES.

Important New French Design Described.

### TREACHEROUS ROAD SURFACES.

Readers Give their Experiences. Where Dangerous Surfaces are to be Found.

## NEXT WEEK!

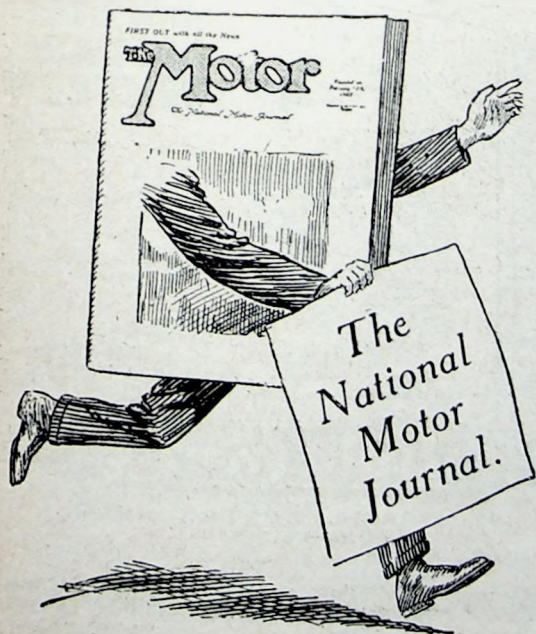
Some Features of the November 1st issue.

DUAL OR STAND-BY IGNITION—Some Practical Considerations in its Application. AMATEUR FITTING-OUT—Informative Series of Articles on Equipment and Overhaul. SPRINGING EACH WHEEL INDEPENDENTLY, and all the News.



**PUBLISHED TUESDAYS 4d.**

Offices: 5-15, Rosebery Avenue, E.C.1.





IT is made up in handy tins priced at 1s., and is claimed to remove grease, tar, paint, oil, rubber solution and so forth from the hands without in any way harming the most delicate skin. Emulsol is quite simple to use, as it is necessary merely to sprinkle sufficient of the liquid on the hands to cover them with a thin film and, after a few seconds, when the liquid has become "tacky," to add a little cold water and rub the hands together to produce a lather, finally rinsing in cold water.

*Representatives Required  
in many parts of Britain.  
Write stating Territory covered.*

*Ask for it from your Dealer or  
write direct to:—*

**North British  
Publicity & Distributing  
Co., Ltd.,**  
19, Main Street, Govan,  
GLASGOW.

ENTIRELY  
BRITISH

### The Cold Water Hand Cleanser

WHEN NEXT YOUR  
HANDS ARE LIKE THIS

& YOU WOULD  
A FIVE PEN

REMEMBER  
IF YOU HAD GIVEN  
A 1/- FOR THIS

HANDS WOULD  
HAVE BECOME

THE

## HYDRAULIC JACK

The strong man of the Desmo family. It will lift 2 Tons easily and smoothly and only costs

Undoubtedly the finest value ever offered  
in Hydraulic Jacks.

### DESMO RADIATOR MUFFS

The Standard muff is a quality muff made for any make of car. The "Popular," made for the most popular types of cars, such as Morris-Cowley, etc.

"POPULAR" .. .. 12/-  
STANDARD .. .. 18/-

**DESMO LTD., STAFFORD STREET  
BIRMINGHAM.**

Phone: Cen. 6547 (4 lines, Private Branch Ex.)  
Grams: "Desmo, Birmingham."

Scottish Depot: Oswald Chambers, Oswald St.,  
Glasgow, C.I.  
Phone: Cen. 8090.  
Grams: "Desmolite Glasgow."

Way

## OUR USED CARS ARE GUARANTEED

A.C. 1926, "Royal" Model, 2-seater, F.W.B.	£165
AUSTIN, 1928, 7 h.p., Chummy Models, immediate delivery	£135
AUSTIN, 1927, 7 h.p., Chummy	£110
AUSTIN 1925, 7 h.p., Chummy Models, from	£75
AUSTIN, 1924, 7 h.p., Chummy	£60
CITROEN, 1925, 11'4 h.p., English 4-seater, also Coupe, each	£75
CLYNO, 1927, 2 and 4-seaters, from	£100
FIAT, 10/15 h.p., 4-seater Saloons, from	£145
JOWETT, 1927, full 4-seater	£115
LEA-FRANCIS, 1924, 10 h.p., Chummy Model, excellent condition	£65
ROVER, 1926, 9/20 h.p., Sports 2-seater	£135
STANDARD, 11'4 h.p., 2 and 4-seaters, from	£65
TALBOT, 1924, 10/23 h.p., 4-seaters, from	£75
WOLSELEY, 10 h.p., two-seater and Coupes, from	£40

100 OTHER BARGAINS from £50 to £250.

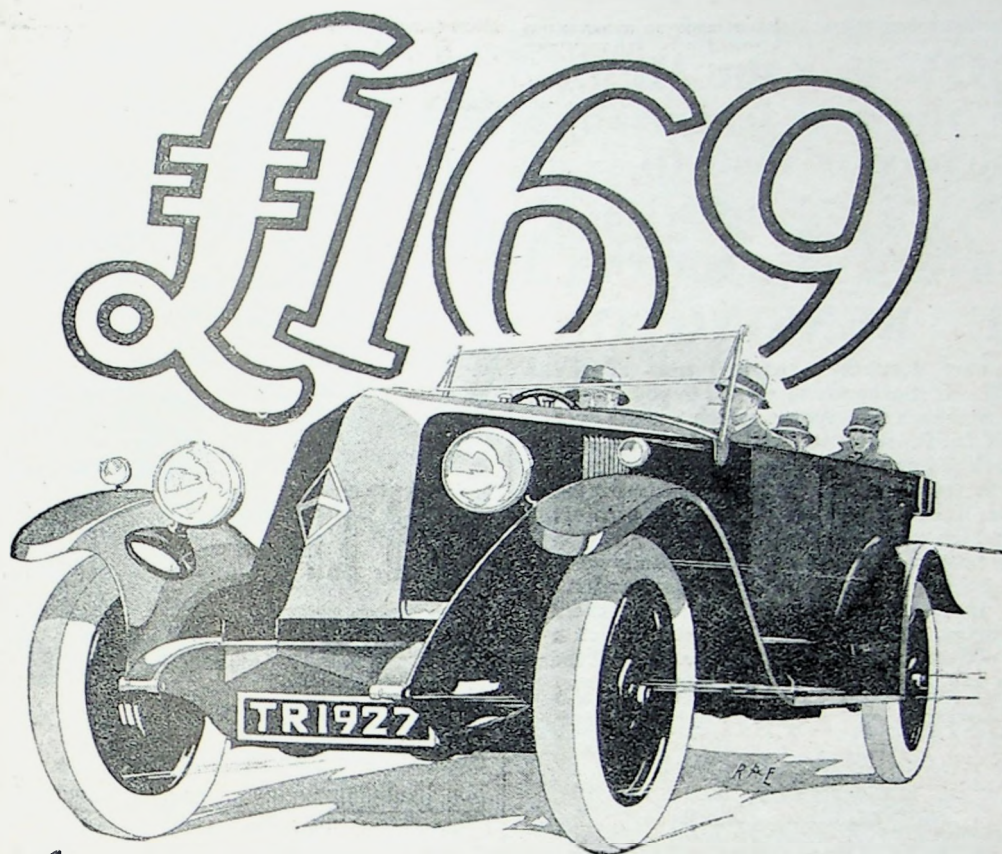
Best Exchange and Deferred Terms in London.  
You never take a risk when buying a Used Car from

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

'Phones - - - Museum 3081, 2122 and 0140.

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





**4 DOOR... 4 WHEEL BRAKES  
FULL FOUR SEATER**

**45 M.P.G.**

**TAX £9**

**OVER 45 MPH**

*5 DETACHABLE WHEELS with low pressure tyres  
Electric lighting and starting. FOUR WHEEL BRAKES.  
CLOCK. SPEEDOMETER. Diamond Switchboard with  
Dashboard Lamp. FOUR SHOCK ABSORBERS. All-  
weather side curtains. Double Note Electric Horn.*

Every detail of the 9/15 models demonstrates their amazing value. Outstanding features of the range are the Standard Weymann type Saloon, completely equipped at £182, and the Two Seater, £179. De Luxe four door Weymann type or metal panelled Saloon, £199.

Write to-day for illustrated literature and technical specifications of the 9/15 Models. Standard Open Tourer, £169. De Luxe Open Tourer, £179. Also the amazing new 12.5 h.p. SIX from £279 which created such a sensation at Olympia.

*Also  
the new*

RENAULT LTD., Head Office and Works,  
14, Seagrave Road, West Brompton, S.W.6.  
Showrooms: 21, Pall Mall, S.W.1. (Phone: Rez. 0974.)

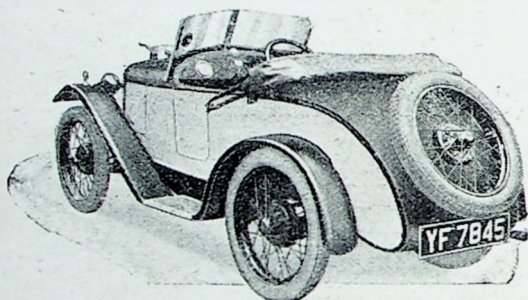
**RENAULT MONASIX**

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



# NOW that the Motor Show is over why not pay a visit to **TAYLORS OF KENSINGTON**

and chat over the pros and cons of the particular makes which appeal to you most? Our spacious showrooms, which occupy over 10,000 sq. ft. super, are well stocked with 1928 models of popular makes. We cordially invite you to try one make against another for leg room, driving position and motoring comfort generally. Also, we shall be glad to give you trial runs so that you may know exactly what you are buying before you place your order. For those interested in really economical motoring, but who at the same time want a car of distinction, we strongly recommend the **TAYLOR SPECIAL SPORTS AUSTIN 7 - PRICE £165**



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

## THE BIG BUGS SLOW UP TO EXAMINE HER.

Southampton. Oct. 2nd, 1927.

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

P.W.

All makes supplied for cash, exchange, or upon our liberal NO DEPOSIT E.P. TERMS, financed by ourselves. Motorcycles and Used Cars taken in part payment for New Cars. Our new 1928 Buyers' Guide free on request.

**H. TAYLOR & Co., Ltd.,**  
49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7,  
and 88, QUEEN'S ROAD, PECKHAM, S.E.15.  
Telephone (3 lines): Kensington 8568-8569-5546.

## Supreme—

Supreme in appearance,  
supreme in performance—  
the **AMPLION CONE** is  
the loud speaker that makes  
listening worth while.

Ask your radio dealer for a  
demonstration.

# AMPLION CONE

"Jacobean" Oak A.C.7 £6-10-0

Seven Models at Prices from **52/6**

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

Not a heater only, but  
a lamp with 101 uses,  
absolutely safe in all.

on the frostiest morn

## THE **'PROTECTOR'** PATENT SAFETY LAMP

Approved by the leading Insurance Companies  
and used by H.M. Government.

Completely overcomes the bugbear of a cold garage and makes unnecessary the alternative expensive heating and lighting installation.

Put in the bonnet of your car overnight it circulates warm air around the engine, and prevents the oil solidifying, so ensuring easier starting in the coldest weather. It eliminates all necessity to drain the radiator, prevents a freeze-up, cracked cylinders and jackets.

It is absolutely impossible for fire or explosion to arise from using a "Protector" which is not merely a heater, but a lamp as well, the only lamp of its kind, fool-proof and safe under all conditions.

Get a "Protector" NOW, frost is coming.

Burns Petrol, 30 hrs., 1 filling, costing less than 1d. Gives 1 C.P. light, is clean, free from smell.

Turned in solid brass, British made, weighs 3½ lbs., measures 10" x 3½".

Sold by Garages and the makers.

Carr. Paid in U.K.

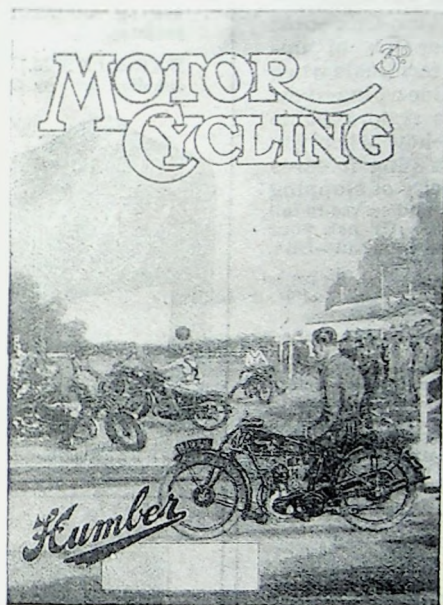
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**THE PROTECTOR LAMP & LIGHTING CO., LTD.,**  
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READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention "The Light Car and Cyclecar" in your enquiries.



The only complete report of  
the Motorcycle Show published  
in a single issue



## MOTOR CYCLING

# Show Report Number

## WEDNESDAY, NOV. 2nd.

Next Wednesday's issue of *Motor Cycling*, the third Show Number, will be greatly enlarged and will contain a complete and copiously illustrated report of the Motorcycle Show besides numerous special features. Both photographs and line drawings will be freely used to illustrate the report, which it is hoped to make the most complete production of its kind ever published. Essential information will be presented in a summarized

form, and facts will be recorded with a minimum of verbiage. The report will, in fact, form a complete guide to the motorcycle industry as it stands at the present time.

Articles of interest to all riders will also be included, as will all the regular and favourite features of *Motor Cycling*.

Do not miss this issue—it will be worth keeping for reference throughout the coming year!

**GREATLY ENLARGED—3d.**

Offices of "Motor Cycling," 5/15, Rosbery Avenue, E.C.1.



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to show you

**-CLIX**

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

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

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

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Adaptor (supplied in OBA, 2BA or 3BA threads).

Resilient Non-Vibratory Plug and Insulator, Nickel-plated.

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Manufacturers of CLIX Radio Fitments.

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# Winter Motoring

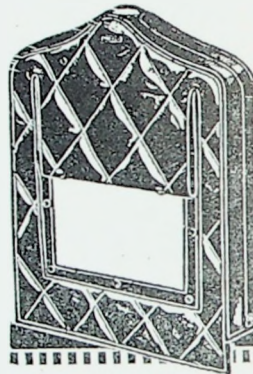
IF your engine is sluggish, if you are using too much petrol, winter motoring becomes an expensive bore, not a pleasure. Better running will be obtained if a BAR-KINS RADIATOR MUFF is used, because your engine can be kept at its right temperature, and when you are standing it is only a second's work to undo two press buttons and let the front of the Muff down to protect your radiator.

BAR-KINS MUFFS ensure protection and can be supplied for any make of car.

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the owner-driver,  
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Every muff guaranteed.

Obtain your radiator muff while this stock lasts, we can supply for almost any  
make of car from stock. When ordering state year, H.P., and make of car.

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Grams: "MEETON, Birmingham."



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If you did not buy a new car at Olympia, fit "Solex" to your old one and note the wonderful improvement.

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## "SOLEX" AND THE 200 MILES RACE.

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Particulars of it may be found in our 200 Miles Race. There is no additional charge.

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Why handicap your car and limit performance by its magneto?

The modern high-speed engine makes Coil Ignition essential because it is independent of engine speed. Gently "ticking-over" or "all-out" you get a spark that ignites the mixture instantaneously, so giving you easier starting and regular even running.

Your car can now be equipped with Coil Ignition, because the New Delco-Remy Coil Ignition Magneto Replacement Unit is available to suit most four- and six-cylinder cars. Easily and quickly fitted in place of the magneto, it will give you in addition to easier starting, better slow running, quicker acceleration, better all-round car performance, and will end your ignition troubles once and for all. Ask your dealer to demonstrate or write us direct for full particulars.

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### MAGNETO REPLACEMENT UNIT

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### PRICES:

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according to make of car.

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R.N.R.

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





# SWIFT

Swift chassis have only undergone minor improvements for 1928, so you can buy one without wondering what is going to happen as is the case with new experimental models. Swift quality is, and always has been, of the highest order, and the entirely new range of bodies has achieved a degree of sheer beauty in coachwork, unexcelled by any other standard models irrespective of price. A choice of 4 dual-colour finishes and 2 single colours is offered without extra cost, and although flexibility and smoothness of running, due to the 3-bearing crankshaft, are outstanding features, the standard models will comfortably attain 50-55 miles per hour if required.

Why not write for a copy of our 1928 brochure, "Reasons Why," giving full particulars of the models as well as describing in detail the generous "Part Exchange" and "Deferred Payment" facilities we offer, or, better still, arrange for a trial run. Full range of models always on view.



Generous Exchange and Deferred Payments Facilities Operative Anywhere in Great Britain.

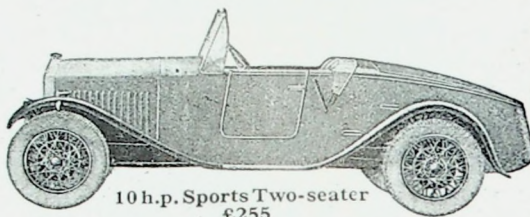
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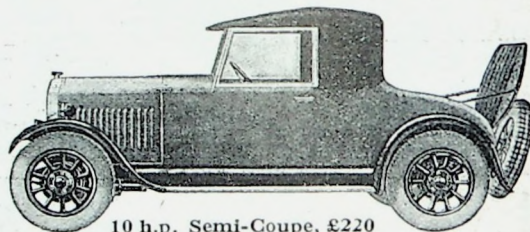
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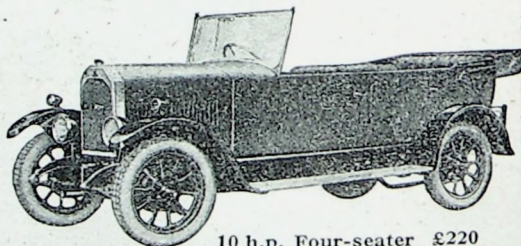
Not a  
NEW "NINE"  
But a  
PROVED "TEN"  
is the Car you should Buy



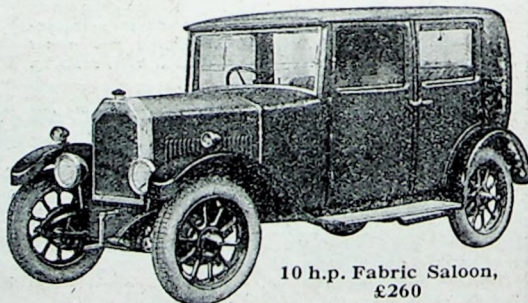
10 h.p. Sports Two-seater  
£255



10 h.p. Semi-Coupe, £220



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10 h.p. Fabric Saloon,  
£260

Wire Wheels on all Models except Sports £8 - 8 - 0 extra.

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





# The Light Car and Cyclecar

WATER, WATER  
EVERYWHERE—

—Sums up, pretty nearly as usual, the chief characteristic of sport last week-end. The M.C.C. High-speed Trial was marred by rain, while to add a little "variety" to the Leeds M.C.'s Colonial Trial this useful little water-splash was included in the route. The car is F. Watson's Austin Seven.

## NOTES, NEWS & GOSSIP of the WEEK

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### LIGHTING-UP TIMES (Rear Lamps) for Saturday, October 29th.

London .. 5.8	Edinburgh .. 5.8
Newcastle .. 5.4	Liverpool .. 5.12
Birmingham 5.13	Bristol .. 5.18

Moon—First Quarter, November 2nd.

### The Scottish Show

—Opens in the new Kelvin Hall of Industries on Friday next, November 4th. It closes on November 12th.

### Records Beaten.

The total attendance at this year's Motor Show exceeded last year's figure by 10,777. This year there was, of course, an extra day at the disposal of the general public.

### This Week—

—We pay a well-merited tribute to the Alvis Car and Engineering Co., Ltd., whose straight-eight racers represent one of the most determined efforts to uphold the prestige of Great Britain in the motor racing world. How G. E. T. Eyston lowered the 1,500 c.c. World's Hour Record at Brooklands and thus—failing further successful attempts between now and October 10th—becomes the holder of *The Light Car and Cyclecar* Challenge Cup is told vividly in another article. Three-wheeler enthusiasts should read all about the cyclecar exhibits at the Motorcycle and Cycle Show, which opens at Olympia on Monday.

No. 777. VOL. XXX.

### To Race Again.

Major H. O. D. Segrave, it is rumoured, is to make his reappearance—"for one day only"—at the wheel of a high-speed car. The event will take place in the United States.

### Motorcycle Show Parking.

For the convenience of R.A.C. members visiting the forthcoming Motorcycle Show at Olympia the Club has hired a large piece of ground adjoining the Exhibition where cars and motorcycles may be parked. A charge of 2s. 6d. per day is made for cars, while motorcycles may be parked for 1s. per day.

### Next Week—

—All about the light car exhibits at the Scottish Show, including a guide to the stands upon which they will be found. In addition, we shall include an interesting article on the history of the Scottish Show. "Driving for Safety" is the title of an article in which some very common-sense advice is given, and we recommend this article especially to beginners who, perhaps, are not au fait with road customs, and so on.

### Firmly Believes in F.W.D.

In an interview with *The Light Car and Cyclecar*, Mr. T. G. John, of Alvis fame, expressed himself as a firm believer in front-wheel drive. A limited number of f.w.d. Alvises may be marketed very soon. They will be essentially sporting chassis.



### New Evesham Bridge.

A new bridge is in course of construction at Evesham; it will relieve traffic congestion in the town by diverting a large proportion of vehicles to a less crowded route.

### I.A.E. Meeting.

A joint meeting of the Institution of Automobile Engineers and the Royal Aeronautical Society will be held on Thursday, November 3rd, at the Royal Society of Arts, John Street, London, W.C.2, at 7.45 p.m.

### An Unusual Test.

An unusual "test to destruction" is about to be made on a long concrete bridge in North Carolina, America. The bridge will, in any case, have to be destroyed owing to prospective flooding of the surrounding area, and it will be purposely destroyed in order to determine the strength of concrete for large bridges.

### Coachwork Competition

A coachwork competition for various types of car coachwork was held in connection with the Olympia Motor Show by the Institute of British Carriage and Automobile Manufacturers. Comfort, finish, construction and accessibility were points taken into consideration by the judges, three of whom were representatives of the R.A.C.

### R.A.C. Olympia Stand.

During the Motorcycle Show at Olympia the full staff will be in attendance at the Royal Automobile Club Stand, No. 93, in the New Hall, and associate members requiring technical or touring information or advice are invited to make the fullest use of the facilities provided. The R.A.C. has also reserved the lower Prince's room in the main hall as a lounge, and this will be available to associate members on production of their membership cards.



### WEEKLY WISDOM.

The jack. Make sure that it is in thy kit, for a jack which thou hast not verily availeth thee nothing in time of tribulation.

### Light Cars of 1928.

Look out for something new, attractive and of considerable usefulness in our treatment of the test-reports of 1928 light cars. The first article will appear shortly.

### Cyclecars at Olympia.

Only three makes of cyclecar will be on view at Olympia during the Motorcycle and Cycle Show, which opens on Monday next. *Motor-Cycling Show* Numbers should be bought by all interested in the solo and sidecar exhibits.

### Our Pessimist—

—Wants to know how long it will be before someone wants to pull up Piccadilly, London, again. The newly surfaced thoroughfare, in which a form of specially rapid hardening cement was used, was opened ten days before schedule.

### The New Cyclecar Club.

We understand that brochures dealing with the organization and objects of the New Cyclecar Club will shortly be ready for posting to prospective members. Further news of the club appears in "Club Items" this week.

### A New Eden Bridge.

Eden Bridge, Carlisle, is shortly to be widened, as for some years past it has been inadequate to deal with the large amount of traffic on the main road between England and Scotland on the west side of the country.

### New London-Exeter Course.

The Motor Cycling Club's London-Exeter-London run will start this year on Tuesday, December 27th—that is, the day after Boxing Day. The run will start and finish at Slough instead of Staines and a "more suitable" hill has been substituted for Marl pits. The timing on Salcombe hill will be over a shorter length nearer the summit than has been the case hitherto.



The bath-chair peril! A warning post to motorists, erected by an invalid at Sockburn, Darlington.

### Carlisle Schemes.

An expert has been appointed by the Carlisle Corporation to advise on various street improvement matters so that when the English street improvement scheme gets going Carlisle will have plans in hand to meet the requirements of modern traffic.

### Safety First Fences.

The city authorities of Munich have recently fenced off the pavements of the most congested streets so that pedestrians cannot suddenly dart off from the pavement and plunge into the stream of traffic. The fencing has been carried out in an artistic manner.

### Closing Down.

Lively scenes marked the closing of the Motor Show at Olympia last Saturday. From 9.30 p.m. until 10 p.m. a pandemonium of hooting horns reigned, while the refreshment bars and cafes were crowded with visitors, attendants and officials. On one stand we noticed some high-spirited young salesmen adorning one of the exhibits with floral decorations taken from the stand, while a grave-faced gentleman, attired in a white dust sheet, presided over the ceremony!



### SUPPLY AND DEMAND.

This sign, to be seen at the inn at the summit of Fish Hill, near Broadway, suggests that motorists frequently require water for their radiators after the mile-long climb.



### LIGHT CAR "LIONS" ADDRESS THEIR AGENTS.

**D**URING the period of the Motor Show the Austin Motor Co., Ltd., Singer and Co., Ltd., and Swift of Coventry, Ltd., entertained their agents and the Press to dinner in London, and very bright, optimistic gatherings they were, owing to the good business done at Olympia.

Sir Herbert Austin gripped his audience with a compelling speech that earned him a great deal of applause. Nobody is keener than Sir Herbert Austin on the question of Service (rightly spelled with a capital "S") and ways and means for providing more and better facilities for Austin owners were discussed by him at length. Austin sales, he said, had increased by 41 per cent. during the past year and arrangements had been made for an output of 70,000 cars during the coming season.

Mr. R. Fane de Salis, chairman of Singer and Co., Ltd., called attention to the fact that there were to be no formal toasts, but that nevertheless he wished to extend a welcome to all present at the Singer Reunion. He dwelt upon the giant new works which have been acquired this year and mentioned that when their equipment is completed production will be enormously increased. Mr. W. E. Bullock, managing director of the company, told the guests how the concern was making big strides, how output was being doubled, how foreign markets were being successfully invaded and how, in spite of the big developments, he was determined that all Singer cars should retain their individuality and should not suffer from any suggestion of being mass-produced. The gathering was notable for the great enthusiasm of the Singer dealers and the outspoken, brilliant speech of Mr. G. W. Lucas, who addressed the gathering on their behalf.

Mr. Charles Sangster, chairman of Swift of Coventry, Ltd., is a big believer in light cars, and expressed his views in forcible tones. He feels that a speed of 50-55 m.p.h. is enough for anybody and that the light car can fill almost every motoring need. He described the progress in design made of recent years as "really remarkable" and dwelt at some length on the question of foreign cars and the home market. That he struck a happy note was evidenced by the enthusiasm of the gathering.

### First Irish A.A. 'Phones.

The first two A.A. roadside telephone boxes in Ireland have just been erected. One is at Shankhill, Co. Dublin, on the road from Dublin to Bray, and the other at Carryduff, Co. Down, on a Belfast main road. The boxes are illuminated at night.

### A Perry Barr Track?

It is rumoured that certain estate agents in the neighbourhood of Birmingham are interesting themselves in a proposal to make a car racing track, similar to Brooklands, on the Perry Hill Estate, Perry Barr, Birmingham.

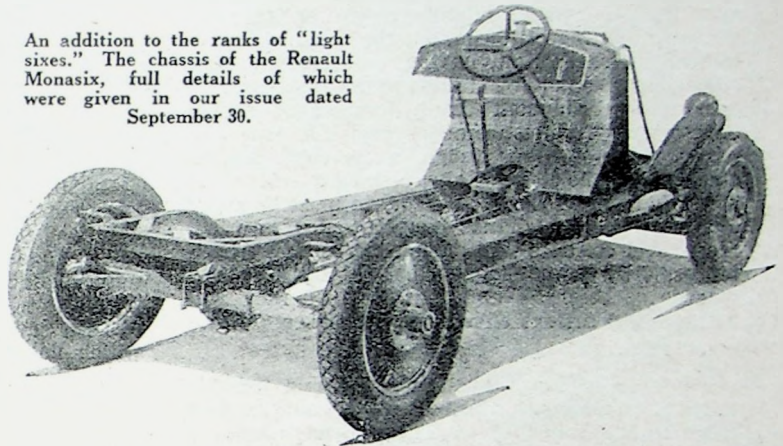
### Grand Prix Winner Honoured.

M. Robert Benoist is to be made a Chevalier of the Legion d'Honneur, in appreciation of his services in the racing world.

### Sunday Trials.

Local authorities in the High Peak District of Derbyshire have been asked to take steps to stop motor and motorcycle trials on Sundays. Frequently, very narrow lanes in the district are used for trials and a certain amount of annoyance is caused to residents.

An addition to the ranks of "light sixes." The chassis of the Renault Monasix, full details of which were given in our issue dated September 30.



### Shows in the States.

The annual national Automobile Shows will be held next year in New York from January 7th to 14th, and in Chicago from January 28th to February 4th.

### La Delivrance.

*La Delivrance*, a very striking statue by a well-known French sculptor and a gift to the nation from Lord Rothermere, was unveiled last week by Mr. Lloyd George. The statue stands at the junction of the Finchley and North Circular Roads. During the week-end motorists from all parts of London and from the suburbs came to view this fine work of art.

### The 200-Mile Race.

From *The Autocar*: "Never has there been a finer race than the Junior Car Club's classic last Saturday."

From *The Light Car and Cyclecar*: "The best race of the series . . . a race which will long be remembered."

From *The Daily Mail*: "Two exciting incidents marked an otherwise dull race."

As "Critique" remarked, the situation leaves us dazed!

### Hour Record Lowered.

Driving a straight-eight Bugatti, Eyston lowered the 1,500 c.c. hour record on Monday last at Brooklands. He covered 115 miles 982 yards in the hour, the previous best performance being that of the late J. G. Parry-Thomas, who, on October 30th, 1926, covered 112 miles 1,362 yards in his Thomas-Special. The track closes for winter renovations on November 10th, so there is still time for the figure put up by Eyston to be attacked.

### Copnor Road Opened.

Copnor Road, connecting Portsmouth with Southsea and the eastern side of the city, was thrown open last week, after having been closed since January last for reconstruction.

### Tax Evasion.

That there appears to be considerable abuse of the 14 days' grace allowed to motorists in which to renew their licences has been intimated by the Ministry of Transport to various county authorities.

### C. U. M. Walther's Injuries.

We learn with regret that C. U. M. Walther sustained more serious injuries in the 200-Mile Race than were at first anticipated. Owing to the overturning of his Austin at the tub hair-pin Walther received a broken arm which necessitated his removal to hospital, where he still remains awaiting an operation.

### Fiat Price Reductions.

Considerable price reductions have recently been made throughout the whole range of Fiats. Prices of 9 h.p. and 12 h.p. models are now as follow: 9 h.p. two-seater £190, four-seater £195, coupé £225, two-door saloon £225, four-door Weymann saloon £250, 12 h.p. two-seater £260, five-seater £265, saloon £325, coupé £350.

### Inner Temple Park.

Many motorists have taken advantage of the space offered by King's Bench Walk, London, to park their cars during the day time, and on many occasions solicitors and others in the Temple have let their cars remain there all night without lights. An order has now been issued that in future only members of the Inner Temple and residents will be allowed to leave their cars in the Walk, and no vehicles may be left there at night without lights.

### Camping Facilities.

As it is believed that the demand for information regarding camping sites will be even greater next year than this, the R.A.C. proposes to compile a list of camping sites in all parts of the country for inclusion in the R.A.C. Guide and Handbook. Owners of suitable camping sites are invited to communicate with the R.A.C., giving full particulars.



THE EDITOR DEALS WITH PLANS AND  
POSSIBILITIES IN THE WORLD OF  
LIGHT CARS.

WHEN we advocated free-wheel clutches as a practical and advantageous addition to the specification of modern light cars, we realized that we were inviting criticism, but the trend of events indicates clearly that, having overcome its first suspicions, the public is taking to the idea. It was ever thus throughout the history of motoring; developments which are now accepted as part and parcel of approved design were subjected to strong—but, be it said, always honest—criticism. The whole point is that new ideas must be given a fair trial, and, thanks largely to our backing, free-wheel clutches will during the coming season be tested by the public. We believe that they will emerge successfully and that by 1930 they will be standard fittings on very many makes of car.

The day of the six-volt starting and lighting battery may soon be over. This will come as good news to thousands of small car owners who, if they are at all careful, refrain from using the starter at the very time they need it most—namely, on cold mornings. One or two concerns have already quietly changed over from six to twelve volts, and it seems likely that during the coming season other folk will follow suit.

The M.C.C. High-speed Trial brought the Brooklands season to a conclusion, and it may be assumed now that high-speed cars will go into winter quarters. The curtain has descended, as it were, on the activities of racing departments, and the veil will not be lifted again until March or April. We may, however, speculate as to changes which will probably be noticeable when the new season begins.

Elsewhere in this issue we outline the plans of that staunch and thoroughly all-British firm the Alvis Car and Engineering Co., Ltd, but at the moment it would appear that there is no other British concern desperately anxious to spend the

machine up to

Rumour has it, however, that some of the A.C. racers may emerge from their retirement in an improved form, and that one other all-British high-speed machine—the Frazer-Nash—will make its reappearance as a far faster and more reliable proposition than the car which Frazer Nash drove in the "200." We have also the 1½-litre Bond, which has been improved largely as a result of suggestions made by Capt. Malcolm Campbell, whilst one or two other concerns are nibbling at the idea of taking up racing work more seriously.

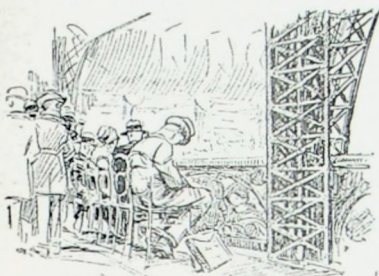
The battle between Bugatti and Delage has resulted in a victory for the latter this year, and M. Louis Delage has openly avowed that he has finished with racing unless—and the provision is very significant—his supremacy appears to be threatened. Now, quite obviously M. Ettore Bugatti is not going to take his defeat lying down, and it may be assumed fairly safely that next year he will produce something not only as fast as the Delage but modelled on much the same lines. Wind resistance at very high speeds is a most important determining factor in high-speed work, and a comparison between the Delage and the Bugatti reveals quite clearly the fact that the latter is handicapped considerably by its comparatively high body.

There is a good deal of activity just now in the three-wheeler world, and signs are not wanting that interest in these vehicles is reviving. Recently we published advance details of the new Royal Ruby productions which will be on view at the Motor Cycle Show. Now comes the news that the Coventry-Victor concern is producing a new sports model which will be fitted with a 750 c.c. o.h.v. water-cooled engine. In addition, all models of the Coventry-Victor will be available with a reverse gear at a small extra price, which, we imagine, most buyers will be glad to pay.

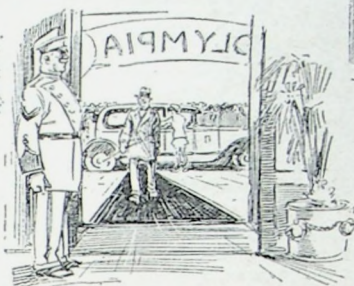
The Morgan concern is introducing a new super-Aero model for 1928, and various improvements have been made to the existing models. In future the dynamo will be driven by gearing from the bevel box countershaft instead of by belt from the flywheel.



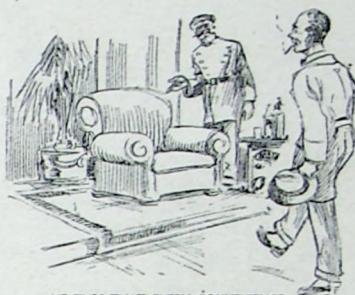
# A DREAM OF OLYMPIA



A TIRED ENTHUSIAST SEEKS A WELL-EARNED REST IN THE GALLERY AND FALLS ASLEEP



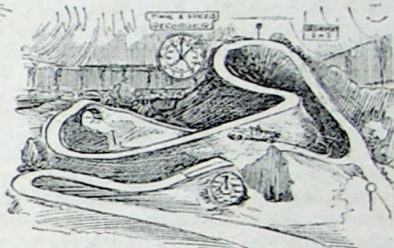
HE FINDS THAT EVERY CONVENIENCE AWAITS HIM



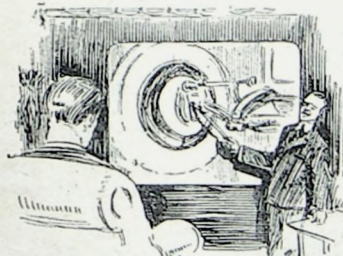
IN A VIVID DREAM HE REVISITS THE IDEAL MOTOR SHOW



AN ELECTRICAL DEVICE AUTOMATICALLY PRODUCES ANY MAKE OF CAR HE WOULD LIKE TO



A CURTAIN IS DRAWN ASIDE AND HE CAN WEIGH UP A CAR'S PERFORMANCE UNDER TREACHEROUS ROAD CONDITIONS



SLOW-MOTION CINEMATOGRAPHY IS USED TO EXPLAIN THE TECHNICAL DETAILS



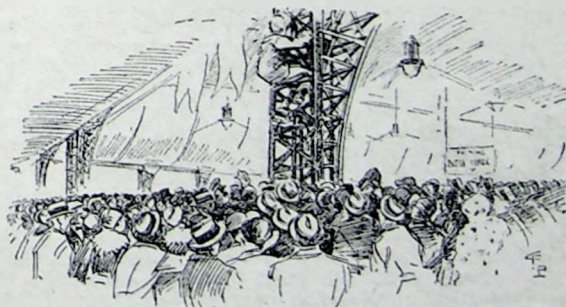
HE ENJOYS A CLOSE-UP VIEW WITH LIMELIGHT EFFECTS



HE FALLS FOR A 24-CYLINDER TURRET SALOON CRUISER—



—AND DECIDES TO ASCEND TO THE FORE-TOP



THEN HE WAKES UP

Fancy runs riot whilst we slumber, but often its wayward tricks have more than a mere suggestion of common sense, as the artist has endeavoured to depict in this amusing little pen picture.



## PROBLEMS OF INDUCTION-PIPE DESIGN.

By L. MANTELL.

VERY CAREFUL THOUGHT MUST BE GIVEN TO THE LAYOUT OF THE INDUCTION SYSTEM ON MODERN ENGINES. THIS ARTICLE DEALS WITH SOME OF THE DIFFICULTIES WHICH ARISE.

THE introduction and development of small six-cylinder engines have done much to increase our understanding of the questions of carburation and manifold design generally, and has most effectually exploded a number of old theories. The requirements of a "six," while broadly in line with those of a "four," are infinitely more exacting, and in running them to earth—in the general sense—we have certainly learned much that might long have remained a closed book if we had had only the more accommodating "four" to consider.

The general induction conditions, for instance, which call for fine fuel disintegration or otherwise are now known to us, and—*en passant*, perhaps—the existence of an "otherwise" at all may come as a surprise to many. The methods of correctly applying heat are now also known to us in a very general way, although in the mathematical sense we are still in the dark.

We are, however, a little clearer as to induction-pipe shape, dimensions and so forth, and it is probable that for these improvements in our knowledge we have mainly to thank the "six"; but a little particularizing will be of interest.

It might appear at a cursory glance that the "six," by virtue of its 50 per cent. additional inspiration impulses compared with the "four," should enjoy a 50 per cent. extra immunity from periodic gas shock, which is one of the principal factors in fuel deposition and consequent waste. In point of fact, however, this is not the case, because with similar conditions of manifolding a "six" has, on the contrary, at least three times the depositing tendency of a "four." Let us consider the current movements in the two types of engine provided with simple T-section manifolds, and the reason for this will be clear.

An accompanying sketch shows diagrammatically a typical four-cylinder induction design which is depicted for explanatory purposes as an external manifold. Another sketch shows, similarly, a six-cylinder manifold of identical design. Taking first the "four," it will be evident that with both firing orders—1, 3, 4, 2 and 1, 2, 4, 3—there will be one current reversal only per revolution in the horizontal part of the pipe, and, furthermore, it will be noted that this reversal is conducted with a volumetric energy or amplitude equal to half the gross volume of the engine, 1 and 2 always inspiring in succession and, similarly, 3 and 4 with either firing order.

In the "six," however, it is very different. Here, again, we have two firing orders—1, 4, 2, 6, 3, 5 and 1, 5, 3, 6, 2, 4—but with either there are induction

reversals in the horizontal part of the pipe at the rate of three per revolution, and, as each impulse is performed by one cylinder, its energy or amplitude is equal approximately to only one-sixth of the gross capacity. In short, we have in the "six" current reversals produced at three times the rate of those in the "four," and at roughly one-third of their amplitude.

It does not require a highly developed sense of physical introspection to picture the result. It will be clear that, while there are definite directional current movements throughout the pipe generally, there is an area just above the junction of the carburettor lead, where directional motion is impossible owing to the very rapid and low amplitude reversals, which even at medium engine speeds occur at this point at the rate of over 100 per second.

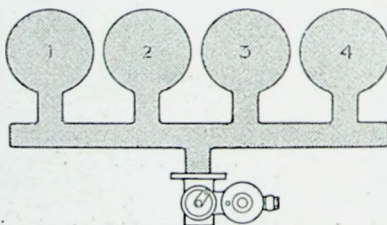
Fuel passing through this stagnant and violently oscillating area is quickly thrown out of suspension and deposited on the inner walls of the pipe, whence its movements as a liquid are no longer controllable, and bad distribution and waste result, for it is obviously impossible to direct the movements of surface liquid on the interior walls of the manifold. What one must do, obviously, is either to prevent the original deposition or to disperse it as completely as possible.

The first alternative can be effected only by dividing the induction system centrally and fitting two carburetters. For racing purposes this is generally regarded as the best way, but its cost, complication and derangeability of control rather put it out of court for production purposes. Its method of operation, however, is quite interesting and well worth a passing remark.

The additional efficiency obtained by dividing the pipe naturally does not accrue directly from the added volume from two carburetters, for it is obvious that this can easily be equalled by the use of a sufficiently large single instrument and a vertical lead of increased diameter.

The advantages gained are mainly, if not entirely, due to suppression of the violently oscillating area and conversion of a bi-directional flow with a vibrating centre into two independent uni-directional end-feed systems without any central depositing influence of this kind. If, on the contrary, one carburettor is desired for simplicity and cheapness, we must call in heat to disperse the centrally deposited fuel; but if efficiency is to be maintained this adjunct must be carefully applied. Much misapprehension as to its utility in the earlier and not so far distant days resulted from its incorrect application.

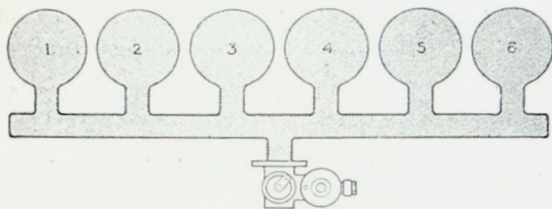
To heat the whole manifold is wrong, because the temperature necessary to disperse the deposited fuel at the oscillating junction causes over-evaporation at the extensions and consequent oxygen displacement.



A normal type of four-cylinder external manifold shown diagrammatically.



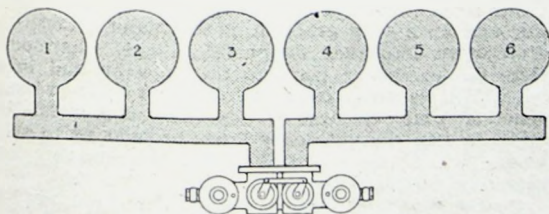
One is therefore obliged to apply a local but intense heat on the actual surface where deposition takes place, limiting it to that part only so that the liquid fuel is, in effect, "fried" off the surface, but has its further evaporation and expansion arrested at the cooler parts, where there is a high and definitely directional velocity to maintain the suspension. The same line of reasoning applies exactly in the case of "fours," but, of course, to a much lesser extent, for the depositing influences are not nearly so great.



A manifold of this type is not very suitable for a six-cylinder engine as it gives rise to bad distribution.

Amongst designers very divergent opinions have always been held regarding the value of heat applied to the induction pipe. Recent research, however, shows that it is entirely a question of correct application; but let there be no misapprehension as to the extent of our knowledge here; it is, so to speak, purely qualitative.

For example, the greater the mean velocity in the manifold advantageously obtainable the less aid do we require from heat, but this in turn depends upon the internal diameter, the roughness or smoothness of the interior walls, the symmetry of the tract and the constancy of its area. When the gas-way from the carburettor to the engine is as direct as possible, constant in area throughout, with all its bends identical for each cylinder, a smooth internal finish and as small an area as volumetric efficiency will permit, intensive local heating can be greatly reduced, for high and constant velocity will answer the same purpose and do so more effectively. On the other hand, a wide, rough tract demands considerable local heat.



By using a dual carburettor and a divided manifold, oscillations in the pipe can be suppressed.

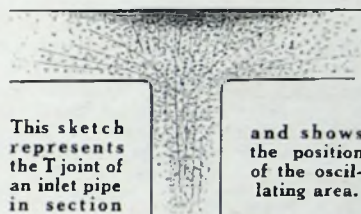
The complicated coring of a modern cylinder block makes a smooth interior almost impossible if the induction passages are cast-in, and this limits the choice of heat application, but when the manifold is external and on the same side as the exhaust, there are considerable possibilities if the experiments are carried out with a clear idea as to their objective.

The same misapprehensions exist with regard to fuel disintegration, the great majority of motorists probably being of the opinion that the spray must be as fine as possible if ideal results are to be obtained.

This is quite a mistaken impression. Over-evaporation is in some respects as bad a fault as

insufficient disintegration. The correct wetness or dryness of a spray depends entirely upon those details of induction design and heating which make for fuel deposition or otherwise. Heat is the dominant factor here; broadly speaking, the hotter the tract the coarser can the spray be with advantage, and the underlying reason can be summed up simply as follows:—The efficiency of an engine depends upon the weight of oxygen it can burn effectively per unit of time, per unit of capacity. It is obviously essential, therefore, that the fuel should occupy the smallest possible space. Clearly, therefore, vapour is theoretically taboo on account of the relatively large space it occupies to the exclusion of oxygen, the ideal state for the fuel being a degree of division that is too coarse to admit of extensive evaporation in the induction pipe, but just fine enough to keep in suspension and vaporize completely in the cylinder prior to the passage of the spark.

This is, of course, a purely hypothetical condition, for unfortunately spray is not so accommodating as to oblige us to this ideal degree. There is a certain amount of vapour always formed in the induction pipe and also a certain proportion of fuel in the cylinders insufficiently divided to mix intimately with the oxygen and burn at a useful speed. The point is, however, that the hotter the manifold and the finer the spray the greater is the evaporation and, therefore, the oxygen displacement.



This sketch represents the T joint of an inlet pipe in section

and shows the position of the oscillating area.

Up to a point the improved flame rate and better carburation more than balances the oxygen losses through displacement, but beyond that critical point both power and consumption losses result. To sum up, therefore, a fine spray is necessary with an under-heated pipe especially if there is a vertical carburettor placed well below the main manifold and long port leads, but if the pipe is extra hot, as on many modern engines, and the carburettor mounted close up to the horizontal part, coarser spray is preferable both for power and economy.

In practical carburettor adjustment this requirement is met up to a point by varying the choke size with jets to suit. The bigger the choke, of course, the lower the local velocity, and the coarser the spray, and vice versa.

Here, therefore, is one of the principal secrets of carburettor suitability, for, assuming a constant choke area, each make has its own characteristic degree of spray division; sometimes it is suitable to the engine requirements without appreciably reducing the charge volume and sometimes it is not, and cannot be made so on account of the design of the spraying members.

The suitability of carburettors to engines is generally regarded as among the mysterious unknowables of motor lore, and up to comparatively recent times it certainly was "wropt in mystery," but it is safe to say that nowadays if a first-grade expert is unable to adapt a carburettor to an engine it is on account of known limitations of design and not by reason of any unsolvable mystery.

NEXT  
WEEK.

All about the Light Cars at the Scottish  
Show (Illustrated).

3d.  
AS USUAL.



WHEN the suggestion that we should spend a long week-end in a trailer caravan was first mooted, it seemed rather a venturesome scheme, as the only car at our disposal was a three-months-old Trojan; but, bearing in mind our previous experience with this car, and knowing that it would pull "anything up anywhere," we decided to go ahead with the idea. Having obtained a caravan fitted up with all necessities for two people, we enlisted the aid of a local blacksmith, who fitted an iron cross-bar to the rear of the Trojan for attaching the caravan. The latter was fitted with a brake which applied itself so soon as the caravan started to overrun the car, and this proved very useful during ordinary running and in cases of emergency stops.

Having collected clothes and food for our trip, we set out without having actually decided on our destination, and headed for Devon, leaving the dear old city of Wells nestling amidst the Mendip Hills. We kept the speed of the car to a modest 20 m.p.h. through Taunton to Exeter, the Trojan climbing hills in top gear in an amazing fashion. Time being short, tea was obtained at Deller's café in preference to a picnic, our outfit being the centre of interest in a parking place near the cathedral.

Leaving Exeter behind us, we were faced with Telegraph Hill—a formidable climb, chiefly on account of its length. This necessitated a change into bottom gear, but a steady ascent was made without trouble.

After Newton Abbot, an easy run over wonderful roads brought us to Torquay, where we decided to purchase the necessary provisions for the next day, which was Sunday. Real Devonshire cream, new potatoes, locally produced honey, and butter, eggs, bacon, grape fruit and apples were bought and carefully stowed in the roomy well at the back of the car.

Another two miles brought us into Paignton, where we parked on the grass near the sea front, by kind permission of the police. A quick change of electrical connections and a dainty silk-shaded electric light illuminated the caravan, whilst the blue flame cooker soon had chops, potatoes and coffee well in hand. A delightful meal eaten to the sound of the waves on the slingle paved the way for bed. The ingenious adjustable legs kept the caravan steady on the uneven ground.

Tired with the preparations for the 80-odd-mile trip which had been commenced only at mid-day, we were soon asleep, to be awakened by a milkman's sonorous voice at about 7.30 a.m. We bought milk from him, and bacon and eggs were soon sizzling in the frying-pan, whilst we concluded our morning ritual with grape fruit. Breakfast disposed of and the crockery hastily washed up, we were soon off on our way to Teignmouth, passing through Babbacombe. Coming to a steep hill into Teignmouth, a few extra turns were given to the brake adjustment on the caravan—this was accomplished without stopping—and we were safely crossing the tollbridge and on to the sea front.

Here was an excellent opportunity for a short walk and a cigarette, whilst the car was being filled up with petrol. It may be mentioned now that the petrol consumption averaged 32 m.p.g. throughout the trip. A stop was made on the road to Exeter to obtain a lovely view of the River Exe and to prepare lunch. Having finished our meal, we were soon beyond Exeter and making our way towards Honiton, where some wonderful specimens of real Honiton lace were examined.

Our route then took us through quaint little Axminster and up a long gradient past Hunter's Lodge, to drop down into that delightful village, Charmouth. Here the passenger got into the caravan and made tea whilst we drove on, a welcome tap on the window denoting that all was ready. An uneventful but pleasant trip through leafy lanes brought us to Weymouth, which was crowded with holiday-makers and, therefore, no place for us.

On the neglected eastern end of the shore we soon



found a pitch which was a trifle exposed to the strong breezes, but was, on the whole, very pleasant. We retired that night very weary but with a strong resolve to bathe next morn. This was not carried out, however, as the weather proved cold and wet. After breakfast a start was made for Wareham, with its Roman earthworks and pleasant river. Here we forsook our caravan and lunched with a relative, starting off for Bournemouth soon afterwards.

After leaving Wareham we saw a sight which filled us with compassion; at the junction of two roads stood an A.A. scout directing traffic and obviously suffering agonies from toothache. We decided that if any dentist happened to pass with his paraphernalia in his car without ministering to him he would be worthy of many punctured tyres!

Bournemouth, with its throngs of holiday-makers, chars-à-bancs and its gyratory traffic schemes, did not attract us, so we passed on through Christchurch, where a road scout stands in lordly state and, like Horatius, "holds the bridge," proving himself, incidentally, to be very useful. Continuing on again through the open country which precedes the New Forest, we came to Lyndhurst, which was a seething mass of traffic—no place for us, again, so we made off to the woods and had tea.

We passed on through the New Forest proper, where

ideal camping sites presented themselves on every hand, but, alas! we had to be in Wells ere night fell. A steady speed was maintained to Salisbury, the slender spire of the cathedral being easily discernible from the top of Pepper-Box Hill, which the Trojan very nearly took on top gear. We continued on through Wilton and Warminster to Frome. Just beyond this town is the village of Mells, which is the home of the Horner family, of "Little Jack Horner" fame.

During the run no tyre trouble of any sort was experienced and the tool box was opened only once and then only to deal with a refractory tin of pineapple! Our expenses were confined to petrol, oil, food, and incidental personal requirements, for we did not find it necessary to pay any camping fees.

It is interesting to note that the caravan, which was manufactured by Cathedral Garages, Wells, could be disconnected in a few seconds if required. A very good feature is that the caravan is supplied with complete equipment (with the exception of bedding and food), even down to a gramophone and records; so we were not without luxuries.

The greatest possible credit is due to the Trojan, which could not have run better. Many friends had told us that we were asking too much of a small car, but they do not know what this wonderful, if unorthodox, car is capable of doing. R.C.

*The scene is laid at Olympia in the "wee sma' hours." An English light car and an expensive foreign model stand side by side. The English light car starts to talk:—*

"Hallo, cockey," he says, for he is a trifle low and lacking in polish, "how goes it?"

"Cockey?" replies the foreign car, "Vat ees dat? 'Ow mean you 'ow goes eet? I go as like as you."

"I mean how are you? Are you tired?" replied the English car, for it had been a crowded Saturday, and many people had jostled the cars since early morn.

"Tyred? I vas ver' well tyred, viz ze beeg ballons!" replies the foreign car haughtily; and the conversation goes on as follows:—

*English Light Car:* "I don't mean that at all. I mean tired—worn out."

*Foreign Car:* "You vos ver' rude. My tyres they no vorned out, they bran new."

*E.L.C.:* "Pneumatic, you mean! Anyhow, I bet they don't last as long as mine. All British I've got!"

*F.C.:* "Ah, vell, I beegaire car than you."

*E.L.C.:* "I don't think much of your bodywork, anyway."

*F.C.:* "Body-vork? Body-vork, hein? I fine beeg car, I made to go, evair zo fast, zo I no trouble about ze body. I go more fast zan you."

*E.L.C.:* "Don't you believe it, I can do my 55 easily."

*F.C.:* "Feefty-life? Zat ees notting. I can ze 70 do!"

*E.L.C.:* "Seventy whats?"

*F.C.:* "Watts? No, no, I petrol car. I do ze 70 kilometres, I no do ze watts."

*E.L.C.:* "Oh—I meant miles per hour, so I'm a good bit faster than you, old bean!"

*F.C.:* "Ole Bean? You ver' rude, I foreign car, I not Bean."

*E.L.C.:* "Sorry! Look at your wings now, they're so narrow that they'd give a bath to the passengers at the back. I bet they'd look like mudlarks after a wet ride."

*F.C.:* "Mudlarks? Mudlarks? I 'ave ze ver fine mudlarks. How you say eet ees wrong my mudlarks!"

*E.L.C. (laughing):* "Quite, quite. By the way, are you a standard model?"

*F.C.:* (bouncing with rage on his "ballons"): "Sapristi! I foreign car! I not Standard."

*E.L.C.:* "It's all right, I know. I know."

*F.C. (shouting):* "Clyno, I NOT Clyno! Zee ze name 'ere!" (Points proudly to radiator.)

*E.L.C. (soothingly):* "I see, I see."

*F.C. (shrieking):* "Zut! Sapristi! Sac-à-papier! Regard! Look! I NOT A.C.!"

*E.L.C. (facetiously):* "No! And you can't climb a hill, man; and you're not swift; and you speak crossly; and you're not a good singer; more is the pity; and when they let you loose you'll get lost in London."

*F.C. (distracted):* "Lil' Austin! Lil' Austin! Peeg! You 'ave ze cheek to call me lil' Austin? Me—ze beeg fat fine fellow, you say I lil' baby Austin? I 'ate you, I delove you, I—I speer at you!" (And sure enough, the next time his engine was started up, he spat back through the carburetter.)

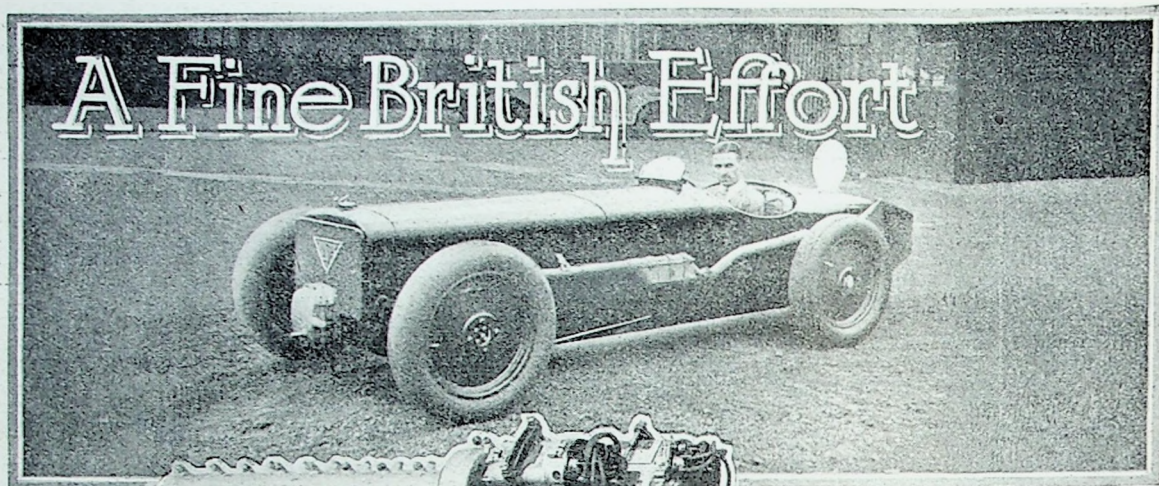
*E.L.C. (fed up):* "Oh—Go and boil your head!"

*F.C. (shrieking):* "Ach, you leetle Engleeschman, you tell my 'ead boil? Nevair, nevair, nevair 'ave I boiled, me wiz ze beeg termo-siphon cooled. Ach . . . pouff . . . I to boil? I ze beeg car so well oiled, so ver' well oiled?"

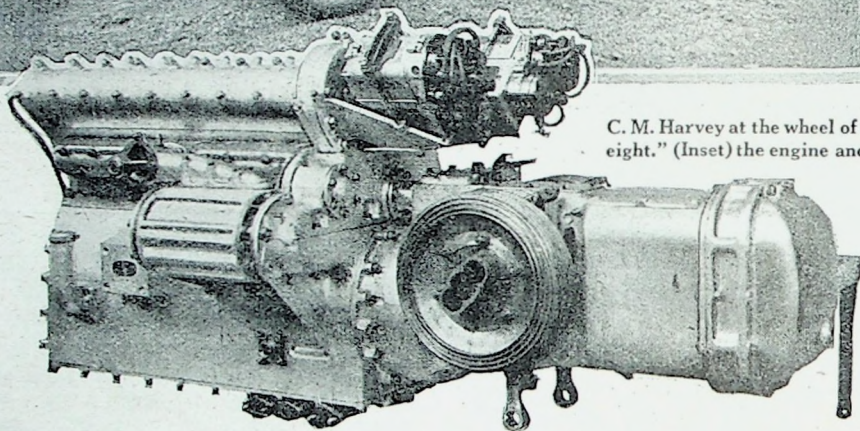
*E.L.C. (sighing):* "Oh . . . well-oiled . . . that explains it all. Wish I could get a drink!"

*The step of the night watchman is heard approaching, and both cars subside, for it is against the regulations to talk after "Lights Out." The only sound heard is the English Light Car chuckling and the Foreign Car murmuring uneasily as he drowses off.*





C. M. Harvey at the wheel of the latest "straight eight." (Inset) the engine and transmission unit.

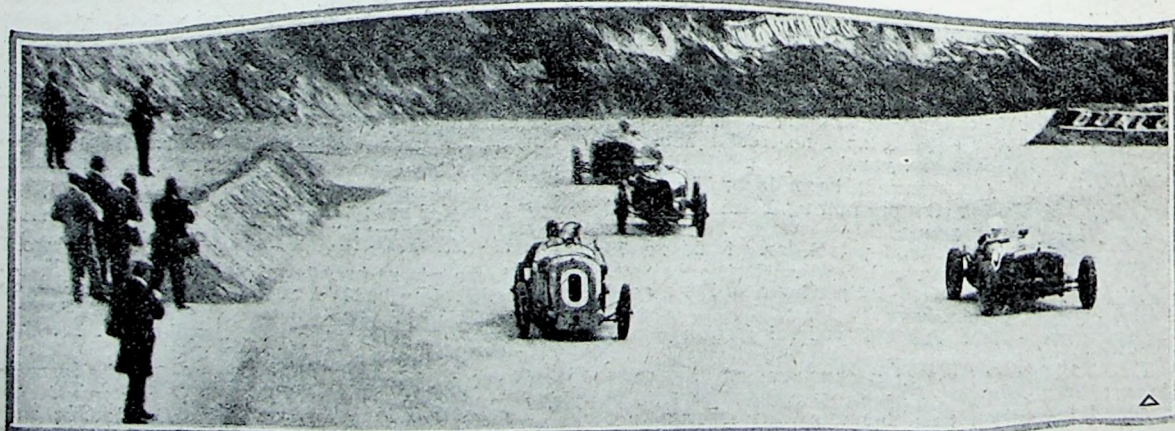


A FEW FACTS ABOUT THE ALVIS—MR. T. G. JOHN AS KEEN AS EVER.

CONSIDERABLE disappointment has been expressed concerning the poor show made by British cars in international events like the R.A.C. Grand Prix and the 200-Mile Race, and it has been suggested that, as apparently the financial resources of British manufacturers fall so far short of those at the disposal of powerful firms like Delage and Bugatti, we should withdraw altogether from the fray.

This is honest criticism containing a good deal of common-sense, but it should not be allowed to belittle the magnificent efforts made by British manufacturers despite their handicap; and the initiative shown by the Alvis Car and Engineering Co., Ltd., deserves particular attention.

With heart and soul these people have for several years thrown themselves into the difficult business of attempting to uphold British prestige



IN LAST YEAR'S "200": Lord Cottenham (Alvis) takes a corner sharply; Harvey (Alvis) takes it wider and at a higher speed. He can be seen in the background.



against odds which have been long enough to defer many other concerns, and although sheer bad luck has attended their efforts, they deserve the sympathy and congratulation of every fair-minded sportsman for the unwavering way in which they have met and encountered difficulties and the sporting manner in which they have accepted the rulings of Fate.

At the head of this go-ahead British concern is Mr. T. G. John—an engineer, a keen business man, and a patriot to his finger-tips. He has at his disposal, very fortunately, the services of Mr. Smith Clark, works engineer, who as a designer of high-efficiency engines has few equals in this country; and Major C. M. Harvey, sales manager—one of the most skilful and fearless drivers in the motoring world.

Captained by Mr. John, this happy trio, for their serenity is unruffled despite their many set-backs,

(Right) Shelsley, July, 1924. One of the forerunners of the present racing Alvises. The rear wheels were larger in diameter than those at the front. In 1925 the first f.w.d. Alvis appeared, and (below) in September, 1926, it made its appearance in improved form. Harvey drove both cars.



brought very prominently before the public, for in that year Major C. M. Harvey won the Junior Car Club's 200-Mile Race. Previous to that event, of course, Alvises had taken part in other competitive events, like hill-climbs, and so forth, and had established for themselves an enviable reputation amongst those who moved in motoring circles.

Ever on the look-out for lines of scientific advancement, the idea of exploring the possibilities of front-wheel drive soon suggested itself to Mr. John, with the result that a front-wheel-drive racer was built and made its debut at the 1926 Shelsley Walsh Hill-climb.

Encouraged by this success, and convinced that the system of front-wheel drive adopted was absolutely dependable and made for great stability, the Alvis people embarked on the design of the straight-eight with front-wheel drive. It is worth recording that this car was designed and constructed entirely in the Alvis works at Coventry, so that it may be described as being British to the backbone.

The outcome of considerable research and experiment in the company's own departments, it has been designed for continued reliability rather than to provide extreme power for short periods, and in this, of course, the designers have aimed at attaining that degree of perfection in a racing car for which the best engineers in the world have striven.

are the driving force, as it were, of the Alvis racing department.

In an interview with Mr. John we discussed the future of the famous straight-eight Alvis, and our readers will, we feel sure, be delighted to know that there is no intention whatever of Alvises withdrawing from what may appear to be an unequal struggle.

"You must understand," he said, "that through no fault of our own the Alvis car entered for the Grand Prix was not sufficiently prepared for such a gruelling task. A vast amount of experimental and research work has to be done even when a car is, to all intents and purposes, a finished product. The car which Harvey drove in the 200-Mile Race had not actually covered a distance equal to more than thirty laps of Brooklands, and we realized that there were many little things that required to be done. Well, we know now just what we have to do, and we are setting about it without delay. Between now and the beginning of next season we



Cyclecar Comments.

## THREE - WHEELERS AT OLYMPIA

"SHACKLEPIN"  
REVIEWS THE  
MAKES AND  
MODELS WHICH  
WILL BE AVAIL-  
ABLE FOR NEXT  
SEASON.

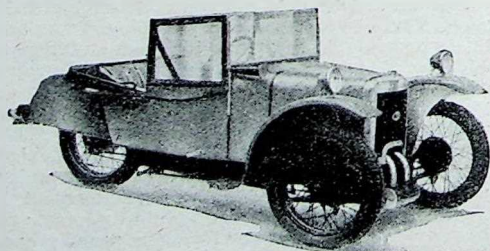
The latest Aero-  
Morgan, showing  
the new head-  
lamp supports  
and the improved  
mudguards. The  
engine is a 1,096 c.c.  
J.A.P.

AFTER a period during which no particular changes were made to the design of existing makes of three-wheeler, it would seem that the year 1928 will see many improvements. In addition, a new three-wheeler, the Royal Ruby, will make its debut at the Motorcycle and Cycle Show which opens at Olympia on Monday next, October 31st.

The other two makes of three-wheeler which will be on view are the Morgan and the Coventry-Victor. With regard to the Morgan, I understand that a complete range of models and a stripped chassis are being staged. The Popular model has been improved considerably in appearance; a larger bonnet, bringing the windscreen closer to the driver, and a better proportioned tail being responsible largely for this improvement. The standard colour for the Popular model is to be dark red.

Speed merchants will, no doubt, concentrate their attention upon the new super-Aero model, which has a lower chassis and body than the standard Aero type. It will be fitted with the latest J.A.P. engine, and the dynamo will be gear driven from the bevel-box countershaft. Incidentally, this method of driving the dynamo has been adopted on all Morgan models for 1928. Although it is not quite ready at the moment, the new steering gear giving a reduction of 2 to 1 will be available very shortly.

A business vehicle during the week and a pleasure



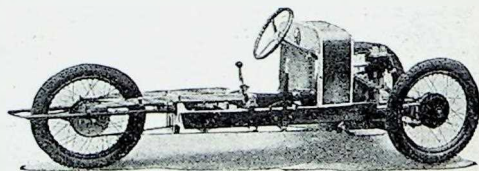
Really good weather protection is claimed for this Royal Ruby model. The engine is a single-cylinder air-cooled two-stroke.

car on Sundays, combined in the same machine, is something which many people desire. They will find their needs met in the new family model Morgan, which is arranged so that a box body can readily be fitted to, or removed from, the rear seating space.

No special alterations have been made to the de luxe models, but from the foregoing it is obvious that the Morgan exhibits will be well worth careful examination.

An addition to the range of three-wheelers manufactured by Coventry-Victor Motors, Ltd., will be available for 1928.

The new car is a sports model with a streamlined



A Royal Ruby chassis, showing the looped rear fork and long springs. Transverse front suspension is used.

body, cellulose finish in two colours, of which a choice is given of blue and grey, strawberry and cream, or two shades of brown.

The engine is of entirely new design with push-rod-operated overhead valves and, of course, horizontally opposed water-cooled cylinders. It has a capacity of 750 c.c., and the price of the car, £110, includes a neat folding hood.

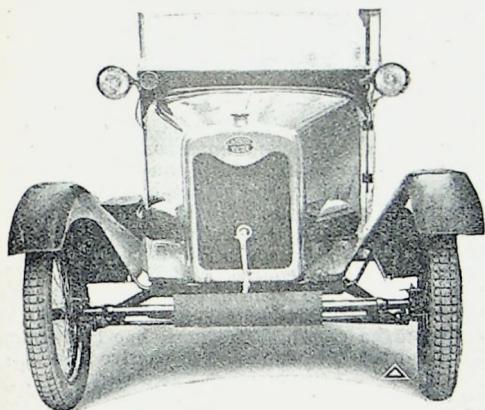
So far as the existing models are concerned, no great alterations to the chassis have been made for the coming season. The clutch operating mechanism, however, has been redesigned to provide a very light control, whilst, in addition, a larger silencer is being fitted. The family model has a four-seater body, the front seats of which are adjustable. The tyres are 27-in. by 4-in., Dunlop reinforced balloons, and the car complete with hood, screen and full tool equipment will be priced at 95 guineas.



In addition there is a tradesman's van mounted on the standard chassis which will be fitted with stronger rear springs so that loads up to 4 cwt. can be carried. An interesting point in connection with this vehicle is that the body is made of Plymax, which is a metal-coated three-ply material. Dynamo lighting will be standard equipment and the price will be £110. On the family and sports models a Lucas dynamo lighting set can be supplied at an extra cost of £10 10s., whilst £5 is charged for an electric starter.

A feature of particular interest in connection with the Coventry-Victor programme is that a patented reverse gear, which has been under test for some considerable time and has proved itself to be entirely satisfactory, will be available for fitting to any model at an extra cost of only £3 10s.

The improved rear wheel assembly will also be shown at Olympia on a polished chassis, the anchorage of the wheel being designed so that it can be removed without touching the driving chain.

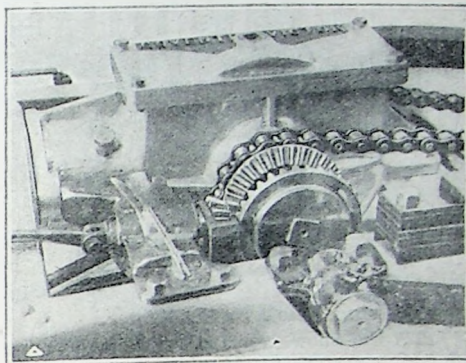


The splayed quarter-elliptic front springs of the Coventry-Victor should ensure good stability on rough roads. Geared steering is used on all models.

In "Cyclecar Comments" of October 14th, I gave a brief description of the Royal Ruby three-wheelers. Since then I have received further details and two accompanying photographs. It will be seen that the chassis is of very sturdy construction, and the long rear springs should provide very comfortable riding and good road-holding qualities. The looped rear forks are a feature of the design which should make for stability,

Sufficient room is allowed between the forks for the wheel to be removed easily by canting it sideways.

The gear and brake controls and the pinion and sector steering mechanism can clearly be seen in the chassis photograph. There is no front axle proper on the Royal Ruby; instead, there are two transverse superimposed



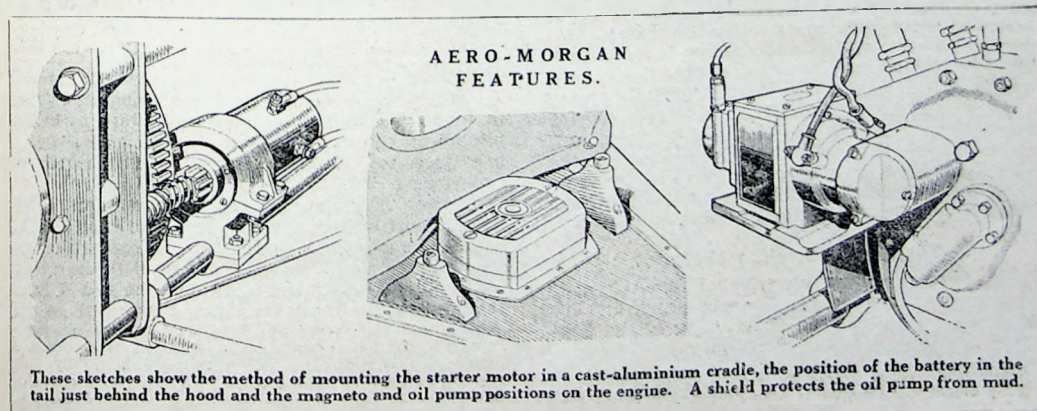
Two crown wheels and a bevel form the main parts of the Coventry-Victor reverse gear, which is operated by a separate control lever.

leaf springs, the bottom one being flat and the upper one cranked at each side. The steering swivels work on king pins held between the ends of the springs, which are sufficiently rigid to take the reaction of the front-wheel brakes.

A large-diameter tube is brazed to the engine cradle in front and to the chassis cross-member at the rear; on this tube are mounted the intermediate sprocket-carrying bracket and the gearbox. These components are arranged to slide on the tube so as to provide for chain adjustment; in addition, the rear-wheel spindle is mounted in slots fitted with chain adjusters. The deluxe model Royal Ruby will be fitted with shaft and skew-gear drive. In all probability a light delivery van will be shown at Olympia in addition to the touring models.

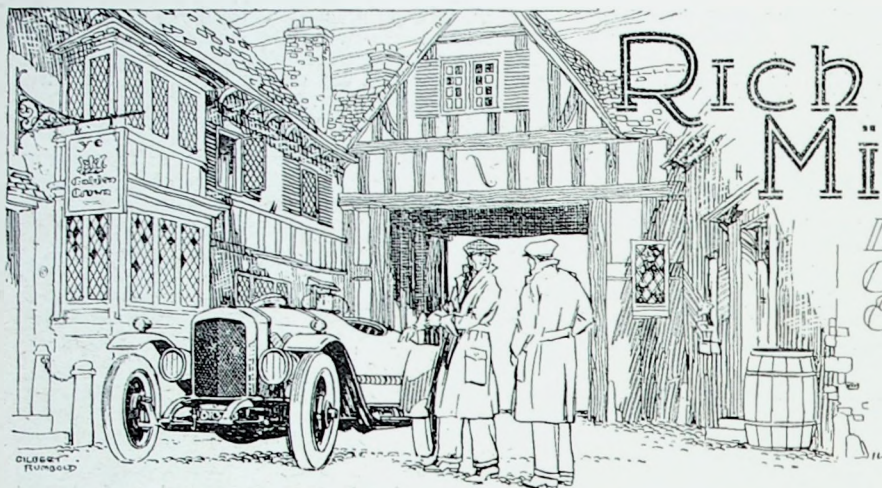
Taken altogether, I think all three-wheeler enthusiasts will agree that there will be much to interest them at the Show, and prospective buyers will be hard indeed to please if they fail to find a model to meet their needs in every respect. Next week I shall deal in detail with the various exhibits and give my impressions of their general design and so forth.

SHACKLEPIN.



These sketches show the method of mounting the starter motor in a cast-aluminium cradle, the position of the battery in the tail just behind the hood and the magneto and oil pump positions on the engine. A shield protects the oil pump from mud.





# Rich Mixture

LIGHT CAR  
COMMENT  
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## And Now . . . the Winter.

WITH the Show over and the short days upon us it seems a long, long trail that goes winding through the dark, depressing months of winter to our dreams of spring. There is, however, no need to let the seasons affect our pleasure. Motorists really are very fortunate. Compare their lot with that of cricket and lawn-tennis enthusiasts, who are debarred for at least six months from following their favourite pursuit. Conditions were different years ago.

I am old enough to remember the time when the first autumn rains converted the road surfaces into mud, which, despite drying winds and frost, persisted until spring was well advanced. Nowadays the main roads clear themselves, even of snow, very rapidly, and often winter runs in crisp air and bright sunshine are as enjoyable as any in the year.

## Induction Problems.

WHILST chatting at the Show with one of the leading lights of the go-ahead concern which is responsible for the manufacture of Meadows engines, the balance pipe connecting the inlet stubs of the extremely efficient two-port 1½-litre engine came under discussion. This pipe, which is of quite small bore, plays an important rôle in connection with slow running and serves also as a convenient means for taking off a branch for a screen wiper or vacuum servo for the brakes.

In connection with slow running it has been found to be most useful owing to the difficulty of exactly synchronizing two carburettors, but only if the bore is kept small. With a large-bore pipe unsatisfactory results are obtained, although one would imagine that quite the reverse would be the case. We still have a long way to go in the study of the many problems which present themselves in designing efficient induction systems.

## That Free-wheeling Feeling.

A MAN at the Show for whom I felt extremely sorry was on the Lea-Francis stand, and his duty was to explain the functioning of the free-wheel, a model of which was on view. Its construction was easily shown to callers and so was its working, but its effect on the general control of the car was made the subject of most complicated

questions the answering of which called for considerable ingenuity.

The demonstrator, I thought, dealt with inquirers with the greatest tact and diplomacy. Many of them were very unreasonable, I thought, putting the most ridiculous questions to him. There was one man, for example, who wanted to know how the free-wheel would affect the car if it was coasting down a hill with the gear in neutral, the engine stopped and the brakes out of order. The answer is, of course, that the driver would be in the fortunate position of being able to get a gear in, lock the free-wheel and slow the car by letting in the clutch. The more one investigates this free-wheel idea the more attractive it becomes.

## A Word of Warning.

A READER who owns an Austin Seven thinks that other Austin owners ought to be warned that discretion is needed in the matter of fitting luggage carriers. After fitting one himself and using it for four hundred miles he noticed that cracks were developing in the metal panelling of the body at the point where the chassis frame side-members end and the overhang begins.

The moral of my correspondent's experience would appear to be that it is far from wise indiscriminately to attach bulky accessories without first making sure that they are not going to place an unfair load on some part of the car.

## The Rule of the River.

THERE is reason for believing that the interest which an increasing number of motorists take in motor boating may lead them into awkward plights on the road. I say this because a friend has just recounted to me a most harrowing experience.

He was returning in his car from an afternoon's sport on the London river—he runs a small outboard motor boat—and, as the camber of the road was steep, he was keeping well to the crown. On turning a sharp left-hand bend he saw a large saloon bearing down on him, also well to the centre of the road, and at once his recently acquired nautical instinct made him bear across the bows of the big car to pass port to port. The saloon's efficient f.w.b. saved the situation, and my friend quickly came to his senses.



The sequel is not without a touch of humour, for when the saloon owner stopped to rebuke my friend for his apparently suicidal intentions he addressed his remarks in French, thinking that he was speaking to one fresh from the Continent who had not remembered to keep to the left.

#### *Going Strong.*

IT is interesting to come across real old-stagers that are still giving good service. A few days ago I spotted a pre-war 9.5 h.p. Standard in an out-of-the-way garage, the proprietor of which told me that the car was in perfect running order and convinced me by letting me drive it "round the houses." The engine started up quite readily, the clutch was sweet, the gear not excessively noisy, the steering good, and the brakes beyond reproach. It had been acquired, I believe, for about £10!

#### *A Real Puzzle.*

I HEARD the other day of a car which suffered from one of the most mysterious ailments imaginable. The owner was in the middle of a long run at a reasonably high average speed when the engine suddenly lost three-quarters of its power, the cooling water boiled and the exhaust note "went all woolly." The owner checked the carburetter and magneto, examined the valve and ignition timing, tested the brakes to see whether they were binding, and even jacked up a back wheel to make sure there was no tightness in the transmission, and still was unable to find anything at fault.

He decided, accordingly, to drive on to a garage

in the hope that he would find a better mechanic than himself to locate the trouble and rectify it. For a few miles it ran just as badly, and then rather suddenly recovered its customary power and continued to run perfectly for a week, when the trouble again asserted itself. But this time it gave the owner a clue. I give the cause of the trouble at the end of my notes this week.

#### *In the Fens.*

NOWHERE in the country do main and secondary roads boast of so many twists and acute bends as in the Fens. I have been acquainted with them for many years now and innumerable have been my escapes at the hands of folk who were unprepared for the eccentricities of highways and byways and momentarily lost their heads when meeting me on a bend. Thank goodness these dangers are gradually being reduced, first by much needed widenings and secondly by suitable warning signs.

#### *Ideal Roads.*

DURING a recent run in and around Lincolnshire one thing struck me very forcibly; it was the excellent surface of the majority of the main roads. Whilst engineers are (perhaps) scratching their heads in an attempt to find something better than the death-stretches they have laid down all over the country in the form of new arterial roads, the "lesser lights" of the road-construction world go placidly forward with good tarmac highways, which are as smooth as they are safe. I came across an outstandingly good example between Alford and Burgh, whilst even the secondary roads like that from Skegness to Mablethorpe need a lot of beating.

#### *For House Lighting.*

THERE are many ways of making money. There is one which appeals to me as having considerable promise. Market for the benefit of car owners who live in country districts battery

AT ELLESBOROUGH,  
NEAR CHEQUERS COURT.

In his hours of ease the Prime Minister lives amongst very rural surroundings at Chequers. The church in the background has often had Mr. Baldwin, Mr. Lloyd George and other famous politicians amongst the congregation. The car is a Singer Junior.



lighting equipment for their homes with, as the storage plant, a set of accumulators mounted in a permanent or semi-permanent manner on a two or four-wheeled trailer. This normally could be stored in an outhouse with which the house wiring could communicate, and once a fortnight or thereabouts the owner would fix the trailer to the back of his car and tow it to the nearest source of current for the cells to be recharged.

In all probability the town in which his marketing was normally done would have a garage with a charging plant, or perhaps the local electricity works could arrange to supply current direct if the trailer were taken to their headquarters. Of course, those who used house-lighting sets of this kind would have to get on with lamps and candles for one night in fourteen, but surely that would year or to install a costly generating set which be better than having to use them every day of the nobody would know how to work to the best advantage.

#### A Wail About Jet Keys.

ONE of the reasons put forward for the failure of thief-proof devices to capture the fancy of the general public is that owners are rather afraid of being hoist on their own petard by losing the key. Yet many of us are in this position without realizing it, for, should our carburetter jets suddenly become choked, and our key be left at home, our car is almost as immovable for all practical purposes as if every wheel were securely padlocked. It is, of course, quite true that we can stop the next man who passes and ask him politely for the loan of his key, but the chances are that the make of his carburetter will not be the same as our own, and it may be some time before the right Samaritan is spotted.

There are at least two popular makes of carburetter on the market in which the jets can be

withdrawn without the use of a special key, and if the manufacturers of these instruments can manage to simplify things in this way, why do others stick to the old-fashioned idea? Incidentally, a jet key may cost anything up to 1s. 6d., which in itself is surely a little beyond a joke.

#### The Art of Egression.

A MAN who lacks mechanical sense can quickly ruin the chassis of his car, but for wholesale destruction of bodywork give me the passenger who, when alighting from a car, grabs at side screens, windscreen pillars and similar fittings. When taking passengers in my fabric-covered saloon I have no fear of damage being caused in this way, but two damaged sidescreens on the saloon's stable companion—an open four-seater—clearly prove that many passengers have much to learn in the arts of entry and exit.

#### Dangerous—But Why?

CERTAIN spots seem to be obtaining a sinister reputation for accidents, and one of these is Cuttle Mill Hill, on the main Watling Street, just south of Towcester. Curiously enough, there is nothing about the gradient, surface or other features of this hill to account for these accidents, yet it is probably the scene of more mishaps than any other one spot between Daventry and London. The authorities are baffled and can suggest no way of reducing the accidents. To put up a danger notice would be farcical, as there is no apparent danger against which motorists can reasonably be warned.

Cause of "A Real Puzzle" referred to on the previous page:—The rear silencer baffle had worked loose and obstructed the port communicating from the expansion chamber to the tail pipe. The clue to the trouble was a slight "tinkling" noise caused by the loose baffle fluttering about in the silencer.

• Rumour

#### RECALLING SUMMER DAYS (OF OTHER YEARS!)

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RECOGNISED AND ACCEPTED AS THE  
LIMIT FOR A LIGHT CAR ENGINE.

### Traffic Congestion.

MUCH has undoubtedly been done to relieve traffic congestion and many thousands of pounds have been spent, but in the country the improvements made have only just kept pace with the greatly increased volume of traffic, whilst in towns matters steadily grow worse, delays being longer and more frequent. We do not wish to belittle the efforts of road and police authorities, but the matter must be taken still more seriously. The solution of these difficulties does not lie in the application of any one scheme or invention, but rather in detail improvements both to roads and methods of regulating traffic; for this purpose every particular district must be studied individually with a view to finding the source of delays and discovering means for overcoming them.

Many by-pass roads have been constructed in the past few years, and their value is unquestionable, but development in this direction has been confined almost entirely to the outskirts of towns. We believe that road authorities are overlooking an important—and comparatively cheap—way of reducing congestion in not extending the by-pass principle to the centres of our large towns. We do not suggest that buildings should be ruthlessly pulled down and entirely new roads constructed to miss busy points, for this would be far too costly; our feeling is simply that existing side streets which can be used to avoid thick traffic should be resurfaced and made fit for modern traffic, signposts being erected to indicate the alternative routes thus provided.

### Youth on the Roads.

WITHOUT wishing to appear in the guise either of scaremongers or of spoil-sports, we feel that it is time to voice a word of warning against the increasing use in busy streets of "toy" bicycles by children. Modern traffic conditions make it difficult even for experienced adult cyclists to ride in safety, but in spite of this there are parents who allow their children to venture upon the roads riding machines which, in many cases, they are barely able to control.

It is unreasonable to expect that a child can possibly understand even the most elementary rules of the road or, granting that it may understand them, that it should appreciate the need

for observing them. Thus it is becoming a common sight to see children riding bicycles "all over the road" and, with the exuberance of youth, pedalling as vigorously as possible. When several children hold miniature T.T. races along busy roads and around corners motor drivers who come upon them unexpectedly need to be ready for an emergency if an accident is to be avoided. There is comfort in the fact that the child cyclists of to-day

will be the motorists of to-morrow, and their early training on the road will certainly benefit not only themselves but other motorists. In the meantime, however, we urge parents to caution their children regarding the need for being very careful when enjoying themselves on the road. To allow them to ride where and how they like is unfair to the parents, the children and all other road users.

### Watch Quality.

THE tendency of light car coachwork was remarked upon by many knowledgeable people who went to Olympia as drifting away from utility and serviceability towards the shoddy. This stricture was directed only towards the cheaper models—and not all of them deserved it—and to some saloons, notably of the fabric-covered type. Generalizing, in our view, was unfair, but it could not be denied that obvious signs of jerry-building were noticeable on a few of the stands.

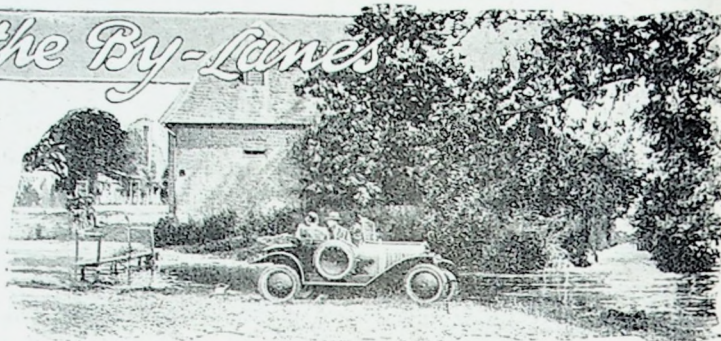
This is a bad policy. Motorists are notoriously slow to praise and quick to criticize, whilst the less experienced they are the more vigorous are their complaints when a car which should not have lost the bloom of youth begins to show obvious signs of shabbiness and deterioration. It is no good telling them that the car was cheap and it is useless endeavouring to convince them that they received good value for their money. They believe, quite rightly, that if they buy a new car they are entitled to expect at the very least a full year's service before the need for renovations arises. If they do not receive it, their grumbles will harm not only the maker of the particular car in question, but the whole of the light car industry. Price-cutting must not be carried to extremes; in these days of deferred payments nobody objects to paying an extra five pounds to secure a car which will last.

## Topics of the Day



## Autumn in the By-Lanes

With less time available owing to the shorter days, many motorists confine their trips to main roads in order to cover a fairly high mileage. That this is misguided zeal should be clear to readers of this article.



HOW often, now that the shorter days of autumn are upon us, are we Londoners tempted to confine our afternoon runs to the main roads! One wonders why we do so when, as can be seen from a glance at the accompanying map, it is very easy in this, as in many other parts of the Home Counties, to get off the beaten track and to see the countryside in all its delightful autumnal colouring. On a run of this description one must start with the resolve never to hurry, for hills and corners are frequent, quite apart from the fact that at every turn one may expect to come upon some glimpse which one would not miss on any account.

Leaving the map to speak for itself, let us explore a few of the special points of interest on the route, which commences at Chislehurst and finishes at Beckenham.

After the somewhat "tame" stretch of market gardens and orchards we have passed through since St. Mary Cray, we are all the more delighted at the splendid view which here (1) opens out before us. Eynsford can be seen below us, nestling at the foot of the green downs, and to our right the wooded valley of the Darent stretches away to Sevenoaks, which stands on the hill beyond.

(2) Our approach to Eynsford is most attractive, as we come along by a placid stream on our right, some delightful old cottages on our left and over a fine old stone bridge up to the church, where we turn to the right into the main Dartford-Sevenoaks road. Eynsford Church is interesting in that it has a fine Norman doorway and also a tower belonging to the same period, with a spire added later.

(3) Shoreham is a quaint village scattered up one side of the Darent, which is here quite a wide stream. The church which lies across the river to the left of

the road is most picturesquely situated, and upon the farther side of the valley can be seen the line of the main road to Sevenoaks.

(4) Otford Castle is the most interesting feature of this village and was formerly one of the residences of the Archbishops of Canterbury. The existing building dates from the time of Henry VII, although an episcopal dwelling was maintained here from as early as the year 1070.

(5) Seal is a quaint old village on the Godstone-Maidstone road, and the Wildernessee just beyond is delightfully preserved as a golf course.

(6) On our right we are here passing the beautiful grounds of Knole Park and can catch some glimpses of lovely beech glades. The old Elizabethan house is, of course, on the other side of the park towards Sevenoaks. If we pull up near the last gateway of the park and enter on foot, turning to the left inside the gate, we shall quickly come to a wooded platform erected at the end of the park and, mounting this, we shall be rewarded, on a clear day, with a perfect view of the Weald of Kent over Tunbridge Wells as far as Crowborough Beacon.

### On High Ground.

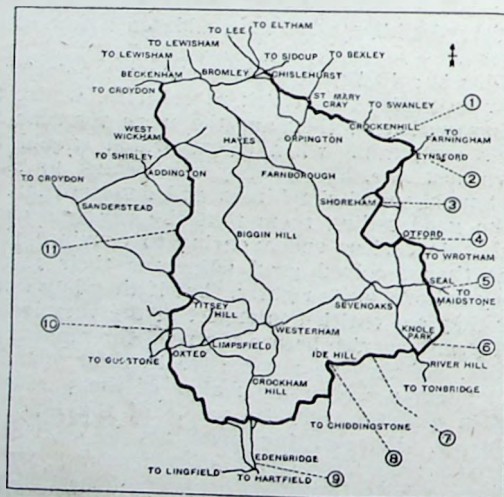
(7) Between the top of River Hill, which we have just crossed, and Ide Hill we pass through some very fine wooded uplands, and are here actually right on the ridge of the southernmost line of the North Downs above Sevenoaks Weald. One can well imagine what a sight this road must be in the springtime, as it is quite lined with rhododendrons.

(8) We turn off to the left by the Edenbridge road just before reaching Ide Hill village and church, but it is worth making the detour so far as this in order to enjoy the view from the National Trust ground, the entrance to which is just to the right of the church. From this point we see the country more to the south-west than from the top of River Hill—that is, in the direction of East Grinstead and Ashdown Forest—and a most beautiful view it is.

(9) The town of Edenbridge is not actually on our route, but it is an interesting old place, straggling on each side of the main Lewes road. The church is quaint and worth a visit.

(10) Oxted nestles at the foot of a very steep chalk escarpment, the steepness of which is accentuated by the great gap of the Oxted chalk pits, a prominent landmark from the south for many miles. Our road takes us up around the pits and to the road running immediately above them, and the view from here is magnificent, being extremely wide, embracing Leith Hill on the west and the Weald on the east, with the lines of St. Leonards and Ashdown Forest to the south. On exceptionally clear days Chanctonbury Ring on the South Downs behind Worthing can be distinguished.

(11) The suggested route between the main Warrington road and West Wickham is entirely rural and somewhat winding, but is an excellent alternative to the main road.



A map showing the route which was followed.



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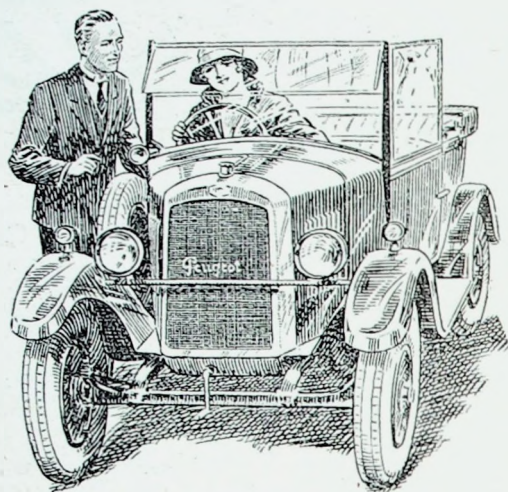
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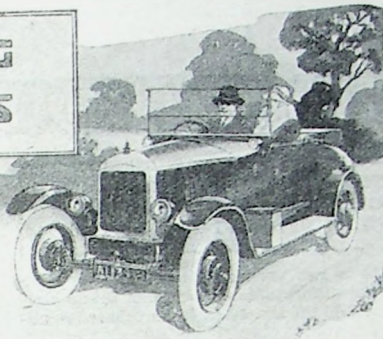
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## INTERESTING ACCESSORIES

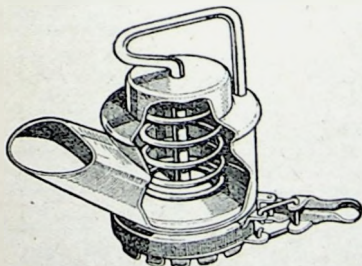


### New Body Polish.

FOR the past twelve months, Cellon (Richmond), Ltd., Petersham Road, Richmond, Surrey, have been experimenting with a new body polish, which has now been placed on the market and is included in the lists of Brown Bros., Ltd., Great Eastern Street, London, E.C. Known as Cerric polishing material, it is made up in three forms: Cerrax, for Cerric and other cellulose lacquers, ordinary paint, french polish, line and floors (in tins, 6d., 1s. 6d. and 3s.); Cellabrase, a liquid for treating very dull or scratched surfaces (in tins, 5d., 9d. and 1s. 3d.); and Cellabrase, a paste similar to liquid Cellabrase, but having more "cut" and not recommended, therefore, for general use unless the surface to be treated is very bad (in tins, 6d. and 3s.). Bulk tins of Cellabrase and Cerrax are obtainable. We have tried both Cerrax and Cellabrase on suitable car body surfaces, and find that they give satisfactory results, whilst for linoleum and so on, the effect is very good indeed.

### Useful Oil-drum Tap.

PRICE'S Patent Candle Co., Ltd., Battersea, London, S.W.11, have just introduced a very neat and useful tap for oil drums. This tap, which clamps on to the orifice of a 5-gallon drum by means of a quick-acting clip, works by means of a spring plunger,

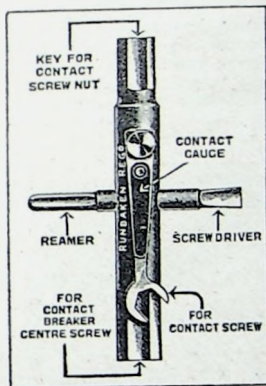


Useful in the garage—Price's Motorine tap for five-gallon oil drums.

the tap being turned on by pulling up the handle. Normally, the tap closes so soon as the handle is released, but it can be held open simply by pulling out the handle so far as possible and then turning it slightly. The price is 2s. and, in view of the difficulty of pouring oil from a drum, this accessory, which is known as Price's Motorine tap, should enjoy wide popularity.

### Many Purpose Magneto Tool.

KNOWN as the Quixo Magneto Key, a very ingenious and useful tool has just been placed on the market by the Runbaken Magneto Co., Tipping Street, Ardwick, Manchester. This tool, which is designed to fit practically any make of magneto, is shown in the accompanying illustration. It will be seen that it comprises two box spanners,



For magneto adjustments—the Quixo key, which is marketed by the Runbaken concern.

a screwdriver, a gap gauge for the contact points, a reamer for the fibre bush, and an open-ended spanner for adjusting the contact screws. The price with a blue finish is 2s. 9d., whilst 3s. 6d. is charged for the nickel-plated model. We have tried one of these magneto keys and it has proved to be a well made and serviceable device. It is suitable for all the well-known makes of light car magneto.

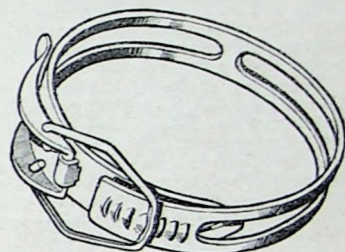
### Two Useful Fittings.

AN accompanying illustration shows a very ingenious hose clip, known as the Noscrew, which has just been placed on the market by Brown Bros., Ltd., Great Eastern Street, London, E.C.2. The great feature of this clip is that no tools are required to tighten or loosen it; when fitting, one has only to engage the wire loop with one of a series of "teeth" formed on the band, and then to push back the small lever until it fits down flush. This clip, which is made of highly-tempered galvanized spring steel, sells at prices ranging from 8s. a dozen to 11s. a dozen, according to size.

Brown Bros., Ltd., are also marketing the Shad-A-Lite anti-dazzle device.

This fitting takes the form of a collapsible tubular-shaped hood of translucent material, which is mounted inside a headlamp so that it surrounds the bulb. Normally, the hood is folded and remains practically flush with the reflector, but, at the will of the driver, it can be extended to surround the bulb, thus very largely cutting out the light reaching the reflector and so minimizing dazzle.

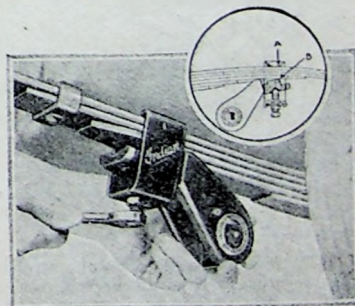
The cost of fitting Shad-A-Lite to existing headlamps varies from two guineas upwards, where the device has a black enamel finish, but 15s. extra is charged for the nickel-plated type. Brown Bros., Ltd. will be pleased to send further details to any motorists interested, but it should be pointed out that this concern is wholesale only and orders cannot be accepted direct.



A quick-acting hose clip known as the Noscrew; it is marketed by Brown Bros., Ltd.

### New Type Shock Absorber.

A SHOCK absorber working on an entirely new principle has been evolved by the Indian motorcycle concern. This shock absorber does not stiffen the spring, but comes into action only when the spring is deflected by an irregularity in the road, the damping action being proportional to the violence of the shock. Actually, the inertia of an off-set balance weight is used to produce this effect. A glance at the accompanying photograph shows the general arrangement of the Indian shock absorber, whilst the inset diagram shows its action. When the spring moves upwards the balance weight tends to lag behind, thus gripping the leaves at A and B and damping out excessive movement; a similar action, of course, takes place when the spring moves in the opposite direction. No details are as yet available regarding prices or marketing in this country.



The new Indian shock absorber showing the method of adjusting and (inset) how it works.



IN SPITE OF HEAVY  
OF THE BROOKLANDS SEASON WAS AN  
EVENT, FOR A VERY LARGE FIELD OF CARS TOOK PART.

**B**UT for continual and often very heavy rain, Saturday's Brooklands event—the Motor Cycling Club's High-speed Reliability Trial—would have been a really interesting and instructive meeting. There was everything necessary for a whole day's first-class sport—an exceptionally large entry and many really sporting cars—but the spectators were reduced to officials, enthusiastic friends of the competitors and a few Pressmen.

The object of the trial is not to provide a race but a reliability test for touring and sports cars, and speeds are set in accordance with the size of the engines, which the cars are required to maintain throughout one hour's running in order to qualify for awards. It is permissible to exceed the set distance, so that many sporting competitors are able to make a race of it between themselves, but there is no discredit to a man who covers the set number of laps and no more—in fact, a number of drivers ride to a scheduled time, which allows them to do their set distance easily and with a slight allowance for an unanticipated delay.

The meeting started at 10.30 a.m., when motorcycles commenced the first hour's run. The second trial, starting at 12 noon, contained an entry of 50 motorcycles (some of them with sidecars) and seven three-wheelers—all Morgans. A class for 1,600 c.c. cars was filled by two 1,496 c.c. Bugattis, while a large Hotchkiss was the sole representative of a class for cars of unlimited capacity.

to be run among the motorcycles, one unfortunate motorcyclist found himself in the last event in an otherwise all-car run.

Of the car and three-wheeler entries there was only one non-starter—H. J. Vidler (Morgan). The others lined up behind the motorcycles and sidecars and on the fall of the flag were all away in good time, with the exception of G. C. Harris (Morgan), who took things easily. Although last to start, however, he was not far behind the first man round, but H. R. Taylor led the Morgan crowd: he was only a couple of hundred yards behind the first motorcyclist on the third lap and was first in the fourth.

It soon became obvious that Taylor was out to make things hum, and there was some speculation and excitement when it was apparent that A. Kipling (Bugatti) was also doing best to "show the Morgans something." For a considerable time Taylor and

Kipling lapped close together, and each lap saw them make considerable increases in their lead over the motorcyclists. The other Morgans were also running well, but A. J. Bruty (Bugatti) was not so fast as his confrère. Taylor was the first man in the field to cover 10 laps, but Kipling was only a quarter of a lap behind him. Macaskie's air-cooled side-valve-engined Morgan was running extremely well, and he and Harris had both done eight laps. W. W. Mares (Morgan-Anzani) and Bruty had six laps to their credit, but R. T. Horton (Morgan-J.A.P.) came in on his second lap with clutch trouble, so that when Taylor had reached 10, Horton, who was much fancied, had done only two. The rest of the run was practically without incident. The Morgans were required to cover 20 laps (55.34 m.p.h.) to qualify for gold medals, 19 for silver medals and 17 for

bronze medals: the Bugattis 21 (58.10 m.p.h.) for golds, 20 for silvers and 18 for bronzes.

At the end of the hour the drivers had covered the following number of laps: Taylor 25, Kipling 24, the big Hotchkiss 22, and Macaskie 21—all four gaining gold medals—Harris 19 (silver medal), Horton 18 and Turner 17 (bronze medals), but Mares had covered only 14. Taylor's speed works out at approximately 69.03 m.p.h., which was considerably in excess of anything the motorcycles in the same class managed to accomplish.

The third one-hour trial, which started at 2 o'clock, was an all-motorcycle run, but the fourth trial at 3.30 had an entry of 59 cars and one motorcycle. The 1,100 c.c. cars, of which there were 15 entries and two non-starters, were required to cover 19 laps (52.57 m.p.h.) for a gold medal, 18 laps (49.80 m.p.h.) for a silver medal and 16 laps (44.27 m.p.h.) for a bronze medal. The class for 1,600 c.c. cars saw 16 starters out of 19 entrants; a

Here it is as well to point out that the large entry received made it necessary to mix up classes in a somewhat bewildering fashion. Regulations do not allow more than 60 cars on the track at once and, as this number of car entries was exceeded, some of them had





At the end of the hour, in the 1,600 c.c. class, K. H. Daniel (Alvis) had completed 24 laps (three in excess of the required number). "Billy" Cooper (Bugatti) was one lap behind him with Duncan-Smith. Gamble (Lea-Francis), H. Egerton and J. A. Joyce (A.C.s) and Bacon (Frazer-Nash) completed 22 laps, and they, with Schwalm and Cornish (Frazer-Nashes) and Gillow

meared view of the start of the fourth event. It gave a good idea of the dismal weather conditions.

(2) H. J. Taylor (Morgan) passing C. J. (Morgan), who carried a third passenger—a small

Taylor averaged over 69 m.p.h. for the hour. Riley nine saloon driven by G. L. White overtaking

C. Cornish's Frazer-Nash. The Riley averaged 61 m.p.h. (4) R. T. Horton (Morgan) being pushed

at a pit stop caused by clutch trouble. (5) C. L. (Salmson) shed a tyre on the banking, but

despite the delay, to gain a silver medal. He is here seen changing wheels.

gold medal 21 laps (58.1 m.p.h.), silver medal 20 laps (55.34 m.p.h.), bronze medal 18 laps (49.8 m.p.h.).

Here was afforded yet another excellent example of the futility of endeavouring to obtain a few more entrants by breaking away from the customary 1½-litre class and raising the limit to 1,600 c.c. Of the 21 cars entered in the 1,600 c.c. classes in this event, not one exceeded 1,500 c.c.—surely proof that 1½ litres is a popular limit.

The start of the fourth event was somewhat reminiscent of a pukka Brooklands meeting, for 57 cars were lined up in four rows. The rain was still falling hard and many drivers had erected hoods, but, in spite of the dismal conditions, the few minutes before the flag fell were enlivened in the customary joyous Brooklands fashion by tunes played on accelerator pedals and feverish last-minute running about.

Perhaps the most interesting and noteworthy performance of the whole afternoon was put up by G. L. White (Riley Nine saloon). This car was a standard Riley Monaco saloon, and right from the start it put up such a hot pace that it seemed doubtful to those who were not yet fully acquainted with this new-

comer among light cars whether it could keep it up. However, throughout the hour it ran so consistently and "sat down" so well on the wet track that it had no difficulty whatever in coming home first in its class and putting up quite a number of laps in excess of many of the bigger cars. Actually it completed 21 laps—two in excess of the necessary number. I. J. Higgs (10 h.p. Salmson) was second home, after a very creditable but uneventful run, whilst P. J. Calvert (Austin Seven), another "non-stop" man, was third. H. R. W. Fishwick (1,094 c.c. Senechal) was one of the unlucky men, for he came in on his fifth lap to discover the cause of a sudden loss of power. It appeared to be a blown gasket, and Fishwick reluctantly retired. R. C. Holcroft (1,496 c.c. Alvis) came in on his third lap with plug trouble.

(Riley), qualified for "golds." Jefferis (Frazer-Nash), V. Smith (Bugatti) and G. J. Tait (Alvis) did the 20 laps necessary to gain silver medals, but Holcroft was one lap short of 18 needed for a bronze medal. In the 1,100 c.c. class the following drivers gained gold medals:—G. L. White (Riley Nine), 21; I. J. Higgs (Salmson), 21; P. J. Calvert (Austin Seven), 21; J. W. Barber (Salmson), 20; R. C. de C. Hamilton (Salmson), 19; and R. C. Porter (Amilcar), 19. Silver medals: H. K. Beaven (Austin Seven); and C. L. Simon (Salmson). Bronze medals: C. D. Conradi (Salmson), 17; C. M. Anthony (Senechal), 17; and T. R. Berry (Salmson), 16. White's average speed works out at approximately 58.1 m.p.h. and Duncan-Smith's at 66.4 m.p.h.; excellent going in both cases considering the state of the track.



## EYSTON LOWERS WORLD'S HOUR RECORD.

FIGURE NOW STANDS AT 115 MILES 982 YARDS—  
WORLD'S RECORD ESTABLISHED IN 1,500 C.C. CLASS.

WHEN the late J. G. Parry-Thomas raised the figure for the 1,500 c.c. hour record at Brooklands from 104.19 m.p.h. to 112.13 m.p.h. it was thought that his magnificent achievement in his British-made Thomas-Special would stand for a long time.

On Monday last, however, G. E. T. Eyston, one of the most determined and skilful of modern British drivers, set out at 20 minutes past noon in his 1,500 c.c. eight-cylinder Bugatti and covered no less a distance than 115 miles 982 yards in the hour, giving an average speed of 115.568 m.p.h. He also lowered the figure for 100 miles, his time being 52 mins. 47 secs. (115.37 m.p.h.), both 1,500 c.c. world's records.

When Eyston arrived at the track it was shrouded in mist, but the weather was calm and everything looked favourable for the attempt. It was 12 o'clock, however, before the necessary preparations were all but completed, and by then a stiff breeze had sprung up.

Electric timing was, of course, employed, and when Eyston got off the mark his car sounded remarkably healthy and everything augured well for the run; but on his first lap, coming off the members' banking rather too low, he caught the full effect of the wind blowing up the straight and got into a very bad skid, which shook the car considerably.

He decided instantly to slow down so as to make sure that the machine had not suffered in any way, and although he discovered that he had broken one of the tie-rods of his back axle, he decided to take the risk and carry on. His confidence in the Bugatti was not misplaced, for he was soon lapping steadily at about 117 m.p.h., and he concluded his very fine run without any further mishap. When he drew into the paddock the car looked fit and trim, the radiator was comparatively cool, and as Eyston alighted he said he had thoroughly enjoyed the experience.

His performance, which has been duly confirmed by the Brooklands authorities, entitles him to become the holder of *The Light Car and Cyclecar* Challenge Cup, a magnificent trophy, which was offered by the proprietors of this journal before the war, and which has been held successively by a number of prominent light car drivers.

Round the base of the cup are engraved the names of previous holders, and the history they tell is in itself a striking tribute to the enormous strides which have been made in the speed and reliability of small cars during the past 14 years.

The equipment used on Eyston's Bugatti was as follows:—Dunlop tyres, K.L.G. plugs, Castrol oil, Solex carburetter, Bosch magneto and Hartford shock absorbers. The car itself is of the Grand Prix type,

## THE NEW HOLDER.

G. E. T. Eyston in his record-breaking Bugatti and "close up."  
(Right) "The Light Car and Cyclecar" Challenge Cup.

the eight cylinders in line having a bore and stroke of 60 mm. and 66 mm. Eyston took delivery of it just before the Grand Prix of Boulogne, in which race he obtained third place, but deserved second place, as he was unable to pass the competitor ahead of him and had to cross the line practically in company with him.

In the British Grand Prix the car showed really how badly, and not how well, it could run.

Followed the 200-Mile Race, which Eyston had set his heart on winning. He certainly looked a likely winner, but about half-way through the race a plug fused. He did not discover the fact in time, and engine trouble, which necessitated his withdrawal from the race, ensued. In addition to this world's hour record Eyston holds, amongst others, the three hours', six hours' and 1,000 kilometre records in the 1,500 c.c. International Class, having obtained these figures last year with Capt. J. C. Douglas as his reserve driver.

Eyston has been racing since 1923, his first car being an Aston-Martin, in which, during one B.A.R.C. meeting, he secured two firsts and one second place in the three races he entered. The French Grand Prix was one of his sternest efforts, and much credit is due to him for coming in fifth.

"What are your plans?" we asked. "Presumably, you have no thoughts of 'resting on your laurels'?"

"Not a bit of it," said Eyston, smiling. "I am going ahead."

"With the Bugatti?" we queried.

"For the present, yes; but I should like to find a British make which would give the same performance."

Perhaps the car he is looking for will materialize this year; you never know.

There is still time this season for further attacks to be made on the 1,500 c.c. hour record at Brooklands. One of the conditions governing the holding of *The Light Car and Cyclecar* Challenge Cup is that the attempt must be made at the Weybridge track.



## LEGAL POINTS FOR MOTORISTS.

*By a Barrister-at-Law.*

THINGS THAT EVERY DRIVER  
OUGHT TO KNOW.



**I**GNORANCE of the law is no excuse, and, unfortunately for motorists, there are many laws in connection with the licensing and driving of a car with which it is difficult for the average owner or driver to become familiar. The following hints may be useful, therefore, in preventing a visit to the police court. They deal with every-day problems and are free from legal phraseology.

When a car is being bought on the hire-purchase system, the hire-purchaser should remember that, for the purpose of licensing and registration, he is the owner and must comply with the various regulations in regard thereto. This will be the case even if he has only just begun to pay the instalments and even although under his hire-purchase agreement he may return the car to the seller at any time. A hirer for a long period—say a year—is in the same position. He must register the car in his own name and comply with all the obligations that are imposed on an owner.

If a car licence becomes faded and illegible, it must be taken to the council issuing it, and another will be issued in its place free of charge if the fading was through no fault of the owner and otherwise on payment of 5s. A failure to do this will make the offender liable to a fine not exceeding £20.

Anyone who has an endorsement on his licence may, after a period of three years, successfully apply for a renewal of the licence, without such endorsement, if during the three years there has been no further endorsement.

It is no defence to a charge of not producing one's driving licence upon the request of a constable to show that it was produced soon after at the police station, but frequently the police do not prosecute if this is done. The new Road Traffic Bill will probably legalize this practice of the police.

A driving licence cannot be endorsed for a first or second conviction for exceeding the speed limit, but it may be for a subsequent conviction or for a first conviction for dangerous driving, failing to stop after an accident or any offence connected with the driving of a car. This includes lighting offences and an obscured number-plate, but does not include obstruction by leaving a car unattended.

A driver is bound by law to stop on the request of anyone in charge of a horse for so long as may reasonably be necessary, as well as on the request of a policeman and after an accident.

If an owner of a car allows a friend to drive while he is in the car, he will in nearly every case be liable civilly (i.e., in an action for damages) for any accident which occurs through the friend's negligent driv-

ing. He will be liable criminally (i.e., for dangerous driving or exceeding the speed limit or the like) only where he has expressly or impliedly aided and abetted the offence. An owner who knowingly allows someone else in the car to drive in an illegal manner when he could prevent him, can properly be convicted of the offence which the driver commits.

It is an offence to leave a car without taking proper precautions against its being started during the driver's absence. This does not mean that a driver must remove the sparking plugs or take such other precautions as will prevent someone getting in and starting the car, but merely that he must not leave it in such a state that it may start of its own accord, say, by running down a hill.

In view of the recent Home Office announcement as regards noise, motorists should remember that it is an offence to allow their engines to go on running when the car is stationary, except through the necessities of traffic, or where a derangement of the machinery makes it necessary to keep the engine running in order to remedy the fault.

It is a defence to a charge of having an obscured number-plate if the defendant can show that he took all reasonable steps to prevent it becoming obscured. It is, however, no defence to a charge of having a light out, or otherwise not complying with the lighting regulations, for a driver to prove that he was unaware that the offence was being committed or that he had done his best to prevent its commission.

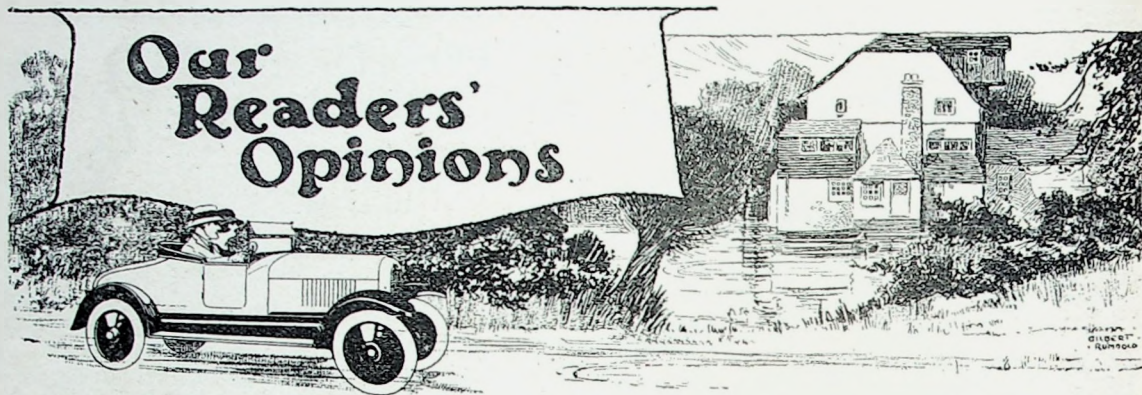
No one can properly be convicted of exceeding the 20 m.p.h. speed limit unless he is warned at the time of the offence that he will be charged or notice of the intended prosecution is sent to the owner of the car as entered on the register within 21 days of the offence.

No one can properly be convicted of dangerous driving on evidence of speed alone. There must be some evidence of danger—actual or likely—in all the circumstances of the case.

Anyone may, without warrant, arrest a driver who holds the crown of the road and prevents cars behind from passing him, provided the offending driver is going at less than 20 miles per hour and that the offence is actually seen by the man who arrests him. A motorist or other driver driving furiously may also be arrested by anyone who sees him.

In the City of London it is an offence to overtake vehicles on the near side. The penalty is a fine not exceeding 40s. This is not the case in the County of London, but is in nearly all towns, where, however, a reasonable excuse for passing in this way is a good defence to such a charge.





We welcome letters for publication in these columns, but take no responsibility for the opinions expressed. No anonymous communications will be accepted, but writers may use a nom de plume. To ensure publication in the next issue letters should be addressed to the Editor, "The Light Car and Cyclecar," 5-15, Rosebery Avenue, London, E.C.1, and should reach us on Monday. We reserve the right to make any alterations or deletions which we deem necessary. Please write only on one side of the paper and leave a wide margin.

## CAN ENGLAND BUILD SMALL SPORTS CARS? Interesting Controversy Arising Out of French Racing Successes.

### What of the Riley Nine?

Has "Amilecar," whose letter appears in *The Light Car and Cyclecar* of October 21st, never heard of the Riley Nine? A car of this make recently won a race at Brooklands at an average speed of over 90 m.p.h., and is, I am told, capable of over 100 m.p.h. A sports model, guaranteed to do 80 m.p.h., was exhibited at Olympia. Is there any model of Salmson or Amilecar which can be purchased by the public and which can do better than this?

MARNADUKE.

### The Danger of Generalizing.

The letter signed "Amilecar" is interesting, and there may be some cause for his "grouse"; but is he not a little unfair to British light cars generally? From his letter one might infer that all British light cars are inferior to French vehicles, whereas his complaint really refers to one particular class of car. I have just been driving a small four-cylinder French touring car belonging to a friend, and it is in every way inferior to my Singer Junior, although it costs more; after this experience, however, I do not rush into print and condemn all small French cars.

Isolated  
Instances.

FAIR DOOS.

### "Amilecar's" Views Supported.

I thoroughly endorse all "Amilecar" says in his letter published recently in your columns under the heading "British Supremacy." I went to the Show hoping to see some 1,100 c.c. cars of the sports variety and was very disappointed, the one British representative—the Riley Nine—costing over £150 more than its French counterpart. How different from the French Show, with its variety of beautifully streamlined little cars! Having owned four French cars, I am now thinking of buying my second Amilecar, and I expect that there are others in a similar position.

P. SALTMAESHE, JUNR.

\* It is not clear which models our correspondent is referring to when he states that the Riley costs "over £150 more than its French counterpart." The price of the Brooklands speed model Riley Nine is £395, whilst the sports model fitted with a four-seater touring body and having a guaranteed speed of 65 m.p.h., costs £298; the Grand Sport Amilecar two-seater is listed at £285, whilst the prices of the 10 h.p. Salmson sporting models are:—Sports, £178; Grand Prix, £265; and Grand Prix Special, £350.—ED.

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### Don't Forget the 750 c.c. Class!

French cars of 1,100 c.c. may be superior to British machines of the same capacity, but one swallow does not make a summer, and there happens to be other vehicles which merit consideration. What of the 750 c.c. class, for instance? Can France build anything on four wheels to compare with the Austins? If her efforts in the 200-Mile Race are anything by which to judge, they cannot, for the Austins were miles an hour faster than the Raticr.

Honour where honour is due! Franco excels in 1,100 c.c. cars, we excel in 750 c.c. cars, and of the two I think that the greatest merit attaches to the attainment of such a high degree of perfection in the smaller-engined cars.

MULTUM IN PARVO.

### Still Hope

May I point out to "Amilecar" that Britain is not in quite such a hopeless position as he appears to believe? Although, admittedly, we have not done too well in racing during the past year or so, there are a few bright spots left. First and foremost, I must draw "Amilecar's" attention to the fact that one of the most popular 1,100 c.c. British vehicles is quite capable of holding its own with anything of the same capacity (unsupercharged).

### Proof Positive.

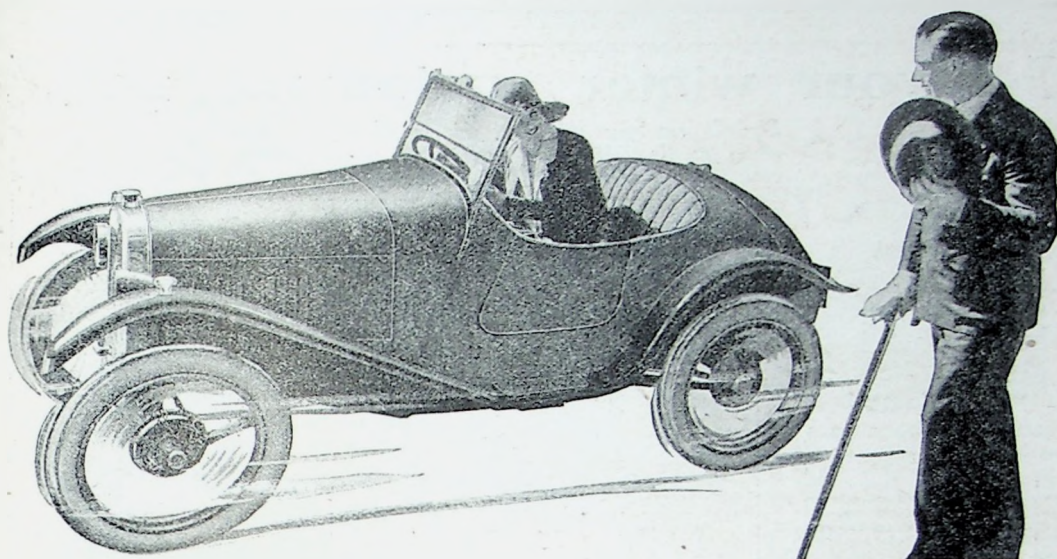
I refer to the Morgan. "Amilecar" probably knows that Morgans can do little track racing, but, nevertheless, they are often seen participating—seldom without conspicuous success—in speed events.

If "Amilecar" had been at Brooklands last Saturday for the M.C.C. High-speed Trial he would have had striking proof of the capabilities of British 1,100 c.c. cars—Taylor's Morgan, for instance, which averaged over 69 m.p.h. for an hour. And how about the Riley Nine saloon, which was first home in the 1,100 c.c. class, with six Salmsons and an Amilecar in the same class? It averaged 58.1 m.p.h. A Salmson and an Austin Seven were second and third home respectively. How is that, "Amilecar"? British cars first and third home (third being a 750 c.c. car) in a field consisting of nine foreign cars and four British. I expect other correspondents have pointed out to "Amilecar" the inadvisability of judging entirely on racing results, but I cannot refrain from mentioning that the Riley Nine is the first unsupercharged 1,100 c.c. four-wheeler to attain 100 m.p.h. Yes, there is still hope!

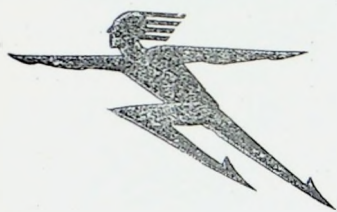
V. A. CARTON.

\* Correspondence on this subject is now closed.—ED.





“Hullo . . . Goodbye!”



Speeding has its thrills, and let who will deny it. In the handling of the long rakish Sports which can easily dust up anything on the road there must be a thrill—or who would endure the shattering discomfort of it? There is a different sort of thrill in the handling of an *England* **AUSTIN SEVEN “CUP MODEL”**

—more than the thrill of speeding; it is the thrill of speeding smoothly. Running like silk at fifty miles an hour! They do say it is because the body's weight, reduced to the minimum, has been cunningly distributed, and the body itself insulated against the vibrations of the chassis.

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



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



## OUR READERS' OPINIONS (contd.).

## Real "Colonial" Going.

I am enclosing a couple of photographs of my 9 h.p. Fiat, which were taken in the course of a tour covering just over 1,000 miles of "Colonial" going, and including some well-known passes here. An idea of the conditions can be gained from the fact

**Water-splash Every 1½ Miles!** that on one occasion thick clay mud was encountered 10 ins. deep on an upward gradient of 1 in 6, but the Fiat ploughed through in bottom gear with no difficulty other than side-slip on the uneven road bed beneath the clay "topping."

Upon the return journey each valley on the road—a matter of every mile to mile-and-a-half—presented a "drift" or water-splash, usually about 6 ins. to 9 ins. deep, resultant upon the breaking of the drought, when 4 ins. of rain fell in 9 hrs. These drifts were taken at speed, with no ill-results other than showers of spray some 10 ft. to 15 ft. in height. One picture shows the Fiat literally plastered with mud after such running; these are genuine "Colonial" conditions!

The car has done 11,500 miles in exactly 11½ months, and during that time no running repairs have been necessary with the exception of the fitting of a new battery, resultant upon the decision to move the battery housing from the rear to a position beneath the driver's seat. The petrol consumption in Cape Town has averaged 36 m.p.g. and on tour 40 m.p.g., whilst 2,000 m.p.g. of Castrol XL accounts for oil. The hood and all-weather equipment have not proved quite so satisfactory as the rest of the car. The maximum speeds with four up are approximately: first gear 15 m.p.h., second gear 25 m.p.h., and top gear 56 m.p.h., with good "snap" acceleration (Zenith carburettor) and excellent hanging-on qualities. I use Pegasus petrol.

The seating is the most comfortable I know, as is the driving position, and at night the Fiat lighting system makes

continuous driving a matter of ease. The easily removed seats make it possible to sleep in the car, for the bottom boards present a flat surface. Steering is very easy at all speeds, but a slightly better lock might be provided with advantage.

From the owner-driver's viewpoint, greasing is a matter of ease, but draining and filling the back axle and gearbox is a tiresome business, for both filler orifices are somewhat awkwardly placed. The magneto is not very conveniently placed for inspection, but is extremely well shielded from water—a point of marked interest here on account of our numerous "drifts."

In spite of my few criticisms, I must say that after some 17 years of driving, including handling many English and American cars, I believe that when the time comes to dispose of the little "509" Fiat I shall get another one from the same stable. I can only add that I am in no way connected with the motor trade. My remarks are those of the owner-driver without a chauffeur.

In conclusion, I wish *The Light Car and Cyclecar* every success; in fact, the great success it undoubtedly deserves. Cape Town. JAMES R. A. MOORE.

## The Value of Racing Questioned.

I have always been a very interested reader of *The Light Car and Cyclecar*, but I must say that I think far too much attention is given to speed events and motor racing in general. When one asks a racing man or car he is always very full of excuses that racing improves the design of ordinary touring cars. They all get thus far, but no farther. None of them can give concrete examples of parts of the mechanism of a car that would never have been introduced unless the need for them had been found on racing cars. They might mumble about superchargers, but, in my opinion, the only cars fitted with this device as standard are out and out "speedsters."

T. R. L. B. HEMINGTON-SPOSS.

## Mark the Steering Wheel.

Among the suggestions to help Mr. J. G. Lee in his problem no one seems to have put forward one very old device, which I have found of the utmost value in reversing in narrow places. This is to have a mark on the steering wheel showing when the front wheels are quite straight. If a spoke of the steering wheel is in a convenient place an arrow can be painted on it in white enamel. Otherwise it is probably better to tie a piece of white tape (which can be improved with white enamel) round the rim of the steering wheel at the right place. This is a device which I have seen mentioned in *The Light Car and Cyclecar* before now, and it is extraordinarily useful when manœuvring the car in and out of a garage.

H. O. DANCKWERTS.

## A FIAT IN SOUTH AFRICA.

The photographs referred to by Mr. James R. A. Moore. Above is seen a striking contrast in modes of transport on the Robinson Pass, whilst the Fiat "in ordinary touring condition" is shown on the right; the body colour is royal blue—not grey!



## OUR READERS' OPINIONS (contd.).

### "La Politesse."

I wonder what prompted "Focus" to quote in last week's issue of *The Light Car and Cyclecar* that little misleading paragraph regarding "La Politesse"? That a presumably much-travelled man should think fit to record such an uncomplimentary article to Frenchmen and dub it "La Politesse" is beyond one's comprehension. Frenchmen do not, as a rule, spit into each other's faces and accept passively such an insult, much less the class that can afford to bring a car to England, and I can only conclude that "Focus" has taken the perverse pleasure of bringing to the limelight what he must know is a complete travesty of French manners.

G. A. MARMIN.

### Motorists and Fox Hunting.

As the hunting season will shortly be upon us, may I use your paper as a medium to ask all users of the highways and by-ways to exercise extreme care when in the vicinity of either kennels or an actual hunt? Those motorists who use the Holyhead road will probably recall the kennels a few miles south of Shifnal, where I happened to spend a night during the summer, and where, in the course of a conversation with a member of the hunt, I was told that many hounds are lost each year.

It is not generally appreciated that the English fox-hound is one of the highest and most carefully bred dogs in the world, and that more money, brains, patience and experience have been lavished upon this breed than upon any other. Thus one such hound killed, or maimed for that matter, may be the blighting of years of careful breeding.

May I remind those motorists who follow hounds by car that the members of the hunt pay for the sport which motorists enjoy free, and car drivers should therefore exercise special caution and slow down when meeting hounds or horses. It is desirable to give as much room as possible and motorists should note that if a rider raises the palm of his hand toward a car the driver is obliged, by law, to stop not only his car, but also the engine.

Other points I would stress are:—Do not "head" the fox. Never halloo—if you see the fox, raise your hat and

wait until a huntsman comes to you. Open gates—this is always appreciated. Be careful not to cross the scent of the fox, and in general do your utmost to assist what is recognized as one of Britain's finest sports.

G. J. S. SEGAR-OWEN.

### A "Wail" About the Exeter Run.

I have just learned that this year's London-Exeter Trial is to start from Slough. I could not have had a bigger shock if I had been told that breakfast would not be at Dellers! In my opinion there are few jollier places in England on Boxing Night than Staines, and not a happier gang of people than those who gather in the hospitable if crowded rooms of the Bridge Hotel from 8 o'clock to midnight. I cannot imagine the same cheery crowd of spectators, their good wishes ringing in one's ears, at Slough. I have started on several trials from there, and I am ready to admit that there is plenty of room, but—ugh!—it's a draughty place *n'est ce pas*, old Exeterists?

REGULAR.

### Curious Roadside Incidents.

I read with interest "Focus's" account of how he nearly ran over a tortoise in the road. Two rather curious incidents which occurred during my holiday in August this year are thereby called to mind. One afternoon we had drawn our car up in a quiet lane and were drinking afternoon tea, when from a neighbouring cornfield a

#### A Very Tame Hare.

hare appeared. Instead of fleeing in terror at sight of the car, as we expected, it advanced boldly until within a few yards of the bonnet of the car, which it calmly inspected with surprise but not the slightest sign of fear. Even when disturbed by a chance movement on our part, it departed at quite a leisurely pace.

Returning home on the same holiday, we noticed that a car in front of us had run over and maimed a bird. As it was still living, my companion alighted and captured the victim of the accident—a young thrush, apparently injured in wing or leg or both, as it was unable to fly or perch. We conveyed it home and left it in a quiet room for an hour or two, after which we found, to our pleasure and surprise, that its injuries were a delusion, for it was standing firmly on both feet. On a window being opened it flew away to neighbouring trees without difficulty.

WINIFRED W. HARPER.

## "The Fastest Light Cars in the World."

I was very interested in the article published in your issue of October 14th entitled, "The Fastest Light Cars in the World." The statement that this title can be claimed by the Delage cars is absolutely incorrect and unfair to two makes of 1,500 c.c. racing cars—viz., the Miller Special and the Duesenberg Special. I append details of speeds attained by these cars on the American speedways—speeds which have never been attained by the Delage—or, indeed, any other European 1½-litre cars:—

Place, Driver and Car.	Distance. Miles.	Average speed. m.p.h.
Culver City: L. Duray (Miller) ...	25	134.22
Indianapolis: G. Souders (Duesenberg) ...	500	97.45
Amatol, N.J.: Dave Lewis (Miller) ...	200	130.058
Atlantic City: Dave Lewis (Miller) ...	250	128.95

In the eliminating trials for the Atlantic City race Frank Lockhart, in a Miller, averaged 147.729 m.p.h. over one lap. Last year this driver, in a Miller, averaged 167 m.p.h. over one mile on the Dry Lake, California! I admit that these cars made a poor show at Monza this year, but this can be explained by the unfamiliar conditions and unsuitable gear ratios for such a slightly banked track. At least they made an attempt, but has the Delage tried to beat the Americans on their own tracks? I should have thought that, possessing such wonderful cars, M. Delage would have been only too pleased to send his cars to America, seeing that there is \$20,000 to be won at Indianapolis.

I can only say that, while Mr. Harry A. Miller and the brothers Fred and August Duesenberg are building cars, no European speedster has a chance of claiming the title of "The Fastest 1½-litre Car."

In conclusion, I must refer to a manifest error in the letter of your correspondent, Mr. Colin Dale. Your corre-

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spondent states that "even the American motor industry spends more money on racing than we do." As there has not been an American manufacturer's entry in any race in America since before the war, this statement is absurd. The

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cars are nearly all made by the specialists named above and sold to the professional drivers who race them to win the prize money, which is usually \$15,000 or \$10,000 for first position, according to the importance of the event.

ENTHUSIAST.

\* The title "fastest car" does not, in the opinion of most people, apply solely to the greatest speed obtained during a "straight" run, and is, we contend, a far more accurate description of a car which, like the winning Delage in the British Grand Prix, maintained a record speed for over 4 hrs. over a course having two acute bends.—Ed.



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Arrol-Johnston	Clement Talbot	Jowett	Sunbeam
Aston Martin	Clyno	Lagonda	Swift
Aster	Crossley	Lanchester	Triumph
Austin	Daimler	Morgan	Trojan
Excelsior	Galloway	Morris	Vauxhall
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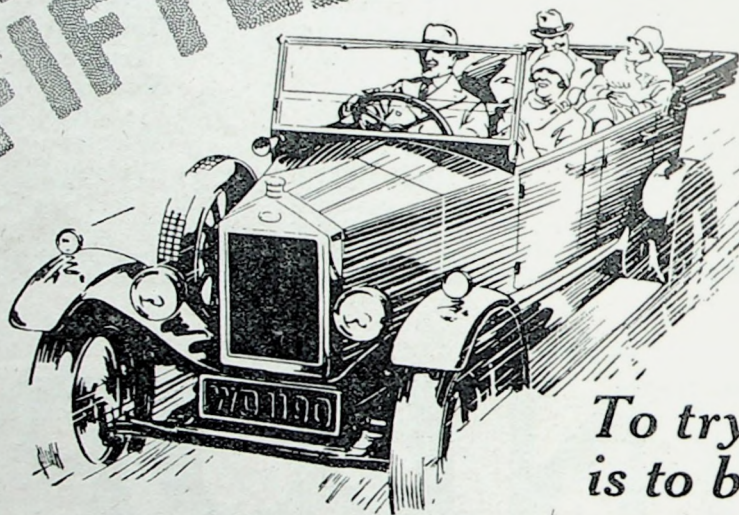
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D.A.



## OUR READERS' OPINIONS (contd.).

## Single-panel Screens for Saloons.

I wonder if any of your readers would enlighten me upon a certain point which I cannot quite understand. The latest vogue with 1927-1928 saloon models seems to be single-pane windcreens. I am aware that they

Driving Difficult open at their lower extremity, but I cannot see that they have any advantage over the conventional two-panel type. In foggy weather I have always found it necessary to open the windscreen, as the glass becomes so obscured by condensation that it is impossible to see otherwise.

Of course, an automatic screen wiper assists, but I do not think that it completely overcomes the difficulty, as the only method of getting along in really thick fog is to follow the kerb, and most screen wipers do not clear a sufficiently large portion of the glass for this.

SALOON.

## Crowding Out the Genuine "Buyer."

With a view to buying a light car, I was most anxious to visit the Show this year so as to compare the respective merits of two or three cars between which I found it difficult to choose. It was perfectly obvious

Conditions at from the attendance figures that I should have wasted my time and been able to make only a superficial inspection—if,

indeed, I had been able to get near the stands which I wanted to see. The result is that I am still in doubt as to which make to buy, and must either trouble three agents or find one who deals in the particular makes of car in which I am interested.

Why is there not one day for bona fide prospective purchasers, with an admission charge of £1, all, or the greater part, to be deducted from the price of any car actually ordered at the Show? If it be argued that this would preclude a satisfactory trial run, it should be simple to devise a plan for extending the scheme to a car purchased within 14 days of the Show. In that case, steps to secure the non-transferability of the ticket should not present insuperable difficulties.

A. T. STEELE.

\*Correspondence on this subject is now closed.—ED.

## CONDENSED CORRESPONDENCE.

Following the correspondence on the difficulty of reversing a car down a long passage leading from a garage, several readers have written to recommend a portable turntable known as the Wangler. It is marketed by Joseph Bradbury and Sons, Ltd., New Street Works, Brimtree, Essex.

## INFORMATION WANTED.

SINGER JUNIOR.—Readers' experiences of this car would be welcome.—"Estate Agent," Smyrna Road, Barnes, London, S.W.13.

MORGAN.—Any reader who is willing to sell an instruction book for the 1927 model is asked to get in touch with F. Mann, 17, St. James Street, Doncaster.

MORGAN.—The chance to buy an instruction book dealing with the 1927 model would be very welcome.—H. F. Jackman, West Park, Tamerton Foliot S.O., Devon.

P.E.C.—Any reader who has an instruction book for this car which he is willing to lend or sell is asked to communicate with A. de Moraes, P.O. Box 236, Beira, Portuguese East Africa.

MORGAN.—Information on the steering and road-holding qualities of this cyclocar at really high speeds would be appreciated.—S.W.L.P., "Trevase," Wing Lane, Tattan, Southampton.

COVENTRY-PREMIER.—Any owner of the 1922 four-wheeler model who lives in South London and would like to get in touch with a fellow-owner with a view to comparing notes should write to S. McGrail, 82, Humber Road, Blackheath, London, S.E.3.

AUSTIN SEVEN AND JOWETT.—Readers' experiences of these cars, with particular regard to running costs, tyre life, wearing properties and top-gear performance, would be appreciated.—Frederic H. May, 48, Southdean Gardens, Wimbledon Park Road, London, S.W.19.

LOST.—A set of spanners and tyre levers, between Westcliff and London, on Monday, October 24th. The finder is asked to communicate with I. Rawlings, 96, St. Leonards Road, Poplar, London, E.14.

## CLUB ITEMS AND SPORTING EVENTS.

## R.A.C. PERMITS.

The R.A.C. has issued the following permits held at 29th, Bradford and D. M.C. speed trials; October 30th, Colechester M.C. reliability trial; November 6th, Enfield and D. M.C. Guy Fawkes Trial.

## DOZELEUM M.C.

The following light car drivers gained awards in the recent Boynton-Stewart Cup Trial: Silver cups: C. J. Bradford (1,096 c.c. Morgan); G. E. Swift (1,096 Morgan); G. T. Johnston-Smith (1,298 c.c. A.B.C.); C. L. Clayton (1,074 c.c. Amicar).

## KENT AND SUSSEX L.C.C.

The following are the results of the speed trials held at Lowes recently—900 c.c. sports class: T. Ridley (Austin), 40.6 secs. 1,100 c.c. sports class: F. T. Nicholls (G.A.R.), 32.4 secs. 1,100 c.c. super-sports: C. E. Took (Vernon Special), 29 secs. 2,000 c.c. sports class: E. Hilleary (Frazer-Nash), 28.2 secs. 1,500 c.c. super-sports class: C. E. Took, 26.8 secs. 1,100 c.c. racing class: 1. C. E. Took, 24.8 secs.; 2. L. Humphries (G.N.), 25 secs. 1,500 c.c. racing class: 1. L. Humphries, 24.8 secs.; 2. C. E. Took, 25 secs. Handicap class: 1. S. Constable (Amicar); 2. E. Hilleary (Frazer-Nash). The Caffyn Cup for fastest time in the racing class was awarded to L. Humphries, and the Clayton Cup for the best performance of a sports car to Took.

## THE NEW CYCLOCAR CLUB.

The hon. secretary of the New Cyclocar Club, Mr. W. E. A. Norman, informs us that a large number of applications for membership have been received, and asks us to point out that his address is 422 Upper Richmond Road, Putney, London, S.W.13. He mentions that the Bournemouth branch of the former Morgan Club has transferred its membership, so that its members automatically become enrolled in the new organization.

The date for the club's first annual dinner and dance has been fixed for November 22nd at the Prince's Rooms, Hotel Cecil. Prof. A. M. Low will occupy the chair. Applications for tickets (12s. 6d. each) should be made to Mr. Norman.

A brochure setting out the objects and aims of the club will be available for distribution shortly.

## ENFIELD AND D. M.C.

A reliability trial open to clubs in the South Midland Centre will be held on November 6th. The event is known as the Guy Fawkes Trial, and the route is an 80-mile course, starting from the Robin Hood Hotel, Botany Bay, at 10.30 a.m. Intending competitors should communicate with the hon. secretary, Mr. H. S. Maybrook, 476, Hartford Road, Enfield Highway, Middlesex.

## FORTHCOMING EVENTS.

October 29.  
Bradford and D. M.C. Speed Trials.  
October 30.  
Midland Jowett Club, Reliability Trial.  
West Ealing and D. M.C. and C.C. Hospital Charity Cup.  
Colechester M.C. Reliability Trial.  
November 6.  
Enfield and D. M.C. Guy Fawkes Trial.  
November 12.  
Surrey M.C. "Spikins" Cup Trial.  
November 13.  
Liverpool M.C. Percy Butler and Revenge Trials.  
Brighton and Hove M.C. Russell and Brewitt Cups Trials.

## LEEDS M.C.

Owing to the non-arrival of the requisite R.A.C. permit, a recently arranged lap race for light cars over the Greater Circuit at Post Hill had to be cancelled. Some compensation was, however, afforded by a series of unofficial attempts to climb the main Post Hill by four-wheelers, a feat which has been accomplished only once so far. An interesting attempt was that of C. L. Bentley, driving a G.N. Special fitted with nine gears, giving ratios from 4 to 1 to 33 to 1. About three-quarters of the way up the hill his bottom gear chain broke, and the passenger, leaping out, was in danger for a few moments of being struck by the rapidly descending car. To the surprise of the spectators, however, Bentley managed to pull up and made a standing start on the severe gradient, but was unable to reach the top.

## WEST EALING AND D. M.C. AND C.C.

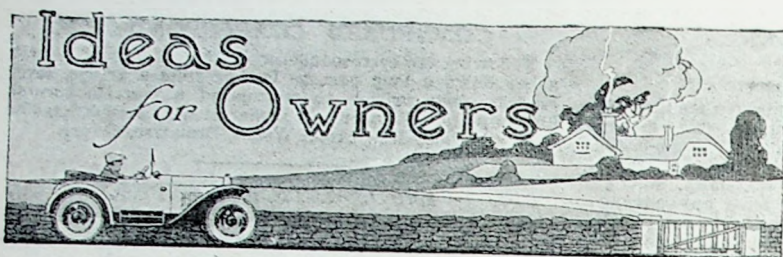
A reliability trial for the Ealing Hospital Charity Cup will be run on October 30th, starting from the Foresters' Hotel, Northfield Avenue, West Ealing. Entries will be accepted until 8 o'clock on the morning of the start, the fee being 2s. 6d. per car. The event is open to motorists, and the hon. secretary is Mr. J. Maillard, 6, Leyborne Avenue, West Ealing, W.13.

The following light car drivers gained awards in the recent Premier Cup Trial: R. C. Clark (A.C.), cup replica and gold medal; J. Clark (Swift), silver medal; H. Nickless (Austin Seven) was a member of the winning team.

## MIDLAND JOWETT CLUB.

The first annual reliability trial for Jowett cars organized by the Midland Jowett Club will be run on October 30th, starting from the Robin Hood Hotel, Stratford Road, at 10 a.m. Drivers must sign on at the start 25 mins. before the starting time. Cars will be required to run at an average speed of 20 m.p.h. and to arrive at specified places not more than 1 min. early or late of the scheduled times. The morning and afternoon sections are to be run non-engine stop, but cars may be brought to a standstill at any point provided that the engine is kept running, and coasting is permissible provided that if the engine is stopped it is restarted without the use of the handle or other starting mechanism fitted to the car. Cars must arrive with their tanks full at the start, where they will be sealed, and at the end of the trial the amount of fuel required to fill the tank will be taken as the measure of fuel consumed on the run. Five marks will be deducted per minute or part of a minute over or under the time allowance, and ten marks will be deducted for failure to climb any observed hill. Unavoidable stops where the engine is restarted by handle or self-starter will cost ten marks, and adjustments or repairs not involving an engine stoppage five marks. The bonnets of the cars will be sealed at the start, and the trial will be run on a basis of 40 m.p.g., two marks to be deducted for each mile under, and two marks added for each mile over. Entries are to be sent to Mr. C. W. Jones, care of Messrs. Hydes, 18, John Bright Street, Birmingham (the Midlands Jowett car agents), who have generously put up a silver cup to be competed for annually.



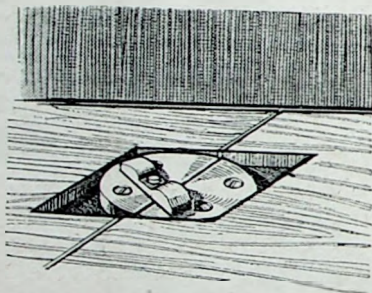


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

### Removable Floorboards.

When floorboards are screwed in position some considerable time may be taken up in removing them when necessary for lubricating chassis parts and so forth.

A good plan is to do away with the screw fixings and to fit simple turn-buttons, such as are used in the house for cupboards.



Turnbuttons provide an excellent means of fastening removable floorboards.

The flat halves of each button should be fitted as shown in the accompanying sketch, and it is advisable to cut away the floorboard where the catches are fitted so that the metal parts will not project above the surface. This will prevent the floor carpet or covering from being torn by the buttons. That half of the turnbutton which carries the button itself must, of course, be fitted to the adjacent fixed floorboard.

### Improving Dashboard Appearance.

The plain and sometimes rather roughly stained fascia boards fitted to one or two of the cheaper light cars may with advantage be replaced by polished aluminium sheet as used for wireless purposes.

This aluminium panelling consists of a thin sheet of polished and engine-finished aluminium, pressed to a thick sheet of plywood. The complete panel can be quite easily worked and cut to shape as required. The material is cheap, light and yet of sufficient stoutness to support the usual fascia-board instruments. A point to note is that it is better to use nuts and bolts than ordinary wood screws for fixing small parts to fascia boards made of this material, the plywood usually not being of sufficient thickness to allow the use of suitable wood screws.

B44

### Leaving Car on a Gradient.

When a car has to be left on a hill it is always advisable to take precautions against the brakes jumping off and allowing the car to move downhill under its own momentum. The easiest way of doing this is to drive up close to the side of the road and lock the front wheels over so that, if the car started to run backwards, it would quickly come in contact with the kerb on the near side.

An obvious plan is to place a large stone under one of the rear wheels to act as a chock, but if much running has to be done in hilly country it may be thought advisable to carry a properly shaped wooden chock for the purpose.

### Reducing Washer Thickness.

For packing and spacing nuts, on lengths of threaded rod, for example, it may sometimes be necessary to use washers thinner than those which are at hand. It is no easy task to file the washers down to the requisite thickness, particularly if they are of small diameter.

One way of facilitating the job is to obtain a small block of fairly soft wood, having at least one flat surface, and to hammer a little way into its surface the washer which is to be reduced in thickness. Two or three sharp blows with a hammer will generally suffice; the block should then be placed in a vice while the filing is done. The washer may be removed from the block by placing the blade of a screw-driver against its edge and tapping it with a hammer. It will be found best to hammer the washer into the end grain of the wood.

### Tightening Nuts.

A minor roadside repair may necessitate the proper locking of a nut on a thread when no locking-nut is at hand, or when no second nut of the right thread is available to act as a locking-nut. In such a case an effective, if unmechanical, method of locking the nut is to screw it tightly into position and give the exposed thread several sharp hammer blows at a point as near as possible to the nut. This burrs over the threads and prevents the nut from loosening itself.

The method has the disadvantage, of course, that it will make the removal of the nut, when subsequently necessary, a difficult matter, but it is a useful "get-you-home" device in the circumstances indicated.

When it comes to undoing the nut the burr usually can be removed and the thread effectively "cleaned out" by the use of a half-round file, the edge of which is worked round so as to form a new groove.



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

R.G. (London, E.7).—No passport is necessary when taking your car over to Jersey.

H.P. (Southampton).—Those models of the Citroën in which the cut-out is mounted on the dynamo are not provided with a safety fuse.

F.K. (Wakefield).—Yes, there are several types of bumper on the market which can be attached without the need for drilling the chassis. The usual method of attachment in this case is by universal clips, which fit most chassis side-members of usual dimensions.

M.L. (Leytonstone).—The average gradient of Sunrising Hill is about 1 in 10 and, at the steepest point, approximately 1 in 6½. There are two bends on the gradient which reduce the average speed of a climb, and the figure you mention appears to us satisfactory for a touring car.

C.T. (Bridgwater).—There is an adjustment point on the off side of the track rod of your Clyno car by which you can regulate the length of the rod.

K.K. (Stratford).—You should not lubricate the bearings on the arms of Hartford shock absorbers, as they are designed to obviate the need for such attention.

T.B. (Ealing).—In no circumstances whatever do we advise you to use grease as a lubricant for the gearbox if engine oil is recommended by the manufacturers. You will find in any case that the use of grease will not greatly reduce noise emanating from the box. We should say that the noise of which you complain is due to excessive wear in the gearbox bearings, and you should remedy the trouble at its source.

I.M. (Warwick).—The fact that a gauze petrol filter is incorporated in the carburettor does not necessarily mean that very fine particles of dirt cannot pass through the meshes of the gauze and choke up the jets. Occasional removal of the plugs below the jets and cleaning of the float chamber is therefore to be recommended, and will possibly prevent you from experiencing choked jet trouble when on the road.



# 200 Miles Race (J.C.C.)

First  
Second  
Third

1500 c.c. and 750 c.c.  
won on

# K.L.G.

SPARKING PLUGS

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(Bugatti)
- 2<sup>nd</sup> H. W. Purdy  
(Thomas-Special)
- 3<sup>rd</sup> W. Urquhart Dykes  
(Alvis)

750 c.c.

- 1<sup>st</sup> C. K. Chase  
(Austin)
- 2<sup>nd</sup> J. S. H. Wilson  
(Austin)
- 3<sup>rd</sup> F. H. Boyd Carpenter  
(Austin)

Correction: We regret that in the previous issue the names of the 2nd and 3rd finishers in the 750 c.c. class were given in error. The correct names are as above.

K.L.G. Works, Putney Vale, London, S.W.15. Telephone: Putney 2132-3.  
Sole Export Agents: Messrs. S. Smith & Sons (M.A.) Ltd., Cricklewood, N.W.2.

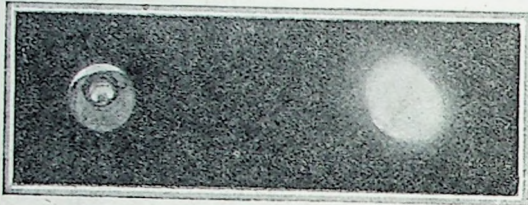
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.



## AROUND THE TRADE.

We learn that Messrs. Comerfords (Motor) Sales have opened new premises at Surbiton Park Terrace, Kingston-on-Thames, where they have a wide range of second-hand light cars on view.

Humber, Ltd., Coventry, have drawn our attention to the fact that the No. 1 saloon model Humber illustrated in our



A striking untouched photograph showing the effect of the Shad-a-lite anti-dazzle device, a headlight fitted with this arrangement being contrasted with a similar but unshielded lamp. Details of this fitment are given in "Interesting Accessories" this week.

last week's issue is priced at £300 and not £250, which is the price of the No. 2 model.

Messrs. Braid Bros., 65, Great Portland Street, London, W.1, advise us that they have been appointed sole distributors for London and the Home Counties of Rhode cars. A full range of these cars will be on view at their premises in the very near future.

Fort Dunlop informs us that 12 of the 13 finishers in the Grand Prix at Brooklands (including all those who took first and second places) were running on Dunlop tyres. Of the total number of cars shown at Olympia—British and foreign—64.42 per cent. were equipped with Dunlop tyres, as compared with 61.02 per cent. last year.

The Palmer Tyre, Ltd., 100-106, Cannon Street, London, E.C.4, have issued a new price list for their tyres. The 710 mm. by 90 mm. light car size—now costs £2 15s., while the Flexicord balloon, wired-on type, 27-in. by 4.4-in. cover, is now only £2 17s. 6d. These prices came into force on October 1st.

The North British Rubber Co., Ltd., 200-208, Tottenham Court Road, London, W.1, asks us to point out that they guarantee Clincher tyres for 7,000 miles (high pressure) and not 700, as was stated in a recent issue of this journal. Clincher balloons are guaranteed for 6,000, and Rapson high-pressure and balloon tyres for 8,000, 10,000 and 15,000 miles.

The new Slicksure quick-action tank filler cap made by Best and Lloyd, Ltd., Cambray Works, Handsworth, Birmingham, can be had to fit Austins, Citroëns, Clynos, Fiats, Humbers, Rovers, Singers, Standards and Wolseleys. The fitting is screwed on in place of the ordinary cap. The price is 4s. 6d., and of this a shilling is credited to purchasers if they return their old caps to Best and Lloyd, Ltd.

Messrs. Newnham Motor Co., 237-243, Hammersmith Road, London, W.6, have sent us a copy of their new 1928 brochure "Reasons Why." It is a comprehensive and interesting catalogue describing the cars for which this concern has agencies, among them being Austin, Lea Francis, Singer and Swift. Illustrations, general specifications and full price lists of vehicles described are given. Readers who would like a copy should apply to the address given above. The brochure is issued gratis.

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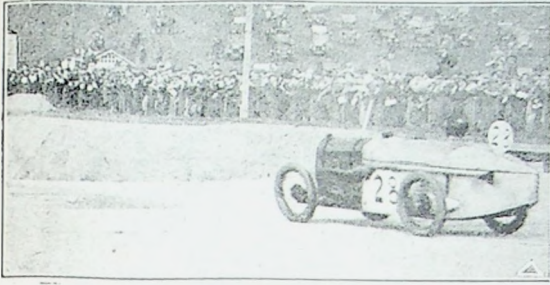
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(302)

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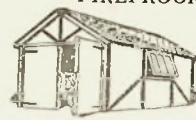
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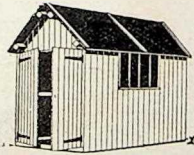
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