

11

11

11

11

11

11

11

11

SPECIAL OFFER

of

SHOP-SOILED - UNUSED

1927 CARS

AUSTIN, 7 H.P., Gordon England Tourer,
colour scarlet. List Price £150 - - - **Our Price £135**

AUSTIN, 7 H.P., Gordon England Saloon,
colour maroon. List Price £170 - - - **Our Price £155**

CITROEN 3-STR. COUPE, 11'4 H.P.,
colour blue, F.W.B. List Price £220 - - - **Our Price £190**

RHODE 4-STR., 10/30 H.P., colour blue,
F.W.B., with leather. List Price £198 - - - **Our Price £168**

RHODE 2-STR., 10/30 H.P., colour
maroon, F.W.B., with leather. List Price £198 **Our Price £168**

RHODE "DE LUXE" 2-STR.,
10/30 H.P., colour maroon, F.W.B., with
leather. List Price £210 - - - **Our Price £180**

The above are complete with makers' equipment.

CASH. DEFERRED. EXCHANGE.

92, Gloucester Rd.,
S.W.7.

NORMAND
GARAGE LTD

7-8, Fairmeadow,
MAIDSTONE.

489, OXFORD ST., LONDON, W.1
(Near Marble Arch).

Telephone: Grosvenor 3256-7.

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

For
absolute
reliability
and true
economy

The Car of International Reputation.

FIAT

9 h.p. Tourer De Luxe Coachwork. Seats
and Squab upholstered in
Real Leather. Cellulose Finish. Four-Wheel
Brakes Tax £8 **£200**

Range: 9 h.p. 12 h.p., 15/20 h.p.
(4-cyl.) From **£195**

Gradual Payments Arranged.

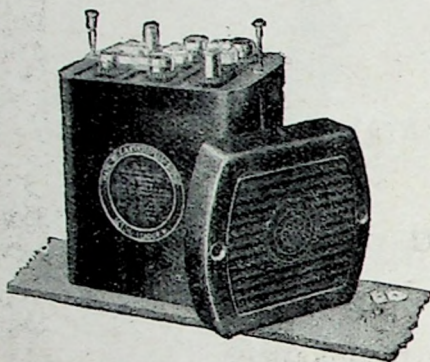
Warning.—With every Fiat Car a full guarantee is issued by this company. Every purchaser should obtain this guarantee and see that it bears the chassis and engine numbers of the machine purchased. The public is warned not to purchase a car without this guarantee.

Registered Offices and Showrooms:
**43-44, Albemarle Street,
London, W.1.**
Phone: Gerard 2940 (4 lines);
Wires: "Fiatism, Piccy, London."
For everything pertaining to spares,
service, etc., communicate direct
with the Works, Wembley,
Middlesex.
FIAT (England) Ltd.

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



THE WORLD'S BEST BATTERY



Telephone:
CHISWICK 3801.
(Private Branch Exchange.)

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

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:

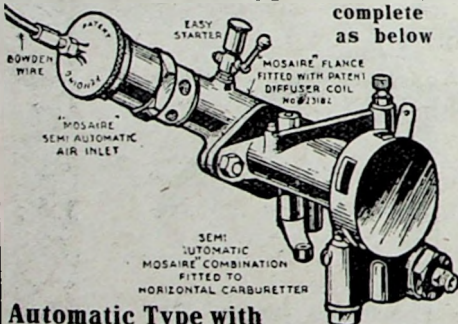
Type 6TW9 .. £3-5-0 suitable for Austin 7.

Overall dimensions—Length 7½", width 6½", height 9½".
If required, cover and fixing rods can be supplied at extra cost.

Telegrams:

"Vanteria, Act, London."

Semi-Automatic Type, Price 35/-
complete as below



Automatic Type with Rubber Diaphragms, Price 40/- complete

Fit The "Master" Extra Air Valve and obtain better results.

AUSTIN 12. Birmingham, September, 1927.
"I am pleased to say the 'Semi-Automatic' Mosaire continues to give entire satisfaction and you could not buy it back for £5."

Several of my friends are very interested; please send full particulars of the Semi-automatic for Citroën 11.9 and install it to the following addresses—
— and I am sure they will try the Mosaire and be satisfied."

Yours faithfully,
J.N.R.H.

The Mosaire has been designed upon scientific lines, and hundreds have been sold upon the direct recommendation of satisfied users.

"No other device can offer the same advantages."
Let us send a set on 30 days free trial and you will be delighted with the results."

ALDAM & CO.

Hand-operated model with Patent Diffuser Coil as above, Price 30/- Complete.



For Safety, Service, and Satisfaction.

STEPNEY TYRES

OBTAINABLE AT ALL GARAGES.

Makers: STEPNEY TYRES LTD., LLANELLY, WALES, & WALTHAMSTOW, LONDON, E.17.

Four Facts.

1. Value for money, the Jowett is the cheapest car that can be bought.
2. The Jowett is the cheapest car to run.
3. The Jowett's reliability and long life is surpassed by no other light car.
4. The Jowett's second-hand value is greater than that of any other car.

Which is why we receive testimonials of which the following is a fair sample :

Abersychan Fire Brigade, 8/9/27
Central Station, Abersychan (Mon.).

Dear Sir,

I feel that I must pay my meed of praise with reference to your little Jowett Car. On Saturday last I had to attend a tournament at Aberystwyth, quite 100 miles from here over the Welsh Mountains. We accomplished the tortuous hilly climb, with four adults and one child, under four hours and on two gallons of petrol.

I have owned fourteen different types of cars but have never had one to touch the Jowett. We did quite 200 miles in one day and in a most satisfactory manner.

You can make use of this testimonial in any way you may choose. The trouble-free type of car which you build well merits all that I have stated.

Yours truly,

(Signed) W. H. JAMES,
Capt., A.F.B.

Messrs. Jowett Car Co., Bradford.

Shall we send you our interesting literature?

NEW PRICES :

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

Dunlop Balloons and Stewart Speedometers standard.

JOWETT CARS LTD., IDLE, BRADFORD

50, Berkeley St. W.1.

**know that
MOTORINE means
satisfaction**

They cannot afford to have purchasers of their second-hand cars coming back with lubrication troubles.

So they fill up every car they sell with Motorine and strongly recommend the purchaser to continue to use this famous lubricant.

Follow a good example. It will pay you, too

MOTORINE
very special oil

NOTE.—The Motorines de Luxe were previously known as Huile de Luxe Summer, Winter and Zero.

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.

Send for the free book "The Car" for if you're a motor cyclist! "The Motor Cycle," to Price's the Oil People (Dept. E.E.23.....) London, S.W.11.



PRICE'S PATENT CANDLE CO.
LTD. LONDON, S.W.11.

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

SECURITY FIRST



TOTAL FUNDS £35,790,927

SPECIALISES IN MOTOR INSURANCE

THE "ROYAL" OFFERS TO MOTORISTS

The Three Essentials—

Speedy Repairs

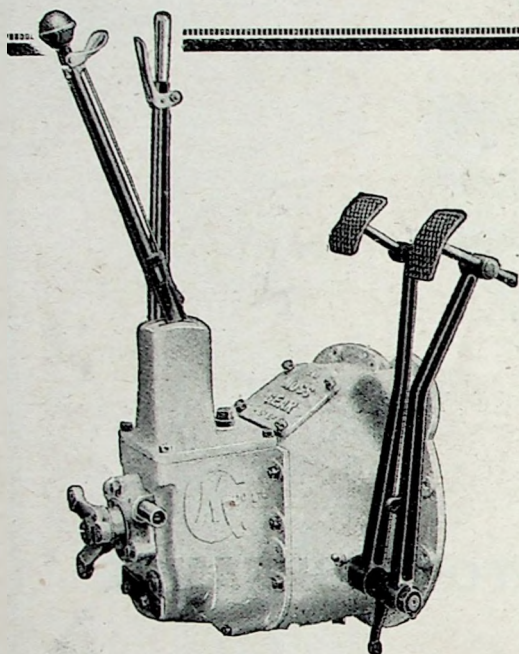
Absolute Security

Equitable Loss Settlements

LIVERPOOL: NORTH JOHN STREET.		APPLICATION FORM.		LONDON: LOMBARD STREET.	
Please advise your Terms for Insurance under a "Comprehensive" Policy. Third Party Only					
Car, Cycle, Com. Vehicle.	Make.	H.P.	Year of Make.	Value.	Purposes for which used.
Name.....					
Address.....					
L Agent.....					

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.

It's the Box that Counts!



The Gear Box is the handmaiden to the engine. No matter how well the latter may be running, if the power it generates is not transmitted smoothly, silently, and with a minimum of loss, you will never get the most satisfactory results. That is why you should pay particular care to see that the box on the car you are contemplating is one that will do justice to the engine. In this connection you are safe if the car is equipped with

MOSS UNITS

which are justly famed for their quality and superiority of design. The type "R" Three or Four-Speed Moss Box illustrated here is the last word in gear construction. It is extremely compact, perfectly rigid, low in weight, and is characterised by a pleasingly smooth and silent running. Full details will gladly be posted on request.

THE MOSS GEAR Co., Ltd.,
Aston Manor - Birmingham.



A.C., 1926, Royal 2-seater, F.W.B.	£185
AUSTIN, 7 h.p. Chummy Models, from	£85
CITROEN, 1926, 3-seater, from	£65
" 1925, English 2-seater Coupe	£95
CLYNO, 1927, 2-seater	£125
HANDS, 1924, 2-seater	£65
LEA-FRANCIS, 1924, Chummy	£85
RENAULT, 1925, 9 h.p. 4-seater	£85
RILEY, 1925, Sports 4-seater, aluminium and red	£185
ROVER, brand new 9/20 h.p. de Luxe 2-seater	£165
" 1925, 9/20 h.p. 2-seater and dickey, excellent order	£85
WOLSELEY, Several 10 h.p. 2-seaters and Coupes, from	£50

100 OTHER BARGAINS from £50 to £250.

Best Exchange and Deferred Terms in London.

You never take a risk when buying a Used Car from

The Light Car Co.

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

'Phones - - Museum 3081, 2122 and 0140.

TAYLORS

SPECIAL SPORTS

AUSTIN 7 £165

HERE is a real Thoroughbred at a price only slightly in excess of the mass production article. This snappy 2-seater is built upon the special Austin 7 Sports Chassis and it is an exclusive Taylor design. The body allows ample leg room which can be varied to suit your individual requirements. The luggage accommodation is excellent, ample space being available for three suit cases. An extra low centre of gravity makes speed both safe and enjoyable, and the V-shaped windscreen adds to the general attractiveness of the car as a whole. We can give early delivery of this fine little sports car which can be finished to your own choice of colours. Call, inspect and try a demonstration car. We will gladly run you over to the body works so that you can see these exclusive bodies in actual course of construction. You will be amazed at the care with which they are made.

ALL MAKES SUPPLIED FOR CASH, EXCHANGE, OR UPON OUR NEW "NO DEPOSIT" EASY PAYMENT PLAN.

The following cars give both excellent and economical service:			
AUSTIN	£135	CLYNO	£160
MORGAN	£89	SINGER	£148 10

H. TAYLOR & Co., Ltd.,
49, 50, 52 & 53, SUSSEX PLACE, SOUTH KENSINGTON, S.W.7.
Telephone: Kensington 8558/9 and 5510. Telegrams: "Dynametro, Southkens."



BETTER car balance comes from keeping both front tyres and both rear tyres evenly inflated to their correct pressures.

The way to be sure that they are kept up to the pressure your dealer recommends is to test them every Friday with the Schrader Tyre Gauge. We suggest Friday because most tyres get their hardest work over the week-end.

In addition to better car balance, the correct pressure gives you more riding comfort, easier steering and longer tyre service.

Calibrated in 1lb. units — 10 to 42 lbs. Made with ball foot—easy to use on any type of wheel.

Price 6/10

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

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

Schrader

Makers of Pneumatic Valves Since 1844

Be sure it's a SCHRADER: Look for the name.
(Regd. Trade Mark)

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

SENECHAL

1928 PROGRAMME

Popular Model £185.

Standard Model £215

De Luxe Model £250

For the coming season we shall list three Sports Models at prices ranging from £185 to £250, as above.

Owing to the very great success of our "Popular" Model at £185, we shall carry on with this unchanged. The "Standard" Model will be further improved in detail and finish.

The "De Luxe" chassis will retain the four-speed gearbox and all main features, and we shall continue to fit English bodies. The price will be reduced from £295 to £250.

All models are on view at 166, Great Portland Street, and early delivery can be given.

DEFERRED PAYMENTS.

PART EXCHANGES.

A. S. C.

THE AUTOMOBILE SERVICE COMPANY, LIMITED,

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

TELEPHONE—
MUSEUM 6620.

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.

Phone—Hop 7076-7-8.

Grams—"Multimart, Sedist London."

HE BROKE DOWN

THEN

THEN

SOMEBODY LENT HIM

FLUXITE

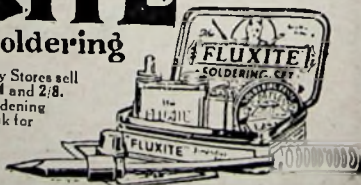
it simplifies soldering

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



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

SPORTS NUMBER

13th

SOME SPECIALIZED SPORTS CARS.

Hotted-up Chassis with Good Performance and Special Bodywork of Outstanding Appearance.

STANDARD MODELS v. SPORTS CARS.

The Difference Between the Two Types Explained. The Attraction of High Power-weight Ratio.

WHY NOT CHEAPER SPORTS CARS?

A Plea for the High-performance Four-Wheeler at a Strictly Moderate Price.

SPECIFICATIONS OF SPORTS CARS.

FIGHTING WIND PRESSURE.

The Latest Form of Streamlined Bodies. Faster and Lighter Coachwork.

SPEED WITH SAFETY.

Keeping up a Good Average Speed Without Inconveniencing Others.

WHAT MAKES A CAR HOLD THE ROAD?

Weight Distribution, Suspension and Centre of Gravity.

NEW CARS FOR 1928.

The Bentley Programme. New 4½ Litre Car. New Range of Hillman Bodywork. Completely Re-designed Singer Chassis. An Entirely New Six-Cylinder Star. The New Vauxhall. Chassis Details of Austin Light Six. Two Entirely New Clyno Models.

COURSE OF THE R.A.C. GRAND PRIX.

PRICE 4^D AS USUAL

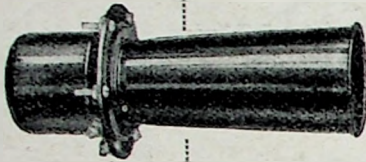
Offices: 5-15, Rosebery Avenue, E.C.1.

DELCO-REMY HORNS CLEAR THE WAY

On open country roads, in crowded city traffic, the slightest touch suffices to send forth a vibrant penetrating note, peremptory yet pleasing, which rises high above din of heavy city noises.

MODEL 8c (Electric).

A dependable motor-driven horn—surprisingly powerful and with an unusual tonal quality. Compact and reliable. Length 10½". Complete



with bracket, 6 or 12 volt.

16/6 Postage
9d. extra.

MODEL 11 (ELECTRIC).

A new high-frequency horn. Sharp, penetrating tone, immensely popular. Length, 11½". Complete with bracket, 6 or 12 volt.

MODEL 18 (ELECTRIC).

Has a wonderful volume of tone. Back cover is fitted on a machined register making the horn moisture proof. Can be mounted on the engine of almost any car. Complete with bracket, 6 or 12 volt. Length 14½".

40/- Postage

MODEL v (Hand Operated).

Hand-operated by a vertical push rod. Well made, sturdy and dependable. Complete with universal bracket for private cars or with special bracket for lorries.

18/9 Postage
9d. extra.

DELCO-REMY & HYATT, LTD.,
111, Grosvenor Road, London, S.W.1.

R.N.R.

Obtainable
wherever
accessories
are sold.
Write for

FOG BRACKET.

For fitting to near-side running board to illuminate edge of road or kerb. Separate purchase price.

Each 5/-

555 SPOTLIGHT

The essential lamp for driving in fog, spotting cyclists, negotiating awkward corners, backing the car, illuminating rear seats for passengers entering the car, lighting the garage, acting as compensating lamp for dimmed headlight, inspection light, etc.

Model No. 555 Fitting A, Universal Windscreen Clip
Fitting B, Flat Plate. C, Special 25/-
"Austin 7" Fitting

Model No. 555F With Fog Bracket and extra 30/-
long flex. Fittings—A, B or C

Amber Fog Discs supplied with each model.

ETIENNE & CIE.,
Stadium House, 61-63, Gt. Eastern St.,
London, E.C.2. Works: Birmingham.

MORGANS

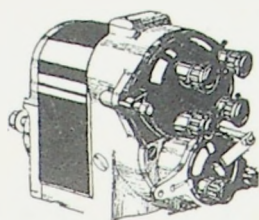
NOW AVAILABLE.

To all Purchasers of new machines from this date we **GUARANTEE** a refund of the amount of any reductions in price that may be announced at the **MOTOR SHOW. WHY WAIT?**

DEFERRED TERMS ARRANGED.
TRADE SUPPLIED. ALL SPARES.

HOMAC'S Send for Lists,
MOTOR AGENTS
Phone: 2408.
243/7, LOWER CLAPTON ROAD.
Works: 46, London Road, Clapton, E.5.

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



MAGNETO MEMS:

This announcement is designed to point out to car owners and car manufacturers the importance of insisting on

*Magneto
ignition*

- 1.** Magneto Ignition is the only independent self-contained system of ignition.
- 2.** Magneto Ignition is the only system not affected by accumulator trouble, nor involving elaborate service facilities. And it is fool-proof.
- 3.** Magneto Ignition requires no electrical knowledge on the part of car owners.
- 4.** Magneto Ignition is used on over 95% of the cars sold in Great Britain.
- 5.** The world's record is held by a car which depends on Magneto Ignition.
- 6.** The high quality of British Magnetos has taught motorists to expect ignition perfection. If through the use of inferior substitutes they experience ignition trouble it is the car maker's reputation which suffers.
- 7.** The use of substitute ignition systems, most of which are of foreign origin, affects a vital British industry and the welfare of thousands of skilled British workers.

THE SAFEST IGNITION
— MAGNETO IGNITION
THE SAFEST MAGNETOS
BRITISH MAGNETOS



If your wife drives

YOU don't expect ladies to know a lot about electricity and if your car is equipped with a Magneto they don't need to—and neither do you.

But with any other system of ignition the slightest thing wrong with the electrical components or the accumulator will not only affect the lamps and the starter but will shut the engine down.

The magneto is the only system of ignition which does not rely on the accumulator. It has eight fewer parts than systems which do, that is eight fewer chances of trouble. It is the most efficient method of spark production.

95% of British car manufacturers fit magneto ignition as standard. The words "magneto ignition" in a specification are important.

BRITISH MAGNETOS

BUY A BRITISH CAR WITH A BRITISH MAGNETO

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

GAMAGES

SUPERIOR MOTORING WEAR

ORDER
BY
POST

OR Telephone
Hol.
8484



UNRIVALLED VALUE IN LEATHER OVERCOATS

These coats are made in a rich shade of Tan, carefully selected skins, and lined with a light and warm fleece and tailored to perfection by expert craftsmen. They embody all those

qualities that are so essential for the comfort of the rider against the keen winds of Autumn. Chest sizes 34" to 44" and length of coat 44". Price

84/-

Also supplied in a shorter style coat 36" long

77/6

A. W. GAMAGE, LTD.,
HOLBORN, LONDON, E.C.1,
and 107, CHEAPSIDE, LONDON, E.C.2.

I've 20,000 BROTHERS

I'M one of 20,000 brothers, always at your service in every part of the country. All busy all the time—serving motorists with Pratts, the spirit universally renowned for its big pull and its wonderful acceleration.

Take it from me—stick to Pratts, and you will have no fuel troubles.

Exclusively from
the World's richest
Oilfields.

D.A.
972.

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.

IN THE RACE FOR THE
BOILLOT CUP
 OVER ONE OF THE MOST DIFFICULT ROAD CIRCUITS
 IN THE WORLD AT BOULOGNE ON SEPT. 11th

A

SALMSON

SAN SEBASTIAN MODEL

Driven by Mr. GEORGE NEWMAN

FINISHED

FIRST

in the 1100 c.c. Eliminating Class.

SECOND

in the Final (Unlimited Handicap).

This car is a standard commercial production as sold to the general public, and was raced with full road equipment, including wings, screen, hood, lighting set, starter, etc.

GRAND PRIX DE VOITURETTES.

SALMSON 2nd and 3rd

900 METRE SPEED TRIAL, GOUTTE obtained record speed
 of **74.49 M.P.H.**

ARPAJON SPEED TRIALS.

SALMSON

beats the World's Record for the Flying Mile in the
 INTERNATIONAL 1100 c.c. CLASS at **121.96 M.P.H.**

(Subject to confirmation.)

SOLE CONCESSIONNAIRES FOR UNITED KINGDOM AND BRITISH DOMINIONS:

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

London Distributors:

GORDON WATNEY & CO., LTD., 31, BROOK STREET, W.1.

Can you answer these questions

about the Motor Car?



"The Motor Manual"

omits no item of information likely to be of interest or service to the motor vehicle user. A detailed diagram illustrating a typical modern chassis is included as frontispiece. The volume deals fully and clearly with engine types, construction and operation, valves, etc.—carburation, cooling and silencing—transmission system, from clutch to final drive—braking systems—ignition, starting, lighting—bodywork and equipment, wheels, tyres, accessories—choosing, housing and maintaining a car—repairs and renewals—touring—legal matters, etc., etc. It also gives at length much practical motoring data and information, including an extensive glossary of motoring technical terms.

How does the differential work?

What's inside the gearbox?

What is the 'working cycle' of operations in a cylinder?

What is the principle of the timing gear?

Of what does electrical equipment consist?

Why does an engine 'knock'?

How does a two-stroke engine work?

What is the operation of a sleeve-valve engine?

THESE are a few of the hundreds of matters fully dealt with in the twenty-sixth edition of "The Motor Manual." In its 206 well-illustrated pages it contains more practical, understandable information about motors and motoring than does any other single book. A glance at the list alongside will reveal its comprehensive scope.

You get twice the pleasure from motoring, and save money too, if you thoroughly understand your car. Let "The Motor Manual" tell you what you want to know!

The Motor Manual

PRICE 2/6 NET

From all Bookstalls and Booksellers, or
direct from the Publishers 2/10 post free.

Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C.1
Wholesale Agents: E. J. Larby, Ltd., 30, Paternoster Row, E.C.4.

CLYNO

CARS

NEW PROGRAMME & PRICES

(Operative September 14th, 1927)

AN ENTIRELY NEW 9 H.P. MODEL

Will be introduced at Olympia on Stand 64,
where full details will be available.

TOURER COMFORTABLY SEATING 4 ADULTS	£145 . 0
FABRIC SALOON COMFORTABLY SEATING 4 ADULTS ..	£160 . 0

CONSIDERABLY IMPROVED 11 H.P. MODELS

A new design of radiator giving a much improved shape of bonnet.
Option of Fabric or Coachbuilt Saloon Bodies, without extra charge.
New coachwork with increased accommodation and all-weather protection.

Smith's Shock Absorbers and additional equipment on all models.

Smith's instruments grouped on sunk centre panel.

28 x 4'95 Dunlop Tyres on "Royal" models.

12 in. diameter Four Wheel Brakes.

2 SEATER ..	£152 . 10	"ROYAL" 2 SEATER	£195 . 0
4 SEATER ..	£170 . 0	"ROYAL" 4 SEATER	£195 . 0
4-DOOR SALOON	£190 . 0	"ROYAL" SALOON	£220 . 0

COMPLETELY NEW 12/35 H.P. MODEL

Powerful, silent and flexible engine of new design.

Exceptionally large new type Radiator.

Option of Fabric or Coachbuilt Saloon Bodies without extra charge.

Smith's instruments centrally grouped with concealed lighting.

9 ft. Wheelbase allowing unusually good accommodation.

Large petrol tank at rear with Autovac feed.

Lucas dipping and swivelling headlights.

29 x 4'95 Dunlop low pressure Tyres.

2 SEATER	£215 . 0
4 SEATER	£220 . 0
4-DOOR SALOON	£250 . 0

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

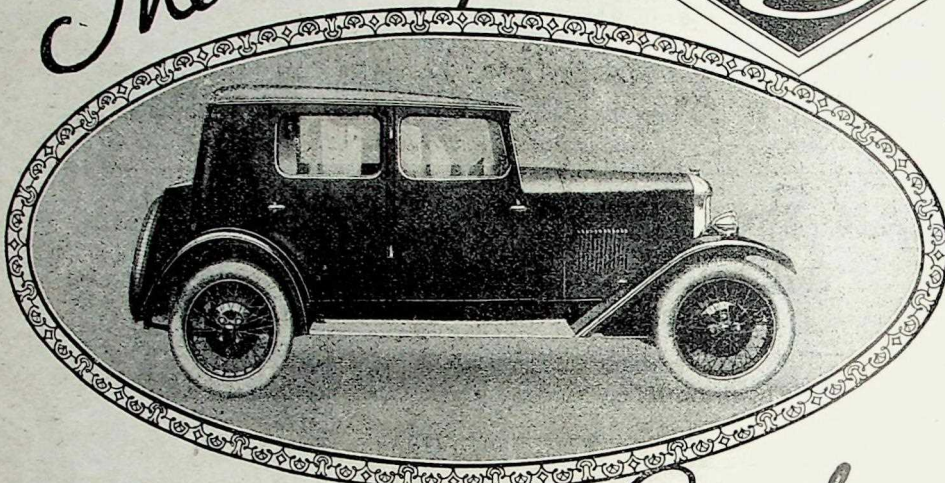
Rootes Ltd., Devonshire House, Piccadilly, W.1. Lookers Ltd., 5-35, Hardman St., Deansgate, Manchester.

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

CC45

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

The New



9 h.p. "Monaco"
Fabric Saloon.

£285

Dunlop Tyres standard.

Nine

The Riley Nine. A car that has proved the promise of a wonderful design. Exceptional smoothness, amazing economy and an unequalled performance.

Riley reputation for reliability, durability, and all that is fine in good cars is more than ever upheld by this new model.

Irrespective of size or price no other car offers so many desirable features, four cylinder O.H.V. engine of marvellous efficiency, four speed gear box with dead silent third and top gears, dependable front wheel brakes, long wheel base,

wide track, long many-leaved springs, finger-light steering, easy gear change, roomy, luxurious coachwork and first quality equipment throughout.

The Riley Nine is indeed a car for the expert or novice; a car with a performance as wonderful as its low price.

Try this new Riley on any road and realise that luxurious motoring is possible with this car which is taxed at only £9, travels over 35 miles to the gallon of petrol, and as a Touring Four-Seater costs only £235.

NEW MODELS & PRICES

Two Seater with Dickey	- -	£235
Four Seater Touring Car	- -	£235
"San Remo" Fabric Saloon	- -	£265
"Monaco" Fabric Saloon	- -	£285

(Dunlop Tyres Standard)

RILEY (COVENTRY) LTD COVENTRY
and 42, North Audley Street ————— LONDON, W.1

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

BUGATTI

CWYNNE

TALBOT

HUMBER
9 HP

FIAT
10 1/5 HP

Do you own
one of these
cars

JOWETT

WOLSELEY

if so fit!

SOLEX
THE NO-TROUBLE CARBURETTOR

and note the difference!

RULEY
9 HP

ROVER
9 HP

INCREASED POWER
REDUCED PETROL CONSUMPTION
BETTER ALL-ROUND RESULTS

RHODE

CLYNO

30 DAYS FREE TRIAL.

through your Garage.

SOLEX LTD.

Director: GORDON RICHARDS

SOLEX WORKS

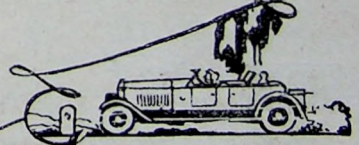
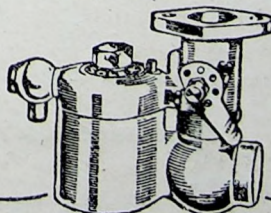
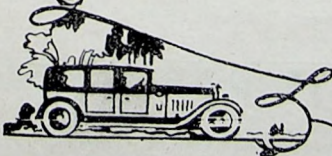
223 231 MARYLEBONE ROAD

LONDON N W 1

Telephones: Paddington 8621 8622 8623 8624 8625 and 8626
Telegrams: "Solexcarb, Baker London."

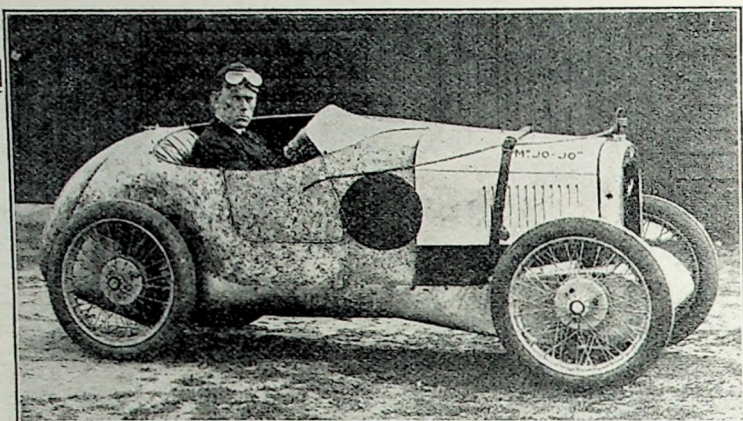
AUSTIN
7 H.P.

RENAULT
9 HP



ocdall Ad.

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



AUSTIN SEVEN WINS 150 MILES PETROL CONSUMPTION RACE AT BROOKLANDS.

In the novel and interesting 150 miles race, organised by the Surbiton Motor Club, at Brooklands on Saturday, September 3rd, and run upon a fuel consumption basis, Mr. J. P. Dingle, driving an Austin Seven, secured first place with an average speed of 52.11 m.p.h. He finished nearly 3 minutes ahead of the second car, a vehicle of 1,990 c.c. engine capacity. Send for new Booklet describing all models. Prices have been substantially reduced.

Tourer - £135

Saloon - £150

at Works.

The

ALSO 6 NEW RECORDS in Class H.

DRIVING an Austin Seven at Brooklands, F. H. Boyd-Carpenter and K. Chase have succeeded in setting up six new long-distance records in Class H, and beating the previous figures by very handsome margins. The figures were as follows:—

hrs.	miles.	yards.	m.p.h.
3	193	913	63.50
6	377	1,460	62.97
12	750	724	62.53
kiloms.	hrs.	mins.	secs.
500	4	57	45.79
1,000	9	52	0.68
miles.	hrs.	mins.	secs.
500	7	57	28.21
			62.83

AT OLYMPIA,
OCT. 14-22,
STAND 94.

THE AUSTIN MOTOR
COMPANY, LTD.,

Longbridge, Birmingham.

London: 479-483, Oxford Street, W.1 (near Marble Arch).

The Light Car and Cyclecar

IN THE HORSE AGE.

Relics of the heyday of equestrianism, in the form of mounting stones placed in village squares and outside hotels, are still to be found in various parts of the country—many of them still in use! This stone and the covered village cross in the background are at Castle Coombe, Wiltshire.



NOTES, NEWS & GOSSIP *of the* WEEK

Scottish Motor Show.

H.R.H. the Prince of Wales will open the annual Scottish Motor Exhibition on Friday, November 4th.

Illegal Parking Fees.

Possibly not many motorists are aware of the fact that, with the exception of Scotland, Northern Ireland and the Administrative County of London, local authorities have no power to charge fees for car-parking in public places.

This Week.

A complete illustrated report of the races at Boulogne last week-end appears in this issue and will be found extremely interesting. We are able to describe and illustrate the new Triumph Super Seven and to give our impressions of a brief road test in a two-seater. In addition, we publish details of other 1928 programmes. Modern methods of engine lubrication are described in "Engine Oiling Systems." No. 771. VOL. XXX.

ON OTHER PAGES

The Triumph Super Seven ..	450
The Clyno Range for 1928 ..	453
Engine Oiling Systems ..	454
On the Tapis ..	457
Historic Conway ..	458
Rich Mixture ..	460
Topics of the Day ..	463
Cyclecar Comments ..	464
The Boulogne Motor Races ..	465
Our Readers' Opinions ..	473
Ideas for Owners ..	476

LIGHTING-UP TIMES (Rear Lamps) for Saturday, September 17th.	
London ..	7.39
Newcastle ..	7.45
Birmingham ..	7.45
Bristol ..	7.49
Moon—Last Quarter, September 18th.	

The Paris Salon.

The Paris Salon will be held from October 6th to 16th inclusive.

Cornhill Traffic.

Traffic congestion has been noticeably lessened outside the Mansion House, London, since Cornhill has been closed to traffic. Does this indicate that Cornhill should be a one-way thoroughfare when it is reopened, the present alternative route being used for all east-bound traffic?

Next Week.

Every owner-driver should be interested in braking efficiency and, next week, in an instructive article entitled "Factors which Govern Stopping Distance," some useful data relating to brake calculations will be given. The holidays being at an end it is appropriate that we should publish an amusing story describing how Smith Minor returned to school.

Reduced Tolls.

Tolls payable on the Durham-on-Trent bridge will be reduced on September 17th.

Expensive Overtaking.

Cars overtaking at speeds greater than 25 m.p.h. will be liable to heavy fines if a regulation by the Spanish Government comes into force.

Wasted White Lines.

The expense of repainting white lines after heavy rain has urged certain Sussex authorities to consider the alternative of permanent white studs.

La Licorne Not at Show.

We learn that, contrary to the information given in the first place to our Paris correspondent, the French La Licorne light car will not be represented at Olympia.

R.A.C. Road Telephones.

Nearly 1,000 signs have been erected by the R.A.C. to indicate to motorists the whereabouts of the nearest public telephones. In most cases the signs are erected less than a mile away from a telephone.

Compulsory Splashguards.

Complaints made by car owners in Paris about mud-splashing caused by buses and other heavy vehicles have caused the municipal council to enforce the use of splashguards on all large vehicles.

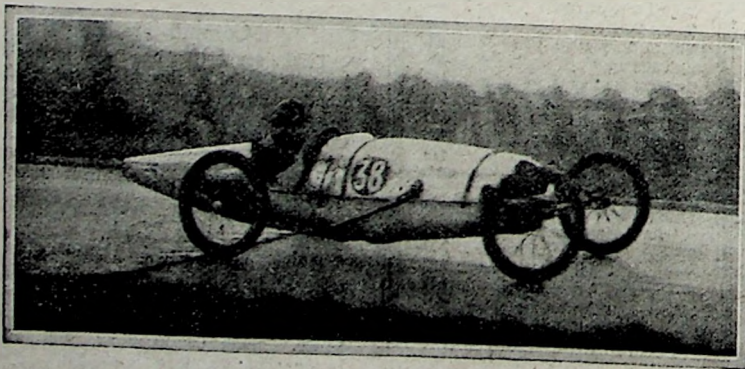
Sulphite Petrol Substitute.

The production of sulphite spirit as a fuel for car engines is being actively encouraged by the Swedish Ministry of Commerce. The greatest drawback in the competition between the Swedish sulphite product and ordinary fuel is the higher cost of production of the former; nevertheless, large quantities of a mixture of petrol and sulphite spirit, known as light benty, are being used.

Price Reductions.

Considerable reductions have taken place in the Argyll prices for 1928. So far as they concern the 12 h.p. Argyll light car, the new prices are as follows:—Chassis, reduced from £325 to £295; standard four-seater tourer, from £425 to £395. Manufacture of the saloon has been discontinued.

Another concern whose programme will remain unchanged is Jowett Cars, Ltd., Idle, Bradford. New prices will, however, come into effect, and these are as follows:—Short two-seater, £134; long two-seater, £142; chummy, £142; full four-seater, £145; saloon, £170.



**A SPEEDY
CYCLECAR.**

n8

The Jappie cyclecar, fitted with a 350 c.c. air-cooled J.A.P. engine, travelling at over 70 m.p.h. at Arpaion in recent record-breaking attempts. Many readers will remember having seen this interesting machine at Brooklands.



WEEKLY WISDOM.

The car, it is made to carry so much and no more. Remember therefore the straw upon the camel's back.

St. Ives Bridge Closed.

The St. Ives river bridge on the road from St. Ives to Biggleswade will be closed for four days from September 20th while repairs are effected.

This very attractive saloon body for Austin Sevens is of leather cloth stretched over a light wood framework. It is upholstered in real furniture hide, leather, and is marketed at £172 by Granville Motors, The Broadway, London, S.W.6.

The Rover Programme.

The Rover Co., Ltd., Coventry, announce that there will be no changes in the chassis specification of the 10-25 h.p. Rovers for 1928. The complete range is as follows:—Touring two-seater, £220; touring four-seater, £225; detachable head coupé, £235; Weymann saloon, £250; semi-sports two-seater, £260; semi-sports four-seater, £260. The saloon at £250 is known as the Paris model, and can be supplied with a folding head for £265. A road test report of the Weymann saloon appeared in our issue of July 22nd.

Southampton-Exeter Echo.

Mr. C. Allison asks us to point out that he was not driving his Riley car when he overturned whilst taking part in the Junior Car Club's Southampton-Exeter trial.

Nottingham's New Road.

A new arterial road is to be constructed at Nottingham, leading from the centre of the city in Lower Parliament Street to London Road. This will provide an alternative route for traffic entering from the Mansfield Road and Trent Bridge sides, and it is hoped thus to relieve the congestion of certain Nottingham main streets.

B.A.R.C. Autumn Meeting.

There will be eight races, including a 50-mile handicap, at Brooklands tomorrow, September 17th, and a total of 93 entries has been received. The programme will be the same as arranged for the Bank Holiday meeting, which was abandoned owing to rain, but there are 20 extra entrants for the various races. A number of light cars will be running.

Singer Junior F.W.B.

It should be noted that the front-wheel brakes which figure amongst the many improvements to the Singer Junior for 1928 should be described as Rubury-Alford and Alder.

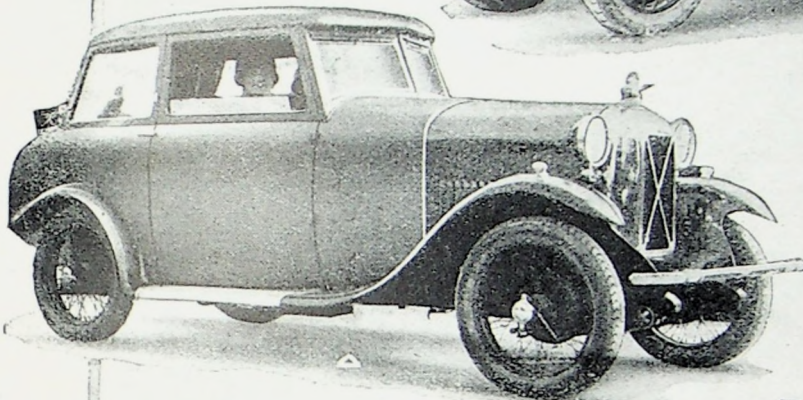
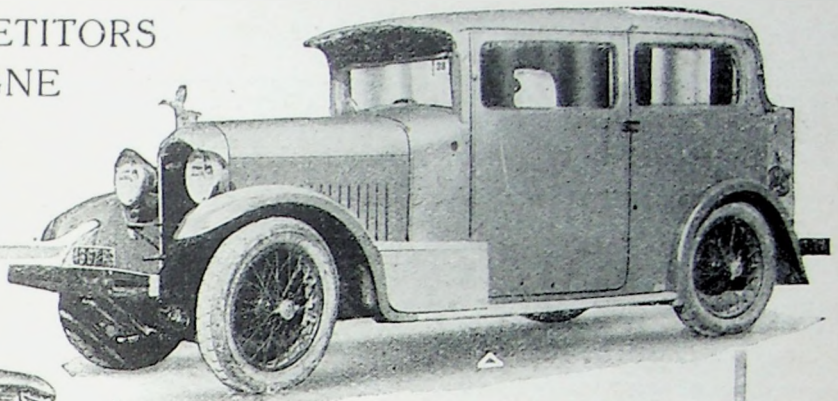
Motor Show Dates.

Some little confusion has been caused this year by the fact that the Motor Show opens to the public a day earlier than usual. In previous years the doors of Olympia have opened on a Thursday to the trade and the Press only, but this year the public will also be admitted on Thursday, October 13th. The Show will be open for nine weekdays, the closing date being October 22nd.

"Motoring Afloat."

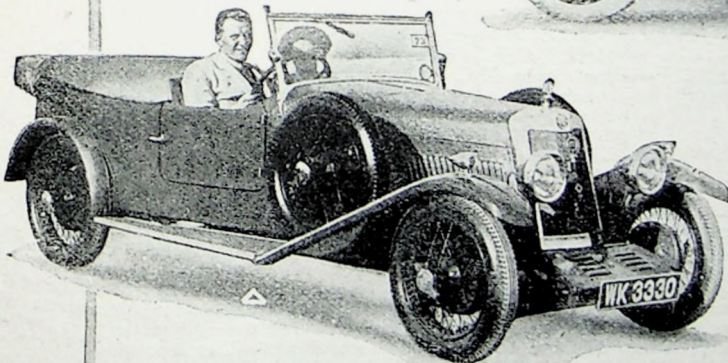
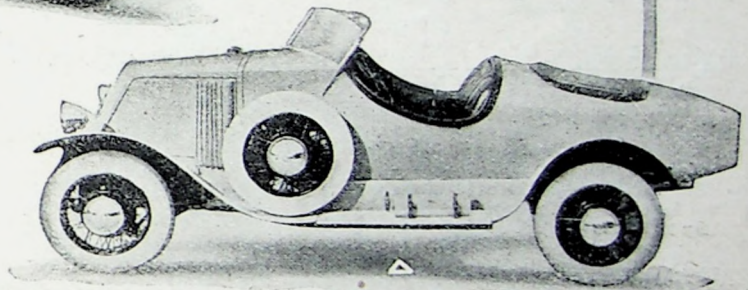
A small and very conveniently arranged handbook recently published by the Marine Department of the Society of Motor Manufacturers and Traders, Ltd., 83, Pall Mall, S.W.1, at 2s. 6d. per copy, post free, is entitled "Motoring Afloat," and should be invaluable to everyone who owns, or is thinking of owning, a motor boat. The book deals in concise form with almost every conceivable aspect of the subject, and should be of distinct interest even to those who do not aspire to becoming motor boat owners. For the convenience of our readers arrangements have been made for copies to be obtainable from the offices of *The Light Car and Cyclecar*.

NOTABLE COMPETITORS IN THE BOULOGNE COACHWORK COMPETITION.



(Above and left) The latest vogue in French fabric bodies. Very small windows and doors extending downwards to the running boards give an appearance not wholly pleasing to British eyes. The tapered tail of the coupe is very attractive when viewed from the side.

(Right) Sports body fashions still are far from stabilized across the Channel. Lightness and racing lines, however, remain of greater importance than comfort and protection from the weather.



(Below) An amazing Amilcar saloon with a scuttle and screen pillars resembling rough-cast lead. It has aluminium covers over its wire-spoked wheels.

A first prize-winner.—One of the latest super-sports Lea-Francis four-seaters. It was entered by Miss Doris Delaney. Mr. H. E. Tatlow is seen at the wheel. The car was much admired.



Exit Wolverhampton Trams.

Seven trolley-buses are to replace trams on the Tettenhall tramway route at Wolverhampton. This is good news for motorists, assuming, of course, that the disused rails will be removed and the road surface made good.

Senecal Programme.

We learn that the de luxe model Senecal chassis with an English body has been reduced from £295 to £250, the latter price already being in force. The prices of the other two models are to remain unaltered at £185 and £215.

Knowle By-pass Road.

No progress has yet been made in the actual construction of a by-pass road at Knowle; the Warwick County Council is at present conferring with the Solihull Rural District Council on the matter. The question of opening up the road between Solihull and Sheldon for through traffic is also being considered.

Gordon England Austins.

As announced in our issue of September 2nd, the price of Austin Sevens has been reduced, the chummy model now being priced at £135 instead of £145, whilst the standard saloon and a new model Mulliner fabric saloon are both priced at £150.

Following this reduction, the prices of Gordon England Austin Sevens have also been reduced substantially. The saloon model which was previously listed at £195 now sells for £170, and many important detail improvements have been effected. The 1928 model has a single panel opening windscreen, whilst the bucket seats are larger and greater foot space is provided than previously.

The Cup model, which is already a firm favourite with sportsmen, seems likely to become more popular than ever at its new price of £150 (old price £165). The specification is identical with that of 1927 models, but the 1928 production will incorporate minor improvements with regard to trimming, finish and so forth.

The Essex M.C. Brooklands' Meeting.

IN spite of a very unpromising forenoon the Essex Motor Club's postponed Brooklands meeting was run off last Saturday, September 10th. There was quite a good attendance although the weather and counter-attractions had done their best to reduce the number present. Many of the usual competitors, and not a few of the habitués, were at Boulogne, but it says much for the enthusiasm of Mr. and Mrs. W. B. Scott that they crossed the Channel to be in time for the race. There were three car events, but no light cars took part in the first, which was the Essex Senior Long Handicap.

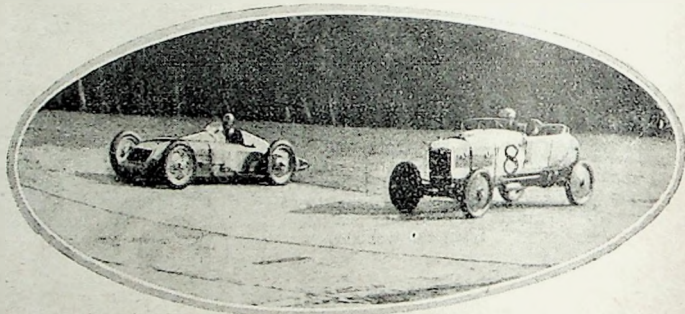
The Junior Long Handicap (about 8½ miles) saw R. F. Oats, driving a straight-eight supercharged O.M. (1,498 c.c.), on scratch, and there were six other starters. Oats was, however, unlucky, for although he finished, his exhaust pipe gave him trouble by coming adrift. Mrs. Scott was another unfortunate, her Thomas Special refusing to start until late and then it ran only slowly. V. Gillow (R.L.B.) led for some time, and close behind were W. B. Scott and C. W. Johnston, each driving a Bugatti. Soon after Scott took the lead and won easily at a speed of

93.07 m.p.h., with Johnston and Gillow second and third.

The last event was a 50-mile handicap race (52.57 miles exactly), in which H. W. Purdy (1,493 c.c. supercharged Thomas Special) was scratch; W. L. Scott (1,990 c.c. Bugatti) 2 mins. 58 secs., Mrs. Scott (3-litre Bentley) 5 mins. 28 secs., A. V. Wilkinson (1,087 c.c. Salmson) 8 mins. 43 secs., and J. A. Joyce (1,496 c.c. A.C.) 10 mins.

Purdy started 4½ laps behind Joyce, but was soon lapping at high speed, as also was Scott. Five laps saw Joyce still two miles ahead of Wilkinson with Mrs. Scott and her husband close behind. But Scott was compelled to stop, thereby letting his wife into third place.

Purdy was lapping at about 110 m.p.h. and on the 12th lap he ousted Mrs. Scott from third place and a lap later he beat Wilkinson with the race well in hand. He led four laps from the finish and came in an easy winner. His time was 38 mins. 53½ secs., making an average speed of 109.22 m.p.h. Joyce was second, Wilkinson third and Mrs. Scott last—her husband having retired just before completing his 18th lap.



"FLAT OUT!" — H. W. Purdy (Thomas Special) passing J. A. Joyce (A.C.) in the Essex M.C. 50-mile handicap at Brooklands last Saturday. Purdy won the race at a speed of 109 m.p.h.

The Grands Prix of Europe and Milan at Monza.

IN spite of the rainy weather which prevailed throughout, a tremendous crowd gathered at Monza to witness the two biggest events in the Italian racing calendar. The day's programme was a particularly heavy one, as not only were the Grand Prix of Europe and the Grand Prix of Milan to be decided, but in addition there were three preliminary class heats for the latter, over the full course of 50 kilometres.

A noticeable feature of the meeting was the presence of a vast number of small cars in the parking space allotted to spectators, and it is evident that the "New Italy" has taken to light cars with enthusiasm. It seems a great pity that not one British car was represented among the contestants.

The great point of interest in the day's sport was, of course, the participation of the American "cracks," Souders, Cooper and Kreis, but the actual race disclosed the fact that the American cars, built purely for track racing, are not sufficiently "elastic" to stand the racket of Continental road-racing con-

ditions. They possess a superabundance of speed, but do not shape so well in the give-and-take conditions that apply at Monza.

The Grand Prix of Europe was run, first, and Benoist led from the start, finishing the 500 kilometres in superb fashion in 3 hrs. 26 mins. 52 secs., at an average speed of nearly 93 m.p.h.

Benoist, in steering his Delage to victory in the Grand Prix of Europe, performs the "hat trick" by winning three Grands Prix this year.

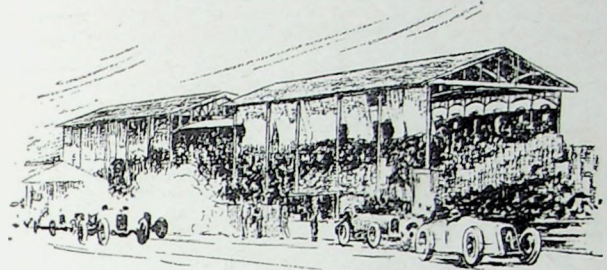
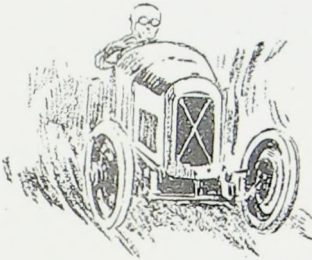
The fight for second place, however, provided the greatest excitement, the two O.M.s, driven by Morandi and Minoza, and the Miller Special (Cooper-Kreis) being well in the running until past the half-way mark. During the latter part of the race a series of stoppages, mainly owing to suspension trouble, caused the two O.M.s to pass and re-pass over and over again into second place, but Morandi was finally successful. In the last lap but one Kreis, driving the Miller Special, passed Minoza, to finish third.

The Grand Prix of Milan provided a sweeping victory for the new 1,500 c.c. Fiat, driven by Bordino, and, as in the case of Benoist, there seemed little doubt of the result almost from the start. Campari (Alfa-Romeo) was first away, but before the end of the first lap the sturdy little Fiat separated itself from the rest of the field and passed the Alfa-Romeo at the beginning of the second lap. A nasty accident to Cirio (Bugatti) at this stage marred the proceedings, but it was later announced that he was not seriously injured, as was at first supposed.

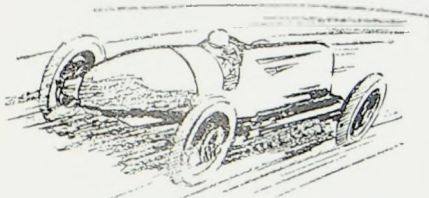
In the third lap Materassi (Bugatti), who was running behind Campari, was forced to retire owing to carburation trouble; this let Maggi (Bugatti) into third place and he finished in that position. A noteworthy feature of the race was the really wonderful performance of Zampieri's little Amilcar and Clerici's Salmson, which finished fourth and fifth respectively. In this race Bordino completed his fourth lap at a speed of 96 m.p.h.

INCIDENTS IN THE ITALIAN GRAND PRIX.

Clerici cornering
on the Salmson.



The start of the Grand Prix
of Europe. Benoist's Delage
taking the lead



Bordino (Fiat) on
the track portion
of the course.
Grand Prix of Milan.

The victorious
1500cc Fiat running
'all out' in the
Grand Prix of Milan.

The Delage at speed

Bordino, driver of
the winning Fiat.

GILBERT
RUMROLD
MONZA, ITALY.



Benoist, on the Delage (right), passing Kreis, on the American Miller Special.

These pictures, drawn on the spot, depict the winning cars in the Grand Prix of Europe and the Grand Prix of Milan. The races were run at Monza on September 4th, in torrential rain. A report of the events appears elsewhere in this issue.

THE TRIUMPH SUPER SEVEN.

FULL DETAILS OF AN INTERESTING NEW "SMALL FOUR" PRODUCED BY AN OLD-ESTABLISHED CONCERN—WIDE RANGE OF MODELS AT ATTRACTIVE PRICES.

(Left) The new Triumph Super Seven in two-seater form; this model, which has a neat single dickey seat in the tail, sells for £167 10s. (Below) The fabric saloon model, which is listed at £187 10s.

THE Triumph Co. has been associated with the motorcycle industry almost as long as the industry has been in existence, whilst of late years a branch of the company has been producing a two-litre car which is undoubtedly held high in the esteem of discriminating motorists. It is not unreasonable to assume, therefore, that the latest product of this old-established concern—a small 7 h.p. car—should possess all the attributes of the existing products, together with certain improvements that have been dictated by past experience. That this is the case will be realized by the following description of what must be considered one of the most interesting and promising cars of recent years.

The car—known as the Super Seven—has been built with a strict eye upon first cost and upkeep charges, yet both open and closed cars are capable of taking 6-ft. passengers in comfort—this despite the fact that the wheel-base and track dimensions are only 6 ft. 9 ins. and 3 ft. 6 ins. respectively. The overall length of the complete car is 9 ft. 10 ins. and the overall width is 4 ft. 3 ins., whilst the height of the saloon is 5 ft. 2 ins. It will be seen, therefore, that a comparatively small garage will house the car.

Chassis Refinements.

An excellent feature of the new Triumph is that the Lockheed system of operation for the four-wheel brakes is standard on all models. In addition, the engine has a three-bearing crankshaft—a most unusual feature for a power unit under 850 c.c.—whilst shock absorbers are fitted all round. It will be realized, therefore, that no details have been skimped in order to keep the price low.

Unit construction is employed for the engine, clutch and gearbox, the mounting in the frame being ingeniously carried out; sheet-steel plates are bolted to the front and rear ends of the cylinder-crankcase casting, the plates being sufficiently wide to rest upon brackets attached to the chassis frame members. An interesting feature concerning the mounting is that the timing cover extends almost across the width of the plate, and being an aluminium casting gives a certain amount of stiffness to it. The back plate, however, can flex

slightly, so that an almost ideal form of mounting is obtained effectively and cheaply.

The four cylinders have a bore and stroke of 56.5 mm. and 83 mm. respectively, which gives a capacity of 832 c.c. and an R.A.C. rating of 7.9 h.p. (tax £8). As already indicated, the cylinders and top half of the crankcase are cast en bloc, the cylinder head being detachable and capable of being removed without disturbing either the inlet or exhaust manifolds.

Side-by-side valves are employed in conjunction with semi-turbulent com-

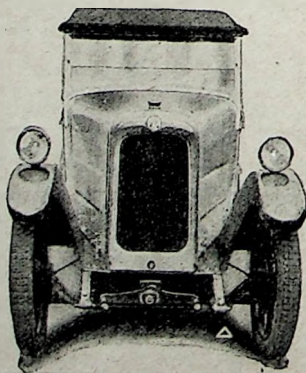
bustion chambers. The whole of the valve gear is totally enclosed by a detachable cover plate held by two knurled nuts to the near side of the cylinder block and all the valve parts operate in a mist of oil. In order to provide for the adequate lubrication of the tappets a well is formed in the valve chamber, with drilled holes leading oil actually on to the tappet shanks.

As will be seen from the illustrations, access to the tappets for adjustment should be reasonably easy, as the dynamo and starter motor are housed low down relative to the engine and do not obstruct the valve chamber in any way.

Three-bearing Crankshaft.

The crankshaft is short, stiff and is supported in three substantial bearings, thrust being taken by the centre bearing. Steel connecting rods of H-section are used in conjunction with aluminium alloy die-cast pistons which have two rings at the top and a scraper ring at the base of the skirt, the gudgeon pins being located in the small ends of the connecting rods.

Practically every bearing in the engine is fed with oil under high pressure from a gear-type pump located in the sump and driven by spiral gears from the camshaft. The sump itself is of pressed steel with corrugations running longitudinally along the bottom in order to avoid drumming or vibration when the engine is turning over at high speeds. The oil capacity of the sump is half a gallon, the lubricant being nor-



A head-on view of the Super Seven. The number plate has been removed to show the shock absorber mounting.

mally covered by a gauze tray clamped between the crankcase and sump joints. The pump is submerged in the oil and the body is attached to the lower face of the crankcase by a spigot joint, the suction side being protected by a circular gauze filter surrounding the pump body.

Accessibility for all parts has been carefully studied, an example of this being the fact that by dropping the sump, the pump, complete with its drive, can be removed by undoing two screws. The gauze can, however, be cleaned with the pump in position. Oil is led through the cylinder casting to a longitudinal channel in which three vertical holes are drilled, each feeding a camshaft bearing. From the camshaft the lubricant is led to the main bearings of the crankshaft and thence through the drilled crankshaft to the big-ends.

Distribution Gear.

Before describing the oil-release valve mention must be made of the distribution gear. The camshaft is on the near side of the engine and, together with the magneto, is rotated by a three-point chain drive. There is, however, a jockey sprocket which maintains the chain tension; this sprocket is mounted on an eccentrically supported bearing, an ordinary clock-type spring being used to hold it in contact with the outer side of the chain. A separate chain drive is arranged to the dynamo from a sprocket on the end of the crankshaft. The relief valve to the oiling system is located right at the front of the engine with a pipe leading into the timing case. This pipe has two sets of four holes lying in line with the two chains, so that oil is squirted directly on to the sprockets and the chains.

Both inlet and exhaust ports are arranged in line on the near side of the cylinder block. The inlet system is so arranged that the leads actually pass through a portion of the exhaust manifold, on their way to the cylinders, so

that effective hot-spots are formed. This arrangement enables the car to be driven away immediately after starting up from cold, without spitting back through the carburettor or other signs common to cold engines. The carburettor is a vertical-type Amac.

Cooling is by thermo-siphon (with adequate water connections to the top and bottom of the radiator) assisted by a two-blade fan driven by flat belt from a pulley on the front end of the camshaft.

Transmission Details.

The clutch is totally enclosed in a bell housing, a rearward extension of which also forms the gearbox casing. This bell housing is attached to the cylinder block and crankcase with the rear engine-support plate clamped in between. The clutch itself is of the single-plate type, with a number of coil springs ranged circumferentially round the back plate and coincident with the centre line of the friction surfaces. Long toggle levers provide light control. As another example of the care expended in the layout of the car, attention should be drawn to a series of coil tension springs ranged round the withdrawing mechanism, with the object of holding the withdrawal plate firmly into contact with the toggle levers, so that rattle at this point when the engine is running slowly is avoided.

The gearbox provides three forward speeds and reverse, and is operated by central change. The main shaft and layshaft are mounted on ball and roller bearings respectively. The ratios are: 1st, 17.06 to 1; 2nd, 9.54 to 1; top,

5.25 to 1, and reverse 22.75 to 1. An enclosed propeller shaft transmits the drive to a worm-driven rear axle, housed in a banjo casing.

There are several interesting features in the construction of the torque tube and axle assembly, a notable point being that by undoing the nuts retaining the worm assembly the whole of the differential can very easily be exposed and the torque tube, complete with the propeller shaft, withdrawn for inspection or repair. The speedometer drive is taken from the front end of the shaft.

All the brake drums are 9½ ins. in diameter, the pedal applying internal-expanding shoes in all four drums through a Lockheed hydraulic system. The master cylinder is mounted on the chassis frame and is operated directly by the pedal. Pipes leading from the master cylinder are taken along the frame to further flexible pipes connected to the operating mechanism within the brake drums. The lever applies an internal-expanding brake operating in a steel drum at the forward end of the propeller shaft.

The Suspension System.

For a car with such a small wheel-base the road springs are particularly long, those at the front being of the semi-elliptic type, while quarter elliptics are fitted at the rear. Both front and rear axles are equipped with shock absorbers of the normal friction type. These dampers are of special design and are neatly arranged. On the front axle there are two arms, which are slung from shackles on the axle beam and operate on a common pivot pin with the friction surfaces interposed between the bosses of the arms. At the rear an independent system on much the same lines is arranged.

Steering is by worm and complete wheel, the mesh of the gears being adjustable by an eccentric bush on the worm-wheel shaft; end play is taken up by a hardened-steel setpin, which

(Right) A rear view of the chassis which reveals the neat and sturdy layout. (Below) A chassis view which shows the off side of the power unit and the transmission brake.

(Below) The near side of the engine-gearbox unit, showing the method of mounting the dynamo and starter motor and the fan driven by belt from the front end of the camshaft.

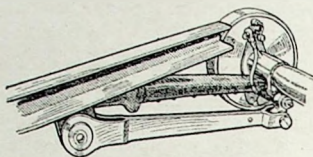


bears against the worm-wheel shaft. The worm is adjustable for end play by a screwed bush.

Altogether there are five body types available, these being two-seater, four-seater popular tourer, four-seater de luxe tourer and fabric and coachbuilt saloons. In the two-seater the seat is no less than 39 ins. wide and the body has two doors wide enough to allow easy entry or exit. The whole of the coachwork is well finished, with semi-circular cappings to the top of the body sides and doors; the rear decking runs in a graceful curve to a rounded point at the tail. A single dickey seat is provided with plenty of legroom for the passenger, whilst, in addition, there is room for luggage to be stored in the boot; should the dimensions of a suitcase happen to be larger than the aperture to the dickey seat, the front squab can be hinged forward, enabling the case to be inserted from the front.

The four-seater popular tourer has

the coachbuilt model is finished in a two-colour scheme. Both these models have two doors and separate adjustable front seats. Access to the rear seats



(Above) The rear spring and shock absorber mounting; the hydraulic brake connections can also be seen. (Below) How the front engine mounting is arranged.

(Left) The master cylinder and brake pedal of the Lockheed braking system. The pipes at the lower end of the cylinder run to the front and rear axles. (Below) The neat method of mounting the front shock absorbers. (Right) A sketch showing the arrangement of the inlet and induction manifolds.

two doors, and is upholstered in red antique leatherette. Both the driving seat and the front passenger's seat are adjustable, the passenger's seat being capable of being hinged forward, to facilitate entry to the rear seats. The instruments on the fascia board are grouped in a sunk centre panel and the front screen is of the two-panel type set at a slight angle to the vertical. Full all-weather equipment is, of course, provided.

The de luxe model four-seater follows the general lines of the popular type, except that it is better finished in all coachwork details and is available in a two-colour scheme.

The coachbuilt and fabric saloons have similar lines, both as regards shape and disposition of the windcreens, but

is obtained by binging the front seats forward. The form of construction employed for the head embodying thin windscreen and door pillars provides a very clear and unobstructed view.

During our visit to the Triumph works we were able to have a short run in one of the new models—a two-seater—in the vicinity of Coventry. The engine responded instantly to the starter and, thanks to the effective hot-spots arranged in the two-branch induction pipe, we were able to engage first gear immediately the engine fired and commence our run without any preliminary warming up. For a light car which is to be used for business purposes this is a distinctly desirable feature.

The gears were quiet and easy to change, whilst the clutch proved to be

very light indeed. One of the most desirable features in the behaviour of the car on the road was the manner in which the engine would pull steadily at a fast walking pace on top gear and then gradually gather speed, without any sign of jar or shudder in the transmission, on the accelerator pedal being fully depressed.

When on the open road 40 to 50 m.p.h. was found to be an excellent cruising speed, and there appeared to be no noticeable period at any part of the range. This, of course, must largely be attributed to the stiff three-bearing crankshaft and the generous dimensions of all the journals.

Unfortunately, the car we tested was not fitted with the Lockheed braking system, which is standard on production models, but by violent application of the pedal we were unable to produce any harshness whatever, and the brakes were perfectly silent at all times.

We were informed after our test run that a petrol consumption in excess of 60 m.p.g. had been obtained on one of the Triumph Super Sevens when travel-

ling at 20 m.p.h. to 25 m.p.h., so that a consumption of at least 50 m.p.g. should be possible in the hands of the ordinary motorist.

After going over the points of this new Triumph car very carefully we came to the conclusion that it has a soundly constructed and well-designed little chassis and, with the wide range of coachwork available, should very quickly make a name for itself in the light car world.

The prices of the range of Triumph Super Sevens are as follow:— £ s.
Popular four-seater tourer ... 149 10
De luxe four-seater tourer ... 167 10
Two-three seater tourer ... 167 10
Fabric saloon ... 187 10
Coachbuilt saloon ... 192 10
Chassis ... 113 0

A £145 9 H.P. CLYNO FOR 1928.

FOLLOWING the general trend of the light car industry, the Clyno Engineering Co. (1922), Ltd., Wolverhampton, is introducing a 9 h.p. model for the coming season. At the present time we are not able to give full details of this interesting little newcomer, but there can be no doubt that it will be popular, for prices are distinctly moderate. Both the tourer and the fabric saloon provide really adequate accommodation for four adult passengers and, with a very complete equipment, should prove excellent value-

for-money propositions. The price of the tourer is £145, and the fabric saloon £160.

Although certain parts of the chassis follow previous Clyno practice, the external appearance of the cars is entirely different from any of the existing types, as a differently shaped radiator has been incorporated in the new cars. The radiator has squarish lines, and is higher in proportion to the body than on existing Clyno productions.

It must not be thought that because

the 9 h.p. model is only just being announced it is in any way an untried proposition. It has, to our knowledge, been under test for over 18 months and has been subjected to very severe trials in the hilly parts of Wales.

With regard to the 11 h.p. cars, these also have the new type of radiator fitted (but it is, of course, larger) and has the effect of making the top line of the bonnet, dash and body perfectly straight, an arrangement that has added very considerably to the appearance of the cars. The radiator is wider than

those hitherto fitted, and like the 9 h.p. model, has much squarer lines, giving the car a very bold appearance. Incidentally, the rear of the bonnet is now fitted to the dash by a rubber strip interposed at the joint, which makes a more silent job than the fold-over bonnet edge used on the present types. In the Royal models the tyres are considerably larger than those fitted during the current year, being now 28 ins. by 4.95 ins.

An improved type of instrument board is now fitted to all models. As in the past, the major portion of the fascia board, including the two cubby holes (one located on each side), is in mahogany, but the instruments are now grouped on an oval, cream-coloured centre panel, built as a unit with the chassis. This form of construction has been employed for two reasons. First, to give an improved appearance, at the same time enabling all instruments to be illuminated efficiently by one dash lamp.

and, secondly, to make the whole of the wiring for the electrical system self-contained on the chassis, thereby facilitating production, besides enabling the body to be lifted for repairs without disturbing the whole of the wiring system.

Despite a reduction in prices, an even more complete range of accessories than supplied hitherto, with both the ordinary and Royal models, is now included. For example, shock absorbers are fitted throughout, while dipping headlights, spring gaiters, an automatic windscreen wiper, a clock and driving mirror are also included in addition to the usual equipment. The brake drums on the 1928 models will be 12 ins. diameter on all four wheels.

The Royal models, both two and four-seaters, are now both priced at £195 each, which is a reduction of £4 10s. for the four-seater model. The coachbuilt saloon is priced at £220, thereby showing a reduction of £10.

There is an entirely new fabric type of saloon available at the same price, the body conforming in most respects—except in the exterior construction—with the coachbuilt type. There are wind-up windows to all four doors but, unlike the existing coachbuilt saloon, the front screen is of the single-panel type, capable of being opened from the bottom. The front seats are individually adjustable and are, like the rest of the interior, upholstered in leather.

On the 11 h.p. standard chassis the reductions in prices are rather greater. The two-seater is now priced at £152 10s. and the four-seater at £170, both of these models showing a reduction of £7 10s. over 1927 prices. The saloons, both coachbuilt and fabric, now cost £190 each—a reduction of £9 10s. As on the Royal saloons, the general lines of the fabric model follow very closely those of the coachbuilt type. All the open touring models are now provided with a hood envelope.

NEW PROGRAMMES IN BRIEF.

TROJAN.

We are informed by Leyland Motors, Ltd., that there will be no change in the price of Trojan cars for 1928, whilst the specification will remain substantially the same as for the current year. Minor changes have, however, been made to the front axle, brakes and windscreen.

A NEW ASTON MARTIN.

An entirely new model has been placed on the market by Aston Martin Motors, Ltd., Feltham, Middlesex. The new model has a four-cylinder engine, the bore and stroke of which are 69 mm. and 99 mm. respectively, giving a capacity of 1,488 c.c. and tax of £12. The engine is fitted with overhead valves operated by an overhead camshaft and rockers, whilst other important points in connection with the engine are that it has a three-bearing crankshaft and forced lubrication.

A single dry-plate clutch transmits the drive to a separate four-speed gear-

box, the final drive being by means of an enclosed propeller shaft. Suspension is by half-elliptic springs all round and shock absorbers are fitted as standard. The car, of course, has four-wheel brakes, either the pedal or the hand lever taking effect on all wheels.

The equipment appears to be very generous, including as it does an electric starter and lighting set, speedometer, revolution counter, clock, thermostat and so forth.

Actually two chassis—standard and sports—are produced, but the details given above apply to both types. There are, however, important differences. The sports model, for instance, has dual ignition, instead of magneto only, and is equipped with two carburettors, whilst the capacity of the rear petrol tank is 20 gallons as opposed to the 14 gallons of the standard model.

The maximum speeds claimed in top and third gears are 86 m.p.h. and 80 m.p.h., although the standard model would appear to have an unusually good

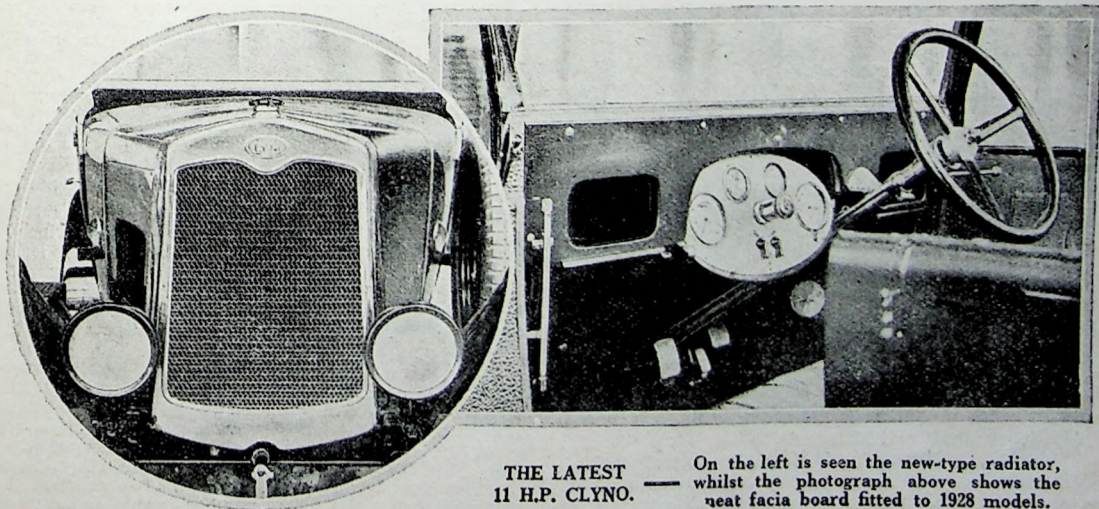
top-gear speed, the manufacturers quoting 75 m.p.h. as being possible. The prices of these new Aston Martin models are as follow:—Standard chassis, £465; standard four-seater, £550; standard saloon, £675; sports chassis, £495; three-seater sports, £575.

MARENDAZ SPECIAL.

We are informed by D. M. K. Mareudaz, Ltd., that the chassis price of the 11.55 h.p. model has been reduced from £425 to £395, the price of the complete car being £495.

FIAT.

Fiat (England), Ltd., announce that there will be no alterations in the prices of standard Fiat cars for 1928, but many improvements, particularly with regard to coachwork, have been introduced. The 9 h.p. four-seater and two-seater models will continue to be marketed with English bodywork, whilst most of the 12 h.p. models are also available with English bodies.



THE LATEST
11 H.P. CLYNO.

On the left is seen the new-type radiator, whilst the photograph above shows the neat fascia board fitted to 1928 models.

Engine Oiling

A CASE WHERE A LITTLE LEARNING MAY BE EXTREMELY USEFUL—PUMP AND SPLASH LUBRICATION EXPLAINED—A USEFUL "GET YOU HOME" HINT.

"WHAT type of oiling system is employed on your car?" we asked a fairly experienced motorist recently. He looked blank, even startled.

"To tell you the honest truth," he replied, "I am not at all sure, but whatever it is I cannot alter it, and as it functions without giving rise to a moment's anxiety I haven't bothered to inquire into it any farther."

This is characteristic of the attitude adopted at the present day by many car owners, for one would as soon doubt the ability of a crankshaft to revolve as to suspect an oiling system of giving trouble; yet this simile is significant, for a failure of the engine oiling system would almost inevitably lead to a seizure of the engine if it were not detected in time.

It is as well, therefore, that the general principles of oiling systems should be understood, for, in the case of the exception that proves the rule so far as failures of this part of the engine mechanism are concerned, it might make all the difference between a short involuntary stop and a partly ruined engine.

The two most common systems used nowadays are known as splash and force-feed. The former derives its title from the fact that the major working parts depend for lubrication on oil thrown up from troughs into which scoops at the extremity of the big-ends dip; the latter differs only in that oil is forced through the hollow crankshaft, thus lubricating the big-ends direct, whilst the oil which escapes from the big-end bearings and which forms

(1) When starting up on cold mornings do not rev. up the engine at once, the oil gauge will tell you why. (2) There is often a difference of 50 per cent in the oil pressure when running cold and warmed up respectively at about 30 m.p.h. in top.

Simple and elaborate o.h. valve gear oiling arrangements are shown in the three photos. on the left. (3) Here the rockers are provided with oil holes for manual lubrication. (4) An overhead pump-fed trough from which oil drips into channels formed along the upper sides of the rockers, lubricating the bearings and push rod ends. (5) Force feed to a hollow rocker shaft and cored rockers.

little increase of lubricant supplied to the big-ends as the engine speed rises, with the force-feed principle the supply tends to increase in proportion to the speed of the engine and it forces its way on to the moving parts at a higher pressure.

For this reason force-feed is becoming increasingly popular especially with high-revving units, and in the future it promises to displace splash.

It would, perhaps, be as well to mention that owners of cars with splash-feed need have no fear as to the effectiveness of oil distributed to the working parts in this way, for experience has shown that it stands up admirably to all reasonable demands made upon it.

In both designs the functioning of the oiling system usually depends on a pump, which is situated at the lowest point of the base chamber and is generally of the gear type. The working members of the pump con-

a mist inside the crankcase is used for lubricating the pistons, camshaft and little-ends.

In principle, therefore, there is not a great deal of difference between the two systems, but under working conditions the difference is decidedly noticeable, for, whereas with the splash system there is, virtually, very

of two small gearwheels in mesh which, revolving at a fairly high speed, draw the oil in on one side and force it out on the other.

Positive-acting pumps figure on very few small cars today, because when a cold engine is revved up the oil, which is comparatively thick, may fail to fill the barrel of the pump on the induction stroke, whilst in the event of the valve on the suction side of the pump sticking there is every chance of the engine bearings being damaged.

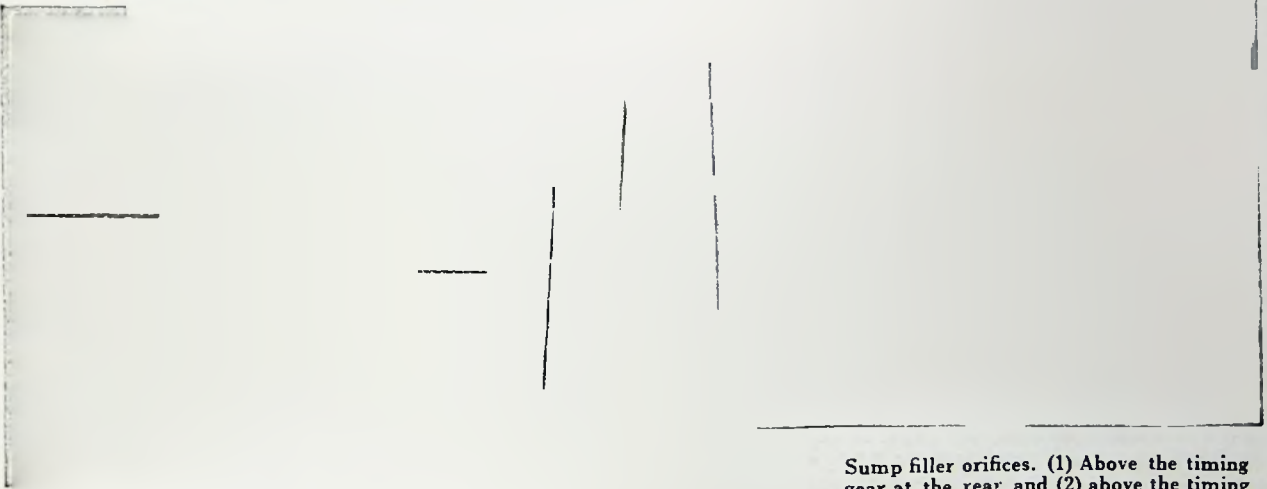
The gear-type of pump does not suffer from these disadvantages, and there is nothing to get out of order, no matter how thick, comparatively speaking, the oil may be when the engine is started up from cold.

An alternative method of circulating oil is by centrifugal force, the flywheel dipping into the sump and flinging oil into a scoop especially designed to catch it. Thence the oil feeds by gravity to the big-end troughs and crankshaft bearings.

Where splash lubrication is employed the pump usually delivers oil by means of branch pipes to each big-end trough and also to the main crankshaft bearing. Surplus oil drains into the base chamber through a fine gauze filter which forms a screen, as it were, between the crankcase and the base. As a rule some form of relief valve is employed which opens when the

If, for instance, one of the main bearing leads became suddenly choked, it would cut off one of the outlets of the oiling system and divert the oil from that outlet to the other delivery points. This would at once cause a rise in pressure. The point will be understood quite readily if it be supposed that the relief-valve adjusting nut were screwed down as hard as it would go; then the system would work at the highest possible pressure. The direct opposite would, of course, obtain if the relief-valve were slacked off to its fullest extent, thus enabling the oil to escape more easily and causing an all-round drop in the pressures shown on the gauge.

The question naturally arises: What is the correct pressure at a speed of, say, 30 m.p.h. in top? If one may judge by current practice, there is no ideal figure, 5 lb. per square inch being considered sufficient in some cases, whilst in others 30 lb. may be registered. When an engine is cold these figures may be doubled.



pressure reaches a certain figure and squirts the escaping oil on to the timing chain.

With forced-feed lubrication oil leads are taken to each crankshaft journal, suitable ducts being cut in the crankshaft itself so that oil under pressure will travel right through the hollow crankshaft: escape holes are provided in each big-end bearing. Frequently separate leads are taken to the camshaft bearings, whilst in addition to the relief-valve overflow pipe, a lead is taken to the valve gear if this be of the overhead type.

The opinions of designers differ as to the desirability of including an oil gauge in the system, but many drivers like to verify the working of their oil pumps by glancing at the gauge on the facia board, whilst, in addition, a gauge enables the oil pressure to be adjusted.

In most designs the pressure can be varied by altering the compression of the spring which keeps the relief valve on its seating. If the compression of this spring be relieved slightly the valve will open sooner and will reduce the pressure of the entire system.

A point which should be borne in mind by motorists who regard an oil gauge as an infallible guide is that a sudden rise in pressure as shown by the gauge is just as much a sign of trouble as a sudden drop.

Sump filler orifices. (1) Above the timing gear at the rear and (2) above the timing gear at the front of two typical light car engines. (3) High and low level marks on the dip stick. (4) Racing car practice. The oil tank is pierced by air tubes for cooling purposes.



In investigating symptoms of trouble as evidenced by an oil gauge, it may be taken for granted that if the pressure drops to zero there is either a leak in the system or too little oil in the sump. The latter is the more likely cause of the trouble, because the flow of oil would cease, whereas in the event of an oil joint slacking off and permitting lubricant to escape direct from the full bore of the pipe there would be at least some pressure in the system which, if the engine were revved up, would be reflected by the pressure-gauge needle.

There is probably far less cause for alarm if the pressure drops than if it rises, because in the former case the trouble can generally be traced and rectified with little difficulty, but in the latter it may be necessary to clean out the entire oiling system.

If the pressure drops to zero, despite the fact that there is plenty of oil in the sump, any convenient oil lead—these are generally on the exterior of engines—should be disconnected and the engine started up. If oil exudes freely from the disconnected pipe, it proves that the pump is working and the leak must be looked for elsewhere, but if no oil issues from the pipe it is fairly obvious that the pump itself has ceased to function, due either to a mechanical failure or to a more likely cause, namely, failure of oil to penetrate a dirt-clogged filter. The possibility of the filter becoming clogged can be avoided if it is removed periodically, say, when the engine is decarbonized, and thoroughly cleaned in paraffin.

Cases of mechanical failure are nowadays so few and far between that they can be dismissed without further comment.

When overhead-valve gear was first introduced few designers thought it necessary to feed the rocker-shaft under pressure, in fact, it was often considered sufficient to provide the rockers with oil holes so that they could be given periodical attention with an ordinary oilcan.

The next step was the provision of an overhead oil pipe from which oil dripped on to the rockers, but it is now almost universal practice to make the rocker-shaft hollow, so that lubricant is fed under pressure to the bearings. This is often taken a step farther by having hollow rockers, so that the oil from the rocker-shaft bearings is forced into the rockers themselves and is eventually squirted into the cups at the upper ends of the push rods or, in the case of an overhead-camshaft engine, through holes in the cam faces on to the valve-operating rockers. This makes for quietness and very great efficiency.

In conclusion, a useful hint of the "get-you-home" order may be given; it applies in the extreme case of an oiling system ceasing to function and defying all attempts to trace the fault. It consists in over-filling the sump so that the oil is sufficiently high to enable the big-ends to dip directly into it.

In a case of this sort, the general freeness of the engine and the presence probably of smoke from the exhaust are the best indications that the working parts are being lubricated thoroughly. The actual height required above the high-level mark on the dip-stick will vary with the make of the engine, but, as a rule, it will be in the neighbourhood of 1½ ins. to 2 ins. and will require the addition of at least a half a gallon of oil.

AN EXPERIMENTAL ITALIAN LIGHT CAR.

THE idea of giving independent suspension to the road wheels is steadily gaining favour amongst continental manufacturers. Some little time ago we described a curious Italian light car (the Saba) with independent suspension. Here is another Italian design in which the idea has been carried out in an exceptionally simple manner.

The car has been built experimentally by the Società An. Verza-Automobili, of 32, Bast. Romana, Milan. It is fitted with a French power unit comprizing an

1,100 c.c. four-cylinder Chapuis-Dornier engine with overhead valves, a disc clutch and three-speed gearbox.

The road wheels are articulated to the ends of long transverse springs. In front the spring is placed beneath the front cross-member of the frame, whilst at the rear the spring is carried on a bracket above the frame. A curious feature of the transmission lay-out is the fact that the differential casing is carried behind the box-form rear cross-member of the frame. The rear end of the propeller shaft casing is bolted up to



Independently sprung wheels are a special feature on this new Italian light car. It is fitted with an 1,100 c.c. Chapuis Dornier engine.

B18

this member and universally jointed cardan shafts transmit the power to the rear wheels.

No further details of this interesting car are available at the moment, but, as will be seen from the accompanying photograph, it has an attractive and well-built appearance.

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

HOPES had been entertained that at least two Miller Specials would be seen in the British Grand Prix; their performances in the European Grand Prix, show very clearly why they will not face the starter at Brooklands on October 1st. The Millers are, essentially, "non-stop" racing cars: the negotiation of innumerable hair-pin bends is a handicap which, in their present form, rules them right out for, quite apart from gearbox design, their steering systems are not suitable for taking sharp turns.

Much has been said and written concerning the phenomenal speeds attained in America by cars such as the Miller, and the reason for their success in this particular sphere is obvious. It will be interesting to observe how their flat-out speed is affected when modifications making them suitable for road-racing conditions have been effected. It is probable that the necessary alterations will be made for next year. In the meantime, it is worth recording that when British engineers set out to build a pukka non-stop racer they can do it—and beat the Americans on their own ground.

The last has not yet been heard of £100 cars, and yet another is on the tapis. No endeavour is being made to launch it at the Show; in fact, it is doubtful whether it will make its appearance before next spring. We are not privileged to add any further details at the moment.

A week or two ago we pleaded for amendments to the parking regulations, particularly in London. New regulations have appeared, but, apart from the appointment of a useful number of new parking sites, the provisions have been stiffened up, their general tenor indicating that the authorities look with disfavour on the whole question of public parking places for cars. Is it to be wondered that motorists are growing more and more indignant about the treatment they receive, and can the Motor Legislation Committee do nothing about it?

After passing through many vicissitudes, the Brighton race track scheme is, we believe, really taking shape, and an announcement is expected shortly concerning a fresh prospectus. Mr. C. L. Clayton, the pioneer spirit of the venture, is as optimistic as ever and is still working untiringly to bring the scheme to successful fruition. Col. Charles Jarrott firmly believes in its possibilities.

In this issue we lift the curtain on one of the most interesting of the 1928 models and give a hint with regard to yet another newcomer to this field. The arrival of these models on the market foreshadows an era of still cheaper motoring. They are light cars in every sense of the term, and, as such, they can depend upon an excellent reception.

We extend a hearty welcome to them both, and we repeat our oft-emphasized remarks to all who have to count the saxes they bang: you cannot cart 18 cwt. about the country so cheaply as 13 cwt. It is an impossibility, which should not escape the notice of any light car buyer. A good car which is light in weight is light on petrol, light on tyres and light on the owner's pocket.

If any useful purpose is served by motor races which are of such a complex character that no normal person understands how and why the winner wins or even who he is, it would be interesting to know exactly what it is. Our own feeling is that events like the Georges Boillot Cup Race, which was held last Sunday and in which several British cars and drivers took part, are exceedingly fortunate to find a place in the sporting calendar of the A.I.A.C.R.

These remarks are prompted by the fact that large crowds at Boulogne last Sunday were treated to the amazing spectacle of Malcolm Campbell battling against a handicap which prohibited him from winning even if he drove so fast as to be disqualified (!), whilst C. M. Harvey, in a sports two-seater Alvis with which he had previously put up one of the finest performances in the history of motor racing, was penalized so heavily for his splendid driving and the magnificently consistent running of his motorcar, that he crossed the finishing line more than a minute behind the rest of the field. We know that it sounds like a paradox. It is!

CELEBRATIONS FOR THE CENTENARY
OF TELFORD'S SUSPENSION BRIDGE—
THE TOWN EN FETE—INTERESTING
DETAILS FOR MOTORISTS VISITING
THE DISTRICT.

however, had an inglorious end. In the seven-teenth century the Earl of Conway, to whom it was given by Charles II, stripped it of everything that could be carried away and left it a desolate ruin.

Conway still retains its walls, which are one mile in circumference and have four gates, coeval

Inside the castle, Conway.

MOTORISTS on tour in North Wales at the present time will be well advised to run over to Conway, either to-day (Friday) or to-morrow, even if it means altering their programme slightly, for the celebration of the centenary of the erection of Telford's suspension bridge, which spans the estuary, is now in full swing. The celebrations actually started on Monday last and will continue until to-morrow night.

The historic old town is en fête for the occasion. There are daily pageants, parades of ancient vehicles, the singing of massed Welsh choirs, led by the band of the Grenadier Guards, and a tattoo, the whole concluding nightly with a firework display, depicting the castle in flames, and a thrilling episode, reminiscent of the Great War, entitled "Over the Top."

Delightful Surrounding Country.

Apart from these festivities, Conway is an ideal goal for a run, either by way of Chester, Rhyl and Llandudno, or via Llangollen, Corwen, Bettws-y-Coed and the beautiful vale of the Conway, where

There are wild woods rich and green,
And broad lands, sunny and serene,
With many a happy home between,
Upon thy banks, sweet Conway.

(J. C. Prince.)

The town itself is delightfully situated where sea and river meet, its hoary old castle dominating the scene. The stronghold was built in the thirteenth century and, with Beaumaris and Carnarvon, helped to keep the natives in subjection.

Conway Castle has always been regarded as one of the most perfect of all the Welsh fortresses, and it has witnessed stirring times, notably when Edward I, in the midst of festivities within its walls, was taken by surprise as the Welsh poured out of the mountain fastnesses and surrounded the castle on the land sides. On that occasion the garrison was only saved from an ignominious surrender by the arrival of a vessel with a cargo of food for the beleaguered hosts. The castle,

A fine view of Conway suspension bridge, the photograph having been taken from the castle walls. The tubular bridge on the right carries the railway, whilst a water main is taken by the smaller bridge in the centre.

with the castle. The walls being 12 ft. in thickness, it is possible to make a circuit of them on foot, many fine prospects presenting themselves en route.

The town is exceptionally rich in ancient domestic architecture, of which the Elizabethan Plas Mawr takes foremost place. Its panelled rooms, ornate ceilings and fireplaces will delight the eye of connoisseurs, and to lovers of art the pictures on exhibition there by members of the Cambrian Academy will make a strong appeal. In one of the streets, too, may be seen what is claimed to be the smallest house in Great Britain.

Literary Associations.

Conway Church and its God's Acre will ever be memorable as the scene of Wordsworth's "We Are Seven." The graves referred to in the poem are near the sundial on the south side of the church, and on a peaceful evening it is easy to conjure up the picture suggested by the lines:—

My stockings there I sometimes knit,
My kerchief there I hem,
And there upon the ground I sit,
And sing a song to them.
And often after sunset, sir,
When it is light and fair,
I take my little porringer
And eat my supper there.

The church, originally part of a Cistercian abbey, founded in the twelfth century, contains much of interest, notably a fine screen, with well-preserved rood loft, some good panelling and an ancient font of a most picturesque pattern.

Of the beauty of the scenery in the vicinity of

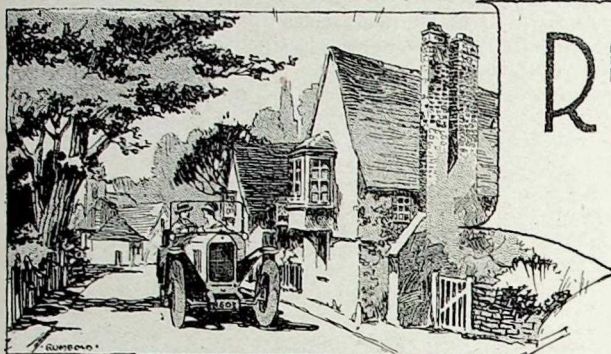
(Below) Conway suspension bridge—an unusual aspect. The bridge is 327 ft. between the towers, whilst its width is 32 ft. Building was commenced in 1822.

Conway it is needless to write here—it may safely be left to speak for itself. If the visitor can find time, he will enjoy the boat trip up the Conway river as far as Trefriw, for the scenery en route is of the choicest description, water, wood and mountain, with imposing cloudscapes, flaunting



(Above) Plas Mawr, a fine Elizabethan building which is one of the sights of Conway. (Left) The scene of Wordsworth's "We Are Seven," in Conway Churchyard.

their almost unequalled beauty on every hand. It is indeed well that lovers of the King's Highway should foregather at Conway to do honour to the memory of Telford, whose bridges and aqueducts in Wales are well known to travellers. Before his time the estuary of the Conway had to be crossed by ferry boat, once owned and maintained by Edward II. This boat also carried the Irish mail. On one occasion—Christmas Day, 1806—the boat set out in very rough weather with eight passengers, the coachman, guard and other attendants, and capsized, only two escaping with their lives. Now motorists can pass in a few seconds across Telford's graceful structure on their way to or from the Isle of Anglesey.



RICH MIXTURE

LIGHT CAR
COMMENT
& ADVICE

by *Fous*

An Annoying Habit.

WHY do we always count the strokes when pumping up our tyres? I find myself counting most conscientiously, even when blowing up strange tyres with a strange pump, the number of strokes of which means nothing to me. Is there, I wonder, some good psychological reason which compels us to count tyre-pump strokes, or do we count—as a colleague suggested—"to keep ourselves from swearing"?

I do not count each revolution when I am pedalling a bicycle, each step as I walk upstairs, or each munch when I am feeding, but I cannot break myself of the habit of counting when blowing up a tyre.

Rain a Spoil-sport.

WITH a happy, if unconscious, choice of words an old writer declared: "There is no subject which is of more universal interest in this country than the weather in which we are immersed." Outside the agricultural interests there is probably no class which scans the skies and listens to the weather reports on the wireless more intently than motorists, for the state of the weather is still an all-important factor in the enjoyment of a run.

In this connection it is amusing to note the attitude of many car owners to rain. Provided rain is not actually falling they will depart full of optimism and carry on although the windscreen is obscured before they reach the end of the street; but let rain be falling when they go to the garage door and they are straightway plunged into gloom and inclined to abandon the trip.

Personally, I never let rain interfere at all with my arrangements, for on innumerable occasions I have found that the storm which threatened to make driving anything but pleasant did not extend for more than a few miles of my journey.

"Sauce for the Gander."

DOCTORS are popularly supposed never to take their own physic, whilst great lawyers nearly always die intestate. Motoring journalists, however, can in most cases claim to be free from such reproaches, as, in general, they make a point of reading the wisdom of their colleagues and, in cases where this appears to be interesting, of trying out the ideas put forward.

As a case in point, I read the following recently in the motoring columns of a rather highbrow weekly: "Whilst wandering among narrow winding lanes last week-end my mudguards were scratched through contact with the hedges. A rag

moistened with petrol removed them all like magic."

I spent a pleasant Saturday afternoon with several rags and two gallons of petrol, but all my efforts failed entirely to remove either (a) mudguards, or (alternatively) (b) hedges. Should any of my readers have come across the same advice and tried it out with greater success than I experienced, I should like to hear from them and to learn how it was done.

Setting Tappet Clearances.

MANY manufacturers include a tappet feeler gauge in the tool kit of their cars, but why only one? Surely two gauges are necessary to obtain really accurate settings. The need for more than one feeler was brought home to me very forcibly a few days ago, when an acquaintance, who has not long owned a car, asked me to take it for a short run to see what I thought of it. At the end of the trip I remarked that the tappets were noisy and probably needed adjustment. At this the owner showed considerable surprise and informed me that he had carefully set the clearances with the gauge supplied only the day before.

A Proper Test.

TO settle the question I carefully tested the clearances with a set of feeler gauges and found that whereas the correct setting was .004 in., a six "thous" feeler could be inserted between each tappet and valve stem, whilst in one case the clearance was as much as .008 in. When I told the owner the result of my tests he was very much astonished and told me he was under the impression that as long as the gauge supplied with his car could be pushed between the valve stem and tappet without feeling "sloppy" he thought that the setting was correct.

A Lead Set by Devizes.

PASSING through Devizes a few weeks ago I was impressed by the manner in which the town had been beautified by means of hanging baskets, which are suspended from lamp standards, direction posts and every other convenient support. The effect just now, with the flowers in full bloom, is delightful, and I cannot see why the example of Devizes should not be followed by other inland towns.

As I write, there is a newspaper article before me describing a tour in Middle Europe, and the writer stresses the charming appearance of the

streets in certain cities with hanging baskets on the electric-light standards. He regards this as a novelty, but, of course, it is to be found at some English seaside resorts. I know of no inland town, however, which has adopted it so extensively as Devizes.

An Uncommon Emergency—

HERE is yet another example of how a driver even with years of experience may be faced with an emergency which he could hardly have anticipated. A colleague of mine, who was handling cars in the days of tube ignition, was on his way to the South Coast a few days ago when on rounding a bend he saw a cyclist a short distance



Foreman.—"Nah then, keep shovin'; she ain't touched this 'un yet."

ahead. The cyclist was well on the left of the road, but the car owner on going to overtake gave a precautionary foot with the horn. To his horror the cyclist immediately swerved to the right and directly into the path of the car. With a twist of the wheel the driver took to the grass and fortunately was able to pull up without mishap. A man of less experience would probably have killed the cyclist and involved himself in a nasty smash. Meanwhile, the rider had dismounted and in broken English he profusely apologized for the mishap. It then transpired that he was a tourist from the Continent and, on hearing the horn, he had automatically followed the Continental rule of the road.

I believe that just after the war a foreign cyclist was fatally injured through the same cause in the Eastern counties, whilst I myself was just in time to be of some assistance a year or two back to a British-motorcyclist who made a similar mistake on the Boulogne-Paris road.

—and Another.

ONE more unusual emergency. I was driving south on a wet morning up Digswell Hill on the Great North Road and picking my way gingerly through about 50 ponies which were being driven by herdsmen to Barnet Fair. Suddenly around the bend there hove in sight a 10-23 h.p. Talbot travelling, maybe, at 30 m.p.h. down the hill. Seeing the obstruction the driver braked violently, got into one of the worst skids I have ever seen and proceeded to charge me broadside on. Happily he knew how to control a skidding car. Wrenching the wheel and touching the accelerator he deliberately made the skid rob all his wheels of the little adhesion they had, and very prettily shot stern first up a side turning without incurring any damage except, perhaps, to his nerves.

As I went on my way I wondered how any "average" driver would have fared when

suddenly faced, on an appallingly slippery road with a falling gradient, by another car surrounded with ponies and blocking the entire roadway.

When We Go "Dry."

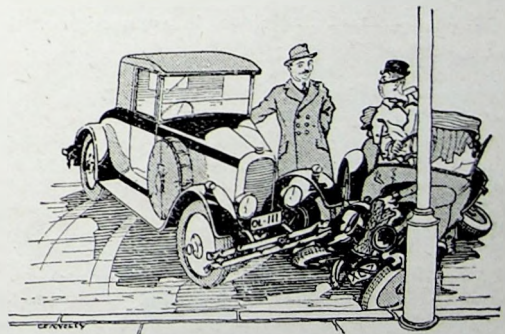
WHEN, if ever, this country goes "dry" it is fervently hoped that hotel keepers will enrol for a correspondence course of instruction on how to prepare some of the other beverages with which, presumably, we should then have to be content. I am not ashamed to say that when on tour I am partial to a cup of tea before getting out of bed.

Just who makes this early cup and how is a mystery, but one can suspect that it has been brewed by the boots whose own preference is for something with more head on it. Hotel tea, however, even early morning tea, does justify its name, if not the price, on the bill; but there is one concoction that bears no resemblance to the article it is supposed to represent. I refer to the hideous stuff which in so many country hotels masquerades as coffee. What trustful foreigners visiting this country think of it I do not know. In France there was such a thing as "café avec." In England it is better to have the "avec" neat!

For Transporting Dogs.

I HAVE mentioned from time to time the difficulties I have had in connection with taking dogs about the country, and some readers may remember that I anticipated that most of the problems would solve themselves when I bought a saloon. I was wrong, however, for you cannot leave dogs in a saloon without coming back to find most of the upholstery in ribbons! I have now found a complete solution which will be well worth passing on to others.

There are on the market special dog travelling boxes which are provided with proper locks, bolts,



The Winner (to a less fortunate novice).—"I wonder you don't fit bumpers to your car. I find mine most useful."

ventilators and so forth, and in which I find dogs travel comfortably and contentedly. If a box of an appropriate size is chosen it can be accommodated within the car or, conceivably, on the running boards of some cars, and will prove to be a great success.

Useful Detachable Seats.

MY Lea-Francis has independent front seats, and I find that when going to a show the portable kennel replaces the front passenger seat whilst still leaving three seats unoccupied. This

is a point in connection with independent front seats which makes them very valuable. I have found on numerous occasions that one can jettison the near-side front seat when there is space available for a very considerable quantity of luggage or even in an emergency a cumbersome burden such as a wheelbarrow, a child's push cart, or even a small step ladder.

In connection with portable kennels, I do not advise those who try them to carry them on the luggage grid, for at this point road shocks are felt more than at any other, and dogs consequently would be liable to have a most uncomfortable journey. Amidships in the car is the best position if it can possibly be arranged.

Out Collision Mats.

FOLLOWING fashion's fancy I have adorned the back and front of my saloon with bumpers. They certainly appear to have no disadvantages, whilst they give one a sense of satisfaction and well-being in traffic that one can never enjoy without them. It may be remembered that I commented a few weeks ago upon having been reversed into by a tram which stopped directly ahead of me in a traffic block. Contingencies of this kind, although they may rob my Pyrene bumpers of their pristine appearance, will certainly not in future involve the car being laid up. That, in my opinion, is the big argument in favour of fitting bumpers.

One can remove a bumper bar in about ten minutes, and drop it at the blacksmiths to be straightened, but a car necessarily has to be laid up for a period varying from a day to a month if its radiator, dumb-irons or front axle are damaged in a mishap. Much the same applies if one is run into from the rear and the back panels of the bodywork are stove in.

Points which occur to me in connection with

bumpers are that the one at the front provides an excellent mounting for a spot lamp in foggy weather, whilst both provide excellent handles for garage men to use when hauling the car about in a congested space.

The Waters Beneath.

MANY more "summers" like the present and manufacturers will no longer be exercising their minds on closed cars that open or open cars that close, but on cars that have amphibious qualities and float! Really, the "cloud bursts" that have afflicted motorists in many parts of the country have been beyond a joke. The phrase "all-weather" has taken on a new significance. Previously it meant protection from the heavens above; now we must seek security from the waters beneath, for it has been common during storms this year to find floods invading the car.

A friend of mine having an alfresco luncheon in a dell in the Cotswolds recently was caught in a veritable deluge. The party took refuge in the car, but almost before they could realize the fact the hollow became a vast pool in which all trace of the road was lost. They had no alternative but to sit where they were with miniature torrents pouring down on every side, and before the storm subsided the water was over the hubs. And we are threatened with a worse year in 1928!

For His Majesty.

WHILST walking along the Strand a few days ago a grown-up brother of the Austin Seven drew up opposite the kerb and inside its saloon body a hammock was slung from end to end, and within it was his majesty the baby, looking extremely comfortable and occupying no useful space. I question whether this idea would be applicable to anything save the roomiest of light car saloons, but family men might bear it in mind.



STEYNING
IN SUSSEX.
B24

Close to Brighton and popular with all southerners is the pretty little township of Steyning. It is on the Shoreham-Horsham road and is only about 12 miles from Brighton.

MIDLAND OFFICES:
BIRMINGHAM: 16, Bennett's Hill.
'Phone: Central 2872-3.

COVENTRY: 6, Warwick Row.
'Phone: Coventry 4775.

NORTHERN OFFICES:
MANCHESTER: 274, Deansgate.
'Phone: Central 5433-4.

The Light Car and Cyclecar

Conducted by
EDMUND DANGERFIELD.

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

Inland Telegrams - "Pressimus,
Holb, London."
Cables - "Pressimus, London."
Telephone - "Clerkenwell 6000
(7 lines).

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

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

Those New Roads.

THERE is ample justification for us to keep on hammering away at the responsible authorities in connection with the slippery road peril, for new roads now in course of construction are still being surfaced with materials which, when wet, are almost as slippery as an ice rink. This applies not only in connection with trunk roads and by-roads in and around London but to important roads being built in many different parts of the country.

Motorcyclists are complaining that on some of these roads it is almost impossible to keep a solo machine erect, and *Motor Cycling* expresses their views in very strong terms, going so far, even, as to suggest that the War Office should put its all-powerful finger in the pie. *The Motor* is demanding an exhaustive public inquiry into the subject, and users of all kinds of road vehicles are protesting against the risks to which they are being subjected. Can they be blamed when they see the money which they have subscribed being used to lay new road surfaces which are so slippery that even expert drivers declare that in wet weather they take their lives in their hands whenever circumstances make it necessary to drive along them? The principal cause of this public outcry is that everyone knows that there are good, easily laid road materials which are not slippery when wet, which are British-made of British materials, and which appear to give good service even on very busy thoroughfares. Why do they so seldom figure on our new arterial highways? This is a question which all motorists should address to their Members of Parliament.

Springing Problems.

SEVERAL Shows have passed since we expressed the hope that shock absorbers, both at the back and the front of cars, would be a standard part of their specifications by "next Show-time," but only a few manufacturers have heeded our advice. There are still cars in which the attainment of the comparatively high speeds which they are designed to give is practically impossible until shock absorbers have been added, a fact which is realized and often admitted by the makers.

In other cases a plea for shock absorbers meets with the firm rejoinder, "Our springing system requires no auxiliaries," or "If you want all these

little extras, how can we keep our price down to your requirements?" Both arguments are, in the main, valueless: the higher speeds of which cars are capable compared with a few years ago make shock absorbers a welcome addition to practically every car, whilst it is surely a bad policy to let users discover that their new car—of which they expect so much in the way of comfort—is a marked disappointment until they have opened their purses and

paid for a set of shock absorbers. We are not at the moment concerned with the problem of eliminating shock absorbers by improving the basic principles of springing systems: time has failed to reveal any general innovation. We are concerned with cars as they are delivered to-day, and we contend that in the vast majority of cases shock absorbers are almost necessities if the owners seek comfort at speeds in excess of 30 m.p.h.

Marine Motoring.

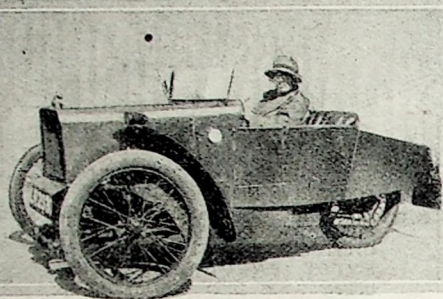
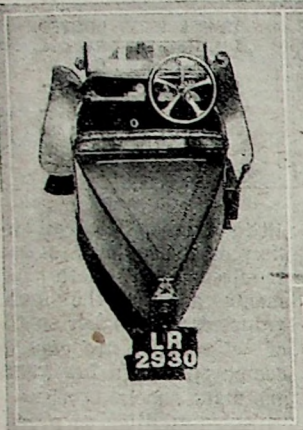
AN outstanding feature of many of the smaller motor boats on view at the Shipping, Engineering and Machinery Exhibition now being held at Olympia is the close resemblance to car practice in their general layout. In addition, the motoring phrase "sports model" is applied to at least one make of motor boat, and it is claimed that anyone who has driven a car can handle one of these boats with certainty and safety.

Years of experience have taught car designers how the controls should be arranged for the greatest convenience of the driver, and it is gratifying to note that, with only minor modifications, motor boat designers have adopted a similar layout. Thus we see a car-type steering wheel mounted on a column which projects from a car-type fascia board on which are fitted the instruments familiar to all motorists.

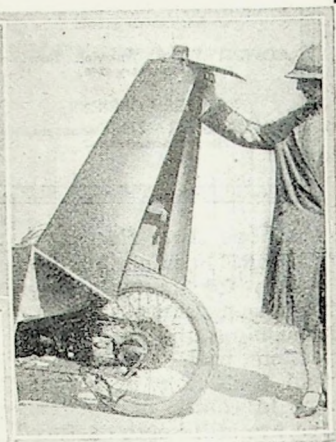
The "driver" sits in a comfortable upholstered seat, whilst close to his hand is the lever which controls the clutch and reverse gear. On one make of boat speed is controlled by an accelerator pedal exactly as in a car.

So far as the engines are concerned, in the smaller sizes they are almost identical with those fitted in light cars; in fact, two well-known Continental makers are using their small car engines unaltered excepting for the cooling arrangements and the position of the starting handle.

CYCLECAR COMMENTS. By SHACKLEPIN.



A THREE-WHEELER FOR UNDER £30
—HOW AN AMATEUR REBUILT AN
OLD MORGAN — BODY-BUILDING
HINTS—CAPT. R. SIRAN'S SPORTING
OFFER.



THERE is a very large number of would-be cyclecar owners who cannot afford the price of a new machine, and to whom even the cost of a last year's model is prohibitive. There is no reason, however, why these folk should be without a cyclecar, because it is possible to buy a second-hand three-wheeler for the sum of £20 or even less, as a glance at the advertisement columns of this journal will show. Of course, a machine of this kind will not be in its first blush of youth, but with a little ingenuity any overhauls or alterations which are required can be made at home, and a perfectly serviceable car will result.

I have received a very interesting description of a conversion of this kind from Mr. A. J. Phillips, of Cardiff. He bought an old-type Morgan and rebuilt it, so that it now appears as depicted in the photographs which form the heading to this page.

Mr. Phillips found that the only work required on the chassis was to fit a new dog-clutch and a fork-hinge tube. The new tube was of slightly larger diameter than the old one, so that it was necessary to enlarge the hole in the bevel-box casing. This was done by means of a reamer borrowed from a friendly garage proprietor.

The chassis frame of the machine was scraped and repainted with Robbialac enamel. In addition, gaiters were made for the rear springs by winding on lamp-wick soaked in thin machine oil and covering it with Empire tape, over which was applied a coat of enamel.

The J.A.P. engine was found to require rebushing throughout, but the cylinders and timing gear were in very good condition and needed no attention. The new bushes were obtained ready made from a con-

cern which advertises in this journal, and very little trouble was experienced in fitting them.

Incidentally, in reassembling a V-twin engine of this type it is essential to make sure that the two internal flywheels are exactly in line and that the external flywheel which carries the clutch is bedded properly on the taper of the main-shaft; at the same time the key must be a proper fit.

Mr. Phillips says that the construction of a new body presented certain difficulties to him, as he had no experience whatever of this kind of work, and very few tools at his disposal. The whole of the work was carried out without the use of a vice or a bench, and he thinks that the result proves conclusively how well three-ply wood adapts itself for body-building by amateurs.

Parts of the old body were used to form a foundation for the new one and a chalked sketch was made on the garage floor to get the proportion and curve for the tail. The seating position was lowered by taking out the planks which originally formed the base and fitting three-ply wood, supported back and front on oak battens, the back and seats being eventually padded and sprung in the ordinary way.

The steering wheel was lowered 2 ins. by altering the position of the column anchorage and, at the same time, the fascia-board height was increased by 4 ins. The car was then driven to a tinsmith to have the bonnet fitted, but Mr. Phillips points out that, although the bonnet was made very well, the tinsmith had no idea of following the lines of the car, with the result that its appearance is not nearly so pleasing as he had expected.

A tail 3 ft. 3 ins. long was made by building up an oak framework and strengthening the corners with iron angle plates. A 2-in. by 1-in. oak batten forms an anchorage for the hinges which enable the tail to be lifted to give access to the rear wheel, as shown clearly in one of the accompanying photographs. The framework of the body and tail was covered with three-ply panels which were cut from brown paper templates and fixed in place by 1-in. brass screws. Previous to screwing, however, the joint faces were given a coating of cold glue with the result that the whole body is very solid and there is no sign of creaking.

The machine has now been in use for some hundreds of miles during the summer, and it is said to be capable of 42 m.p.h., whilst the petrol consumption is about 40 m.p.g.

In conclusion Mr. Phillips adds a word of advice to amateur body builders, which is, that when using three-ply wood it is essential to see that it is well filled with whiting and water before rubbing down and given at least two coats of boiled linseed oil before painting.

After the Boulogne Grand Prix, in which he had a walk-over in his class at the excellent average speed of nearly 47 m.p.h. for seven laps of a tortuous road circuit on wet roads, Captain R. Siran, who drove a D'Yrsan, told me that he is still extremely keen for one or more British three-wheeler enthusiasts to meet him on Monthl  ry track.

Siran tells me that the use of the track could be obtained free for the holding of a contest and that he would be pleased to extend the hospitality of his home to any sportsman who would care to challenge the D'Yrsan on its native soil.

99 }

NEW SEASON'S PRICES

Most car manufacturers have now announced their programmes and prices for the 1929 Season, and in consequence, we are enabled to revise the prices of our "Used" Cars earlier than usual.

This week some remarkable bargains are offered in Shop-sold, Demonstration Models, and slightly used Cars which deserve your very serious consideration, and it should be borne in mind that as very few of these offers can be repeated *immediate action* should be taken. Full lists and further particulars of any model will gladly be forwarded on request.

AUSTIN, 1927 model, 7 h.p., Gordon England saloon, in red finish, Safety glass, taxed for year, perfect condition	£135
AUSTIN, 1927, 7 h.p., Saloon, in kingfisher blue finish, taxed for year, small mileage, and almost as new	£128
AUSTIN, 1927, 7 h.p., Saloon, in grey finish, taxed for year, guaranteed perfect in every respect	£125
AUSTIN, 1927, 7 h.p., Chummy model, 4-seater, full equipment, and in excellent condition	£115
CLYNO, 1927, 11 h.p., Royal Saloon, painted dark blue, small mileage, and in perfect condition	£180
CLYNO, 1926, 11 h.p., 2-seater and dickey, F.W.B., balloon tyres	£110
CITROEN, 1925, 7 h.p., Coupe, balloon tyres, repainted, excellent condition	£78
ARIEL, 1924, 9 h.p., 4-cylinder, Chummy model, 4-seater, painted maroon, condition and appearance most exceptionally good	£68
JOWETT, 1926 model, 7 h.p., full 4-seater, balloon tyres, self-starter, full equipment	£95
JOWETT, late model, 7 h.p., 2-seater with dickey, painted grey, balloon tyres, speedometer, full equipment, taxed for year, particularly nice condition	£75
JOWETT, 1922, 7 h.p., 2-seater, in blue finish, good condition	£45
LEA-FRANCIS, 1927, 10 h.p., 4-seater de luxe, in maroon finish, run only 700 miles. List price for 1928, £275. Offered at	£215
ROVER, 1923, 8 h.p., Chummy model, 4-seater, in particularly good order, self-starter, speedometer, clock good tyres	£38
SWIFT, 1927, 10 h.p., 4-seater, specially finished in black and red, with antique leather, run very few miles as demonstrator and guaranteed equal to new	£125
SWIFT, 1927, 10 h.p., 2-seater, in red and black finish, fitted with Hartford Shock Absorbers, Andre bumper, and aluminium number plates, run small mileage as demonstrator and practically equal to new	£190
SWIFT, 1926, 10 h.p., 2-seater and dickey, just repainted grey and in perfect order throughout	£145
SWIFT, 1925, 10 h.p., 4-seater, in really excellent order	£115
STANDARD, 1925, 11 h.p., Piccadilly Saloon, repainted dark blue, balloon tyres and full equipment, good order	£125
STANDARD, 1924, 11 h.p., 4-seater, painted fawn, usual equipment and in excellent condition	£75
SINGER, 1927, 8 h.p., "Junior" model, in almost equal to new condition	£125
SINGER, 1927, 10 h.p., 4 seater, only run 150 miles as demonstrator and guaranteed as new	£195
SINGER, 1926, 10 h.p., 2-seater and dickey. This car has been most carefully looked after and is specially recommended	£155
SINGER, 1926, 10 h.p., 4-seater, guaranteed perfect condition	£135
SINGER, 1925, 10 h.p., 4-seater, painted maroon, and with full equipment	£103
SINGER, 1924, 10 h.p., 4-seater. Choice of 4, from £59 to £75	

Full lists gladly sent on request.

THIS SHOULD
INTEREST YOU.

We will take over
your old car now at
full market value,
paying you two-
thirds in cash and
leaving the balance
as deposit on a new
car to be taken
when you require it.

1928 MODELS.

We are able to
offer immediate de-
livery from stock of
1928 models of
Austin, Jowett,
Rover, and several
other makes.



Established over 30 years

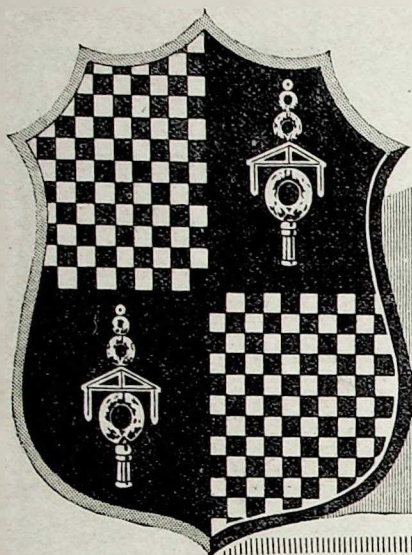
(It makes such a difference you know)

Phone: Riverside 4646.

SPECIAL REPURCHASE FACILITIES FOR OVERSEAS VISITORS.

PART EXCHANGES
and
DEFERRED PAYMENTS
arranged anywhere in the
United Kingdom.

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.



19

ANNOUNCING

THE REVIVAL OF

BEFORE you buy any car see this Standard. Bear in mind what the "Autocar" calls "the splendid reputation" of Standard light cars. See this Standard and try it. Deliveries begin November.

READ what the "Autocar" says: "The chassis has been kept as small as might be commensurate with obtaining certain features of road performance, these being, chiefly, refined and smooth running, excellent brakes, light steering, a maximum speed with full load of about 45 m.p.h., and a petrol consumption of 38-40 m.p.g.

38

m.p.g.

The Standard 9 h.p. is large enough for four six-foot passengers. It is amazing how such a compact body on a wheelbase of only 7' 8" and track of 3' 9" can hold comfortably four big people.

The frame is very low. Maximum leg-room has been obtained by dropping the floor boards to the level of the bottom of the frame.

You have all the speed you need, and low running cost, accessibility, no trouble.

You would ordinarily expect a car of plain appearance when you consider the price, but in the Standard you get a really good looking car that satisfies your good taste as well as your pocket.

45

m.p.h.

The All British
Standard

THE STANDARD MOTOR CO., LTD., COVENTRY.
LONDON SHOWROOMS: 49, FALM MALL, S.W.1.
Agents Everywhere.

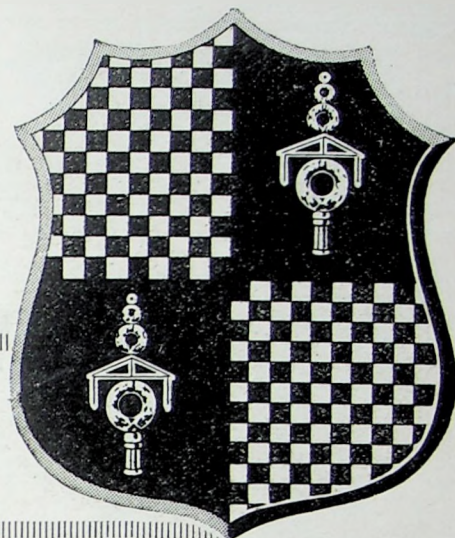
"COUNT . THEM . ON . THE . ROAD"

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

28

NCING

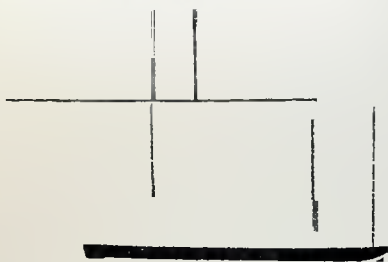
THE 9 H.P. 'STANDARD'



The 9 h.p. 'FILEY' Fabric Saloon.

Body to seat four. Four doors. Covered in fabric, choice of three colours, upholstered in cloth. Adjustable front seat, single sloping screen. Complete with five wheels and Dunlop tyres.

£215



Notice, in the illustration below, how comfort has been studied. The floorboards have been dropped to give plenty of legroom.

The 9 h.p. 'SELBY' Touring Car.

Body to seat four, panelled in steel, painted cellulose, upholstered in best leather cloth. Adjustable front seat. Side curtains, celluloid, peg-in type. Hood and sloping screen. Complete with five wheels and Dunlop tyres.

£190

There is also the "Coleshill" 2-seater, **£190**



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



"Blackberrying."

Always a part of the Picture

Amongst the wisest and happiest families the Peugeot is always a part of the picture. How keenly it is appreciated on all those delightful, informal family outings!

Always reliable and so easy to drive, the Peugeot is an ideal family car. And its very low running costs make the strongest appeal to the family man.

LIGHT CAR SERIES.

7-12 h.p. Saloon Type,
All-weather Four-seater £155
7-12 h.p. Cabriolet
with dickey seat £155

Seven Pounds Tax.
Seven Horse Power.

Fifty Miles per hour.
Fifty Miles per gall.

The 7-12
Peugeot
(PRONOUNCE IT PUR-JO)

"The ideal light car for all occasions."

Write to-day for Catalogues and particulars.
PEUGEOT (ENGLAND) LTD.

SHOWROOMS:
80, Brompton Road, London, S.W.3.
Opposite Harrods. Phone: Kensington 9601.

WORKS AND SERVICE STATION:
Filmer Road, Fulham, S.W.6.
Phone: Putney 4621

**OLYMPIA
MOTOR
EXHIBITION.**

Stand Number

57

October
13th—22nd - - 1927

IT MUST BE SEEN TO BE APPRECIATED.

The Boulogne Light Car Grand Prix

The simultaneous start in torrents of rain, and (inset) Captain Malcolm Campbell with Mr. Sydney Cummings, part organizer of the race, after a notable Bugatti victory.



Bugattis Scrap With One Another in 1,500 c.c. Class—Amilcar-Salmson Duel in the 1,100 c.c. Class—A Road Race Run in Pouring Rain.

THE many pilgrims who worship at the shrine of motor racing and who went to Boulogne last week-end to satiate themselves with "le sport" will remember Saturday's event—the Boulogne Light Car Grand Prix—for many years.

Seldom lucky so far as the weather is concerned, the Automobile Club du Nord (A.C.N.F.) were less fortunate than ever last Saturday, for the day dawned bleak and chill and the race was run in fog, rain, mild blizzards, brilliant sunshine and every variety of weather that could possibly present itself at this season of the year. For the greater part of the race rain was falling in sheets over most of the course and the brief sunny intervals were of too short duration to allow the roads to dry.

In spite of the wet, however, the lap record was beaten on several occasions and Malcolm Campbell in a Bugatti completed the total distance of 278 miles in 4 hours 8 mins. 41 secs.—an average speed of over 67 m.p.h. His speed was better by 3 m.p.h. than that of last year's winner, who had the advantage of dry roads and ideal weather conditions.

Each lap of the course, as an accompanying sketch-map shows,* consisted of 23.22 miles of main and secondary roads, most of which are tarred. At St. Martin, Le West and Desvres there are corners which call for a reduction of speed to 15 m.p.h. or so, whilst the short "leg" of the course between the last two places named is of a very

winding and exceedingly tricky nature.

The entire entry of eighteen cars, less five non-starters and plus eight competitors in the U.M.F. race which is described on page 469, was started simultaneously, the cars being ranged in two lines with the fastest in front.

Twelve laps had to be covered, making a total distance of 278.64 miles, and not a man was prepared to waste a second. The starter's flag fell, the rain was forgotten in the excitement of the moment and the field got away with a whirl and a roar that was heard five miles away.

The simultaneous start of a big entry is something to stir the emotions however wet may be the human frame which surrounds them.

But stirred emotions have not a lasting effect so far as bodily warmth

* A map of the course is on page 468.

is concerned and, with the prospect of at least twenty minutes' delay before the first man came round, a sizeable crowd at the grandstands and pits which bordered the starting point, moved as one man in search of something warm. And they found it. Even at 9.30 a.m. a French caterer can produce hot coffee, liqueur brandy or any other solid or liquid commodity that comforts the heart of damp and sorry man.

Meantime the competitors had little to cheer them. At the very first corner little rivulets of muddy water streamed across the road, down the long straight—over 6 kiloms. of which Segrave made the amazing average of over 140 m.p.h. last year—the cars were lost to sight in the spray from their wheels, at Le Wast there were not more than a couple of dozen onlookers to applaud the favourites, whilst along the short "leg" to Desvres there was no one save an odd gendarme here and there.

In Desvres itself a few disconsolate "natives" stood at their doorways and raised a mild cheer as the first man came by, whilst along the road through the forest to Baincthun hardly a soul was to be seen. On the slopes of Baincthun Hill—on which last year Howey lost his life in a hill climb—a few British spectators were gathered, but at the grand stands a little farther on many hundreds of enthusiasts deserted the refreshment booths for the rails lining the course, as G. E. T. Eyston (Bugatti) dashed past in the lead with another Bugatti driven by Sabipa close on his heels. They had averaged no less than 68 m.p.h. for a standing-start lap.

Only a minute or so behind them was Malcolm Campbell whose Bugatti, in splendid fettle, had a lead of a mile or so on the rest of the field.

It was clear that the Bugattis were

(3) The Rovin which won the 500 c.c. class of the U.M.F. race. (4) Siran's D'Yrsan and (5) the 750 c.c. Deguin-guand, both of which won their classes in the same race. They are seen in Desvres.

going to set a cracking pace, and in view of the renowned reliability of racing cars of this marque all the indications were that they stood a splendid chance of making history.

The first man round in the 1,100 c.c. class was De Marmier's Salmson, which put up a really excellent average speed for the standing-start lap of over 62 m.p.h., but which was only a second ahead of another Salmson driven by Casse. On his next lap De Marmier had the bad luck to run off the road, bending his front axle and being compelled to retire, thus letting his teammate Casse into the lead, which he retained for 5 laps, when he lost it to Martin (Amilcar), who in turn lost it two laps later to Duray, another Amilcar driver, who clung to his lead to the end.

(1) G. E. T. Eyston, who was third in the 1,500 c.c. class.

These two Amilcars and another driven by Morel, which retired on its second lap, were the latest type six-cylinder supercharged racers, which combine magnificent acceleration with excellent road holding. The impression was gathered that had they been a little faster on the straight sections of the

course they might even have worried the Bugattis.

The only British competitor to start in the 1,100 c.c. class was George Newman (Salmson). His car, however, declined to behave itself and was withdrawn from the race during the first lap.

Whilst the Amilcars and Salmsons were fighting out their little battles, the 1½ litre men soon found that the Bugattis had the race to themselves, for A. Frazer Nash's Frazer-Nash, which was the only other make of car to start, completed only one lap and took as long to do that as the fastest Bugattis were taking to do three and a half.

It is a long time since Frazer Nash's luck was in so far as long-distance races are concerned, and on this occasion it was right out. His engine developed an attack of popping back for which some obscure ignition fault appeared to be responsible—and this defied detection.

Lack of competition, however, did not deter the Bugatti drivers from doing the knots, whilst one of them, Prince

(2) Duray, who drove an Amilcar to victory in the 1,100 c.c. class.

Ghica, was so determined to get near the front that he first overturned his car between Le Wast and Desvres, shortly afterwards capsizing again at Bainethun. On this occasion he had the bad luck to break a number of ribs, to the great regret of the crowds at the grand stands to whom he had previously supplied the only thrill of the meeting when he elected to career past them at 80 m.p.h. or so in a series of wild and apparently uncontrollable skids.

As the race drew to an end interest freshened rather than faded away, as it so often does when there is only one make in the field. At the end of the 10th lap Sabipa led Campbell by less than two minutes, with Eyston only four minutes behind. During the 11th lap—the last but one—Campbell picked up a minute on Sabipa and Eyston a minute on Campbell. It seemed that something in the nature of a dead-heat might occur.

Fate stepped in, however, and Sabipa was compelled to stop to adjust his clutch, thus making victory a practical certainty for Campbell and giving Eyston a chance to be second. The sportsmanship of his own mechanics, however, robbed him by two-fifths of a second of second place, for they lent tools to Sabipa which allowed him to make the all-important adjustment with a loss of only three minutes.

THE OFFICIAL RESULTS.

1,500 c.c.—1. Malcolm Campbell (Bugatti), 4 hrs. 8 mins. 41.1-5 secs.; 2. Sabipa (Bugatti), 4 hrs. 12 mins. 57.2-5 secs.; 3. G. E. T. Eyston (Bugatti), 4 hrs. 12 mins. 57.4-5 secs.
1,100 c.c.—Duray (Amilcar), 4 hrs. 24 mins. 39.3-5 secs.; 2. Cassa (Salmson), 4 hrs. 34 mins. 2 secs.; 3. Goutte (Salmson), 5 hrs. 7 mins. 58 secs.

THE CUP WINNERS.

Pickett Cup.—Campbell (Bugatti).	
Early Cup.—Duray (Amilcar).	
Yaccoline Cup.—Sabipa (Bugatti).	
"Bulletin de l'Automobile"	Cup.—
Campbell (Bugatti).	
Knowling-Blackman	Challenge
Campbell (Bugatti).	Cup.—

(6) G. E. T. Eyston's Bugatti in Desvres. (7) Sabipa's Bugatti getting away from the pits after a stop which cost him the race. (8) Malcolm Campbell passing through Desvres.



Kaye Don, who, at the wheel of a Lea-Francis, thoroughly earned the hearty applause he received.

THE GEORGES BOILLOT CUP RACE.

FARCICAL EVENT WHICH CONCLUDED
BOULOGNE WEEK—NEWMAN (SALMSON)
PLACED—ALVIS—LEA—FRANCIS DUEL.

WHO won the race? That was the question on everyone's lips as the boat left Boulogne last Sunday night at the termination of a typical French motor week.

It might be thought that it was a little futile to brave the elements, the Customs and the many discomforts and annoyances of a Channel crossing to see a motor race and to return not knowing who had won! And it was futile; so was the race. Any useful purpose which it served may be known to the Automobile Club du Nord and the French paper *L'Auto*, which were responsible for the organization, but none was apparent to spectators or English competitors.

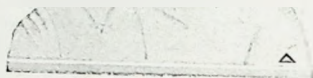
As a spectacle, too, the race, apart, perhaps, from the 1,100 c.c. class, was feeble in the extreme, whilst so complex was the method of handicapping and so heavily did the dice appear to be loaded that some of our stout fellows left "the funny business" to the rest of the field and went flat out for the sport of the thing, regardless of their ultimate placing.

The race was for "touring cars," an expression which means on the Continent racing cars with a hood, wind-screen, wings, a spare wheel and a starter, and it was divided into two separate events—one of which was facetiously termed the "eliminating race" and the second the "final." Theoretically this bright idea was going to remove all the objections to an ordinary handicap race; in point of fact it did nothing of the kind. The reason was that the conventional method of handicapping still applied to the final!

Secret Timing.

On paper the suggestion that the first two men home in each class of the eliminating race should compete against one another in the final, with handicaps based upon their actual performances, sounded attractive. It appeared that a close finish might result and that the best man might win. This natural inference was supported by the fact that it was made clear that anyone who exceeded his eliminating race speed by more than 10 per cent. would be disqualified, whilst the handicapping was based, *inter alia*, upon a secret timing system.

In order to be eliminated (!) the cars up to 1,500 c.c. had to cover 10 laps, between 1,500 c.c. and 3 litres

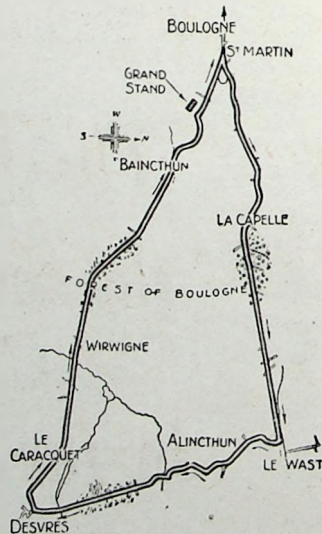


George Newman, who ran a brilliant race and came second in the final at the wheel of a Salmson.

11 laps and between 3 litres and 5 litres 12 laps. It was significant that of the 19 light cars entered only 10 started, whilst there was only one English car amongst the non-starters—R. M. V. Sutton's Lea-Francis—and that was *hors de combat*.

The process of elimination took place over the 23.2 mile Boulogne road circuit used on the previous day for the Light Car Grand Prix, and started in pouring torrents of the wettest rain ever known. Mud was plentiful around the pits and grand-stands and tempers were frayed by an ill-founded rumour having brought many people to the course an hour earlier than they need have been. Fortunately the weather cleared later and most of the racing was under sunny skies.

In all there were 17 competitors and



The 23.2-mile circuit over which the Boulogne Grand Prix and the Georges Boillot Cup race were run off.



C. M. Harvey, who drove an Alvis with unprecedented dash and skill, averaging nearly 65 m.p.h. for his last three laps.

the usual simultaneous start, using the electric starters, was employed. Kaye Don, taking part in his first road race at the wheel of a most attractive super-sports Lea-Francis with a super-charged engine in the new low chassis, was easily the best away and led the field for several miles. He was very hotly pursued by C. M. Harvey in a super-sports two-seater Alvis, but completed his first lap ahead of him and, after losing the lead later on, regained it, due to Harvey having a pit stop to lash up his rear mudguards. Whilst this little duel was in progress both cars were lapping at over 65 m.p.h. on wet roads and in pouring rain.

Light Cars Lead.

It was hardly surprising that the interest of the crowd was centred around these two cars whilst they slowly and surely established and maintained a substantial lead on other cars with engines twice and three times as large as their own.

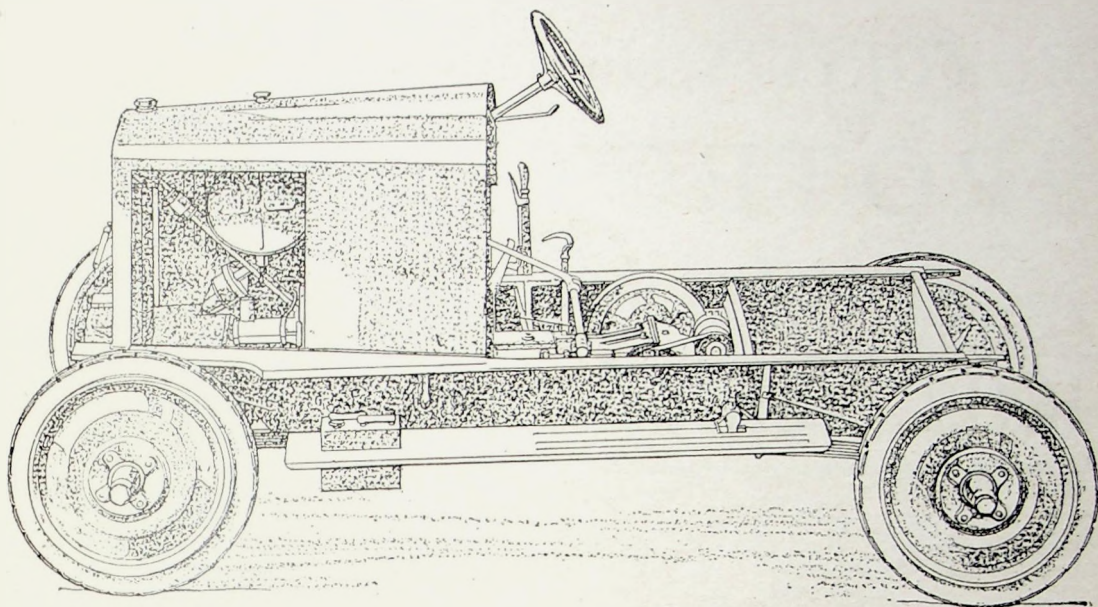
There was little of interest in the behaviour of the other cars. An Alvis, driven by W. U. Dykes, retired with clutch trouble on its first lap, A. Frazer Nash (Frazer-Nash), after an excellent first lap at about 50 m.p.h., retired also with clutch trouble during his fifth lap, and George Newman clearly had the 1,100 c.c. class well in hand, the only opposition being a Donnet and two Ariès.

Newman lapped with the most amazing regularity and completed his 10 laps nearly seven minutes ahead of the next 1,100 c.c. car—an Ariès driven by Duray. Newman's average speed for the 10 laps was only a trifle under 56 m.p.h., a very fine performance indeed.

In all there were five starters in the 1,100 c.c. class, four of which finished, one Donnet retiring on its third lap.

The 1,500 c.c. class, by way of contrast, witnessed many retirements. Five started and Harvey's Alvis was the only car to finish. Kaye Don having apparently pushed his Lea-Francis beyond the limit of its endurance, retired on his ninth lap and with only one more lap to go. At the conclusion of eight laps, he held a lead of 22 secs. on Harvey who, by brilliant driving, was then overhauling him at the rate of 11 secs. per lap.

It was only pure sportsmanship which egged these two drivers on to do



Could anything be simpler?

IF you were unfortunate enough to be compelled to sit on a plank which was being jolted regularly at both ends, where would you sit? . . .

That is why the engine of the Trojan is placed amidships, as are also the driver and passengers, rendering both engine and occupants less subject to roadshocks.

It's so simple when you come to think of it, but what would you expect in

Prices
from **£125**

[and all TROJAN cars carry the
makers' free maintenance under-
taking for the first 5000 miles.]

*Brief Specification: 4-cylinder
two stroke roller bearing engine;
mechanical starter operated from
driver's seat; automatic lubri-
cation, coil ignition; dynamo
lighting; epicyclic gears, two
forward and reverse; two
independent brakes; cantilever
Wonder springs; duplex chain
drive; solid tyres (optional);
reserve petrol supply; speedometer
etc.; 4-seater touring body.*

The Trojan
the Simplest
Car
in the World

MADE BY LEYLAND MOTORS LTD : LEYLAND, LANCs

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

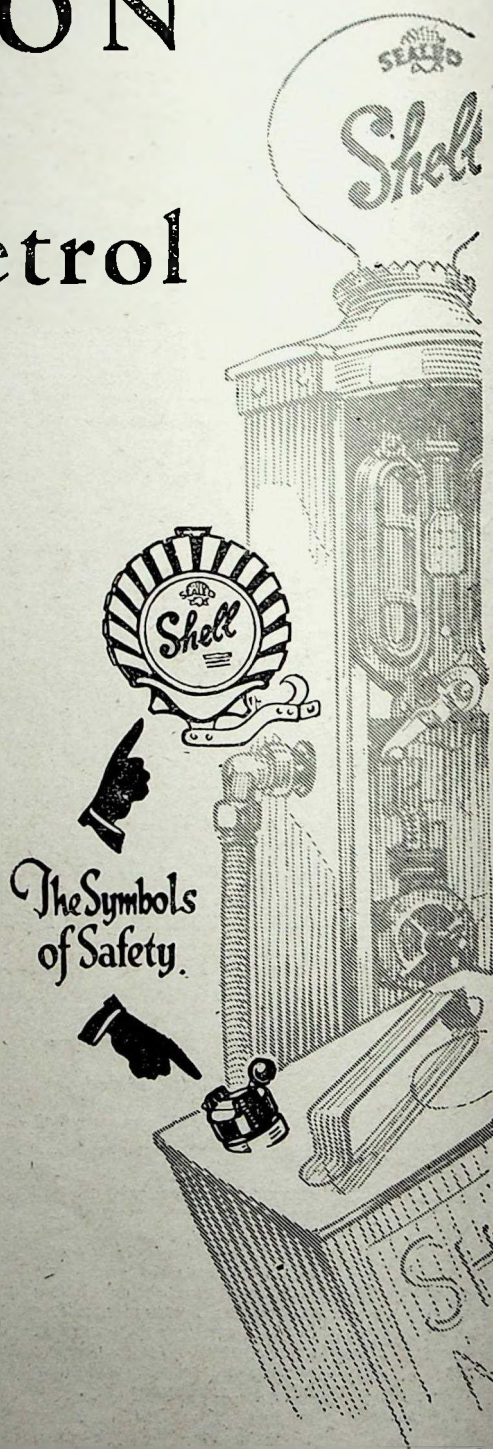
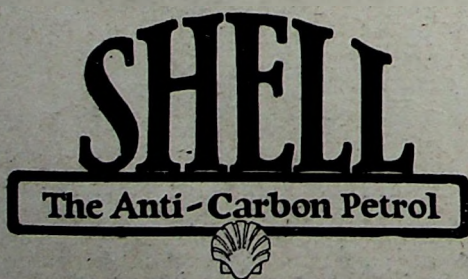
MOTORISTS—FOR YOUR PROTECTION

buy the
100% sealed petrol

SHELL Petrol is distributed for re-sale *only* through sealed pumps or cans.

To avoid inferior petrol insist on seeing the sealed certificate on the pump, or an unbroken seal on the can.

Do not accept petrol from *pump or can* unless it bears the Shell seal.



THE U.M.F. GRAND PRIX.

battle with one another for, being the only survivors of their class, they were certain of taking part in the final. Had they wished they could have covered their last five laps at a snail's pace and saved their engines for the three-lap final.

Perhaps both drivers thought that there was a chance of the other man's car "blowing up" and sought the honour and glory of driving the only 1,500 c.c. car to finish the 10-lap heat. Harvey realized this desire, not only leading his class over the line, but actually completing 10 laps with 2-litre and 3-litre cars racing miles behind him.

Magnificent weather conditions prevailed for the final, in which six cars took part, with an 1,100 c.c. Ariès at scratch, George Newman owing 1 min., a giant Lorraine-Dietrich owing 7 mins. 45 secs., a 3-litre Ariès owing 8 mins., Harvey owing 8 mins. 30 secs., and Malcolm Campbell, driving a very fast 2-litre Bugatti, owing 8 mins. 45 secs.

The Alvis clearly had no chance and in spite of Harvey averaging nearly 65 m.p.h. for the three laps, he actually finished last—such was the effect of the handicap which had been announced in the regulations as ensuring that "every car will have an equal chance."

Another British hope, Malcolm Campbell, also made it clear that he too had received a perfectly absurd handicap for, although he did not finish first, he was disqualified for going too fast! In trying to overhaul the leaders he exceeded his 10 per cent. excess speed allowance.

George Newman, however, in his Salmson, had not been able to keep his lead in the 1,100 c.c. race without pushing his car fairly considerably and managed to finish second with an average speed for the three laps of almost exactly 60 m.p.h.—very fine going indeed.

The final placings, if they are worth putting on record, were as follow:—

1. Laly (35-litre Ariès), 1 hr. 0 min. 45 secs.; 2. George Newman (1,100 c.c. Salmson), 1 hr. 10 mins. 19 3-5 secs.; 3. Brisson (3,500 c.c. Lorraine-Dietrich), 1 hr. 4 mins. 4 4-5 secs.; 4. Duray (1,100 c.c. Ariès), 1 hr. 12 mins. 10 secs.; 5. Harvey, (1,500 c.c. Alvis), 1 hr. 4 mins. 58 3-5 secs. Not classed: Campbell (2-litre Bugatti), 1 hr. 1 min. 35 secs.

Winners of Trophies.

Georges Boillot Cup.—Laly.
"The Motor" Trophy.—The manufacturers of Ariès cars.
Cummings Cup (for first British driver in final).—George Newman.
Vasseur Cup.—The manufacturers of Salmson cars.

WHILST the A.C.N.F. Boulogne Light Car Grand Prix was being run last Saturday there were, interspersed amongst the competitors, eight cyclecars and light cars which were taking part in an entirely different race—the Union Motocycliste de France's cyclecar and voiturette Grand Prix.

The ten starters were divided into six categories, in three of which there was only one starter. These were:—

350 c.c. three-wheelers: Villard (Villard), retired after two laps, which were completed in 1 hr. 30 mins. 21 secs. The first lap occupied 39 mins. 22 secs. (about 36 m.p.h.).

750 c.c. three-wheelers: L. E. Ego (D'Yrsan), completed allotted distance of six laps (139 miles) in 3 hrs. 17 mins. 40 secs.

1,100 c.c. three-wheelers: R. Siran (D'Yrsan), completed allotted distance of seven laps (162½ miles) in 3 hrs. 31 mins. 2 secs.

The two four-wheeler 500 c.c. cyclecars were a Sima-Violet, driven by Doré, and a Rovin, driven by de Rovin; the latter won, completing the allotted five laps (106 miles) in 2 hrs. 39 mins. 28 secs. The Rovin has a supercharged two cylinder two-stroke engine, and its fastest lap was at an average speed of no less than 50 m.p.h. The Sima-Violet's best lap was even faster, being at over 52 m.p.h.

Of the three 750 c.c. four-wheeler cyclecars Violet, driving a Deguinguand (shades of the Vinot et Deguinguand of old!) was an easy winner, completing his six laps (139 miles) in 2 hrs. 42 mins. 15 secs. Second came a Sima-Violet, some 40 mins. behind.

The Deguinguand is a typical French cyclecar of much the same build as a Sima-Violet, but with a four-cylinder water-cooled Ruby engine.

The remaining class was for 1,100 c.c. "cyclecars" and the two Amilcars entered were also running in the Boulogne Grand Prix, in the first seven laps of which they actually, of course, were taking part in two separate and distinct races at one and the same time. Martin's car was the winner of this (Union M. de F.) race, finishing his seven laps in 2 hrs. 24 mins. 2 secs.

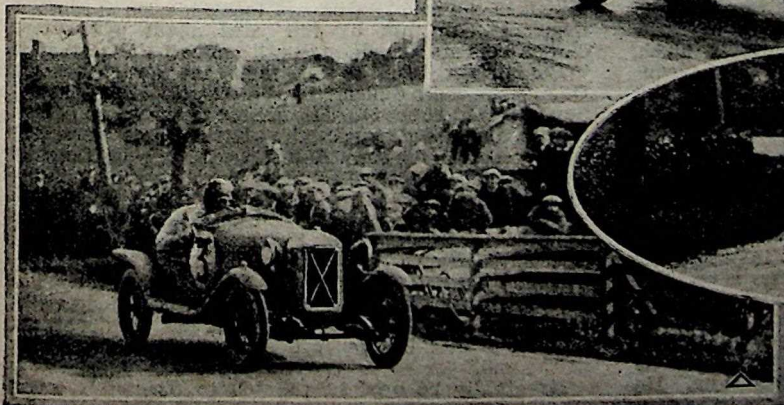
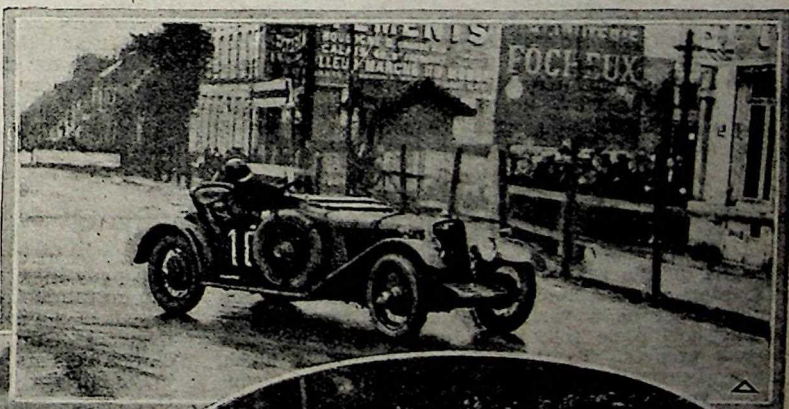
BOULOGNE WEEK COMPETITIONS.

PRIOR to the long-distance road races which were held last Saturday and Sunday at Boulogne, a number of typical French competitions took place during the earlier days of the week.

The best-supported events were, as always, of a speed character. These consisted of a hill-climb and speed trial, in the joint results of which Plunkett Greene (Frazer-Nash) led the 1,500 c.c. sports class, with a Derby the winner of the 1,100 c.c. class. Goutte (Salmson) won the 1,100 c.c. racing car category.

An event of considerable interest was held on the Wednesday afternoon. It took the form of a coachwork competition on the front at Le Touquet, and a number of British cars took part, notably a four-seater Lea-Francis of the very latest type. With Miss Doris Delaney at the wheel, it took first place and was immensely admired by a small but enthusiastic crowd of extremely critical spectators, many of whom were prominent figures in the French coach-building industry.

Amilcars, a Frazer-Nash, a Salmson and a Renault were other cars which won prizes in this competition.



In the Georges Boillot Cup Race. No. 10, Kaye Don (Lea-Francis); No. 3, George Newman (Salmson); No. 20, C. M. Harvey (Alvis).

MAKING THE MOST OF LATE SUMMER.

PLANNING ENJOYABLE TRIPS TO
SUIT THE SHORTER DAYS—THE
CLAIMS OF BLACKBERRY OUTINGS.

LATE summer is frequently a serene period when the countryside appeals with more than lukewarm insistence. On those days when the blue overhead is dappled by wisps of fleecy cloud drifting slowly before a gentle wind, and the sun shines with a soft, amber warmth, the countryside needs no eulogy. Every moment is precious to the lover of outdoors during these sunny hours, with the sweet scents of coming autumn telling of the waning year. The hills, the woodlands and the sea all make their appeal when autumn is fast approaching.

This is the time when short runs are so enjoyable; a spin of 30 miles out and home again on a late summer afternoon is often more delightful than a long day's run during the uncertain weather of July. Indeed, a half-day trip stolen from a busy week in late summer is frequently remembered when a more ambitious tour is forgotten.

There are various ways in which such a run may be made interesting and profitable. For instance, a blackberry outing, followed by tea in the sunshine on some furzy common, can be a most enjoyable affair. Take one or two small fruit baskets in the car and set out for the high common where the brambles are crowded with black, juicy berries; park the car somewhere out of the way and then seek the ripest fruit. Given a late summer day when the weather is genial,

and a blackberry outing in the silent lanes—where the foliage of the dogwood is turning to purple and bronze in the September sunshine—can be one of the jolliest outings imaginable. Not easily will be forgotten those happy hours spent in picking the fruit until the basket is full of the berries to make jam and other good things . . . and the return in the evening with fingers stained purple and hands scratched not a little. In the valley the partridges call as they gather for the night, and the pungent smell of wood smoke from some cottage garden drifts on the air—a sweet perfume adding pleasure to the run home in the cool of the evening.

There is, too, the short run which has for its object a visit to some particular place of interest not too many miles distant from home, perhaps to some old historical castle or country mansion, perhaps to some spot associated with a great man. No matter where one resides there is bound to be a place of more than ordinary interest within the range of a short car journey from home, and the motorist would do well to look up all such places in local guide books.

With the advance of autumn, days are appreciably shorter and the short trip becomes more and more a substitute for the long run—but one should never fail to seize every opportunity for getting out of doors. If you seek the countryside in September you will find it full of charm. A.S.

A GARAGE PROPRIETOR'S PHILOSOPHY

MOST people regard the average country garage proprietor as a kind of up-to-date brigand and his establishment as a veritable Aladdin's Cave. It is curious how some folk insist on thinking in little, narrow grooves. To these, brides invariably blush, watches bear some unaccountable resemblance to leguminous vegetables, and schoolboys insist on using the Latin tongue when addressing their parents. In practice such things rarely happen.

It is the same with me. I never rob people and I have many friends and few enemies among the light car owners in my district. When I read in the correspondence columns of the motoring papers about the enormities perpetrated by garage proprietors, I smile; but the smile is one of sympathy rather than of mere amusement or indifference. Perhaps I am a peculiar fellow among garage keepers, but I know of many not unlike me.

My colleague, the blacksmith, down the street, must be equally disappointing in some ways. There is nothing of the "brawny arm" business about him. He

is a puny little fellow who never lights his forge if he can do the job on the brazing hearth, and there is not a man in the county who can touch him on spring setting. He can talk by the yard about pyrometers, carbon content, tensile strength and all the rest of it.

But to get back to my light car owner friends. One of the most difficult in the district is old Colonel Squibs (I.A. retired). He seems to be so convinced that I am going to rob him that he gets quite disappointed if I do not. A few weeks ago he rang me up and wanted a price for decarbonizing the engine of his car. I quoted £2, which is the charge recognized by the manufacturers—a price that, I might say, leaves very little profit if, as I insist, the job is taken seriously.

This would not do for old Squibs, however. The man in the next village had quoted 35s. "Very well," I said, "if you keep on trying you can, no doubt, get an offer of 30s., but you will find it a dear transaction in the end."

Eventually he brought the job to me and I found

The 1928 ROVER

This model is a development of the famous "Nippy Nine" Rover, the engine having recently been increased in bore, and now develops 25 h.p. The 10/25 h.p. Rover like its 9/20 h.p. prototype, has won fame largely by the extraordinary "nippiness" of its road performance, and by the fact that its running cost is so remarkably low. Between 36 and 40 m.p.g. is the normal fuel consumption, even with fully laden saloon.

For 1928 there will be no alterations to the chassis specification, which now, of course, includes enclosed transmission. A wide choice of bodies is offered, including 2- and 4-seater models and 2- and 4-seater semi-sports models, as before. The semi-sports models are now fitted with wire wheels.

The "Paris" model Weymann saloon has achieved wide popularity during the comparatively short time that it has been listed, and this will be continued without alteration of any sort. Its remarkably smart lines, its luxurious and roomy interior and splendid road performance have combined to make it beyond doubt the finest value at its moderate price.

The complete range of models is as follows:—

Touring 2-seater	£220
Touring 4-seater	£225
Detachable head Coupe	£235
Semi-Sports 2-seater (fitted with wire wheels)	£260
Semi-Sports 4-seater	£260
"Paris" model Weymann Saloon	£250

The "Paris" model Weymann Saloon will also be supplied with folding roof at an additional charge of £15.

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

Authorised Agents
Everywhere.
List with pleasure.

TECHNICAL SPECIFICATION.

Treasury Rating ..	9'8 h.p.
Inland Revenue Tax (per annum) ..	£10
Bore & Stroke (in m/m)	63 x 95
Cubic Capacity (in c.c.)	1185
Type of Valves ..	Overhead
How Operated ..	Long Push Rods
Number of Cylinders ..	4
Cooling System ..	Pump
Lubrication System	Pressure
Capacity of Fuel Tank	6 galls.
Type of Ignition ..	Magneto
Type of Clutch ..	Dry Plate
Gearbox Position ..	Unit with Engine
No. of Forward Speeds ..	3
Position of Gear Lever	Central
Type of Steering Gear	Worm and Wheel
Wheelbase ..	8 ft. 8 ins.
Track ..	4 ft. 0 ins.

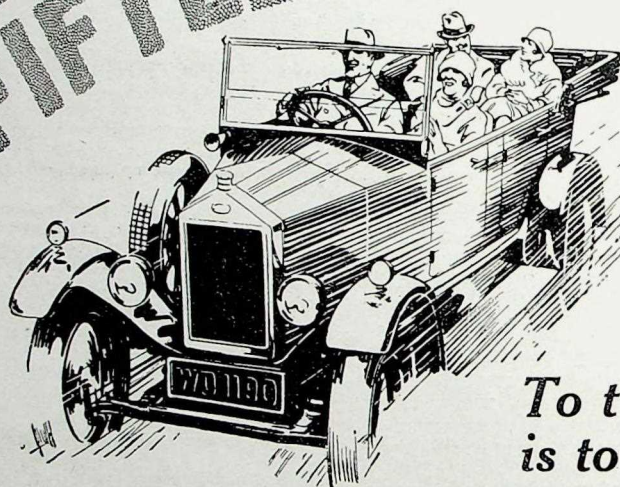
The coupon below
will bring full
particulars.

Please send me details of 1928 10/25 h.p. Rover Models.

Name..... Address.....

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

THIS WOLSELEY
FOR TWO
HUNDRED AND
FIFTEEN POUNDS



£215

*To try it
is to buy it.*

A famous car with a famous name.

A car you can be proud of.

A car that will serve you exceptionally well.

Such is this 11'22 h.p. Wolseley at £215 for the open car and £300 for the saloon. It represents the finest possible value obtainable in the £11 tax class.

'TAKE A TRIAL RUN.—Write for catalogue and permit us to arrange a trial run for you from your own home through your nearest dealer.

WOLSELEY MOTORS (1927), Ltd., Adderley Park, Birmingham.

D.A.

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.

two valves that needed truing up in the lathe and re-seating. I rang him up and quoted 5s. for this extra work. His language was horrible; I was a thief and a rogue and if I thought that having got his car into my place I could do what I liked with it and charge accordingly I was making the biggest mistake in my life. £2 I had quoted and £2 it must be, or he'd "have the law on me."

It was impossible to reason with the man, and so £2 it was. I was ashamed of the job when it left my place, and I am still more ashamed and close my eyes—and stop up my ears—whenever this car passes by. It has been back on the road only about a week now, and not more than eight of its ten horses are in business. That is the kind of job I prefer to be without.

An Old Stager.

Our vicar and I are good friends. He runs an air-cooled cyclecar of ancient vintage, and I think I can honestly claim a little credit for its still being on the road. Spares for this car are unobtainable anywhere, at any price. On more than one occasion I have spent an hour at a time turning over my scrapheap in the hope of finding something to get it out of trouble. As a rule I have succeeded. Ford valves, for example (it burns out an exhaust valve every few hundred miles!) can be made to fit with a little persuasion, whilst on one occasion, when a timing pinion had stripped and the outlook was particularly black, I unearthed a rusty old pinion that had come, I believe, from an old gas engine long defunct. I managed, by a series of miracles to fit it.

A cloud is gathering on the horizon of my very pleasant relations with the vicar, however, and that is that he is beginning to talk about a new car and a part-exchange deal. "Of course, my friend," he said to me, "you have looked after me so well, that I could not think of going elsewhere before you have had your chance to quote me a generous figure for the old cyclecar." I am still wondering what on earth to do in the matter!

Some of the light car birds of passage through our village give me moments of anxiety. Two gentlemen, apparently of the bookmaking fraternity, arrived in

the evening some little time ago and asked me to mend a tyre and do a few other jobs while they went up to the hotel to dinner. I was to be sure to have the car ready again by eight o'clock, and to this I agreed. One of them then rather surprised me by opening a bag that appeared to contain some hundreds of pounds in loose notes and handed me a £1 note. They had, he explained, "had a good day" at the races and were prepared to pay handsomely for satisfactory service. Of course, I had no objection to pocketing the note; it occurred to me that they had been drinking, but they were by no means drunk in the strictly legal sense.

Eight o'clock came, then nine and then ten, but there were no signs of my customers from the hotel. The car, of course, had been ready since eight. I was just thinking of ringing up the hotel, when I walked a constable, who told me I need wait no longer.

Only the driver appeared the next morning, and he had a bandage round his head. Very sheepishly he paid my bill (he had forgotten about the £1 of the previous night!) and departed.

The Reason.

I learned afterwards that the two had come to blows in the hotel over their winnings and that a general mêlée, in which glasses were smashed and furniture was overturned, had followed. Both had spent the night in the lock-up and paid 40s. in the morning for the privilege!

The various interesting light car drivers that I meet almost daily are legion. There are the elderly ladies who throw their arms around me and go into hysterics because of some slight trouble, and the youths with super-sports models who "peter out" and ask to be towed in, simply because they have not heard of a reserve petrol supply. There are, too, the elderly parsons who remark merely, "Oh! what a nuisance" when they run two big-ends, and the retired colonels who have a great deal more to say in similar circumstances. My rewards, although, as a rule, poor in kind, are at times rich in the insight I get into the unexpectedness of human nature.

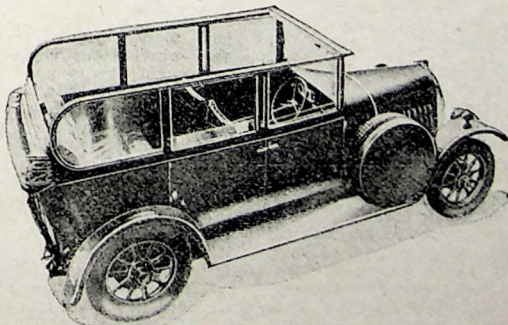
COUNTRY GARAGE PROPRIETOR.

CLEVER "SUNSALOON" BODYWORK.

IN view of the recent discussion which has been taking place in this journal on whether cars of 1928 should be fitted with saloon bodies which open, or all-weather tourers which will close up and become, to all intents and purposes, saloons, the Sunsaloon body is distinctly interesting.

This type of bodywork, which is being handled by a new company, known as Sunsaloon Bodies, Ltd., 75-77, Colmore Row, Birmingham, fulfils the desire for a saloon which opens. It is adaptable to any type or size of chassis and, whilst maintaining the comfort and appearance of a saloon, it may be opened in 22 seconds to provide all the amenities of a touring car.

This is performed by sliding a flexible-topped roof along grooves in the tops of the body-sides in a manner similar to a roll-top desk. The forward cross-stay of the flexible roof is fitted with a spindle and two pinions to engage with racks placed in grooves on the body sides. The spindle is turned by a small removable crank handle and the operation is surprisingly light and smooth.



A Sunsaloon body in fair-weather trim; when desired the body can be closed, giving protection equal to a high-class saloon.

All the moving parts are spring loaded to avoid rattles, and an interesting feature of the conversion is that the hood material is automatically folded and packed away without assistance from the hands. It is necessary only to turn the handle and each section

of material is in turn folded away into its correct place in a manner which makes a nip or chafe almost impossible. Arrangements have also been made whereby the roof may be opened or closed by electrical power, this operation being completed in the same short time without either passengers or driver leaving their seats in the car.

Messrs. Alexander and Co., of Edinburgh and Glasgow, are responsible for the development of this body, and we are informed that so great has been the interest displayed by both the trade and public that a separate

company has been registered in Sunsaloon Bodies, Ltd. At least one light car manufacturer will be standardizing Sunsaloon bodywork for the coming season, this being the Singer concern.



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.

MORE MORGAN MATTERS.

Interesting and Helpful Letters from Cyclecar Owners.

Tyre Behaviour on Morgans.

Quite a number of correspondents have recently referred to the rather extraordinary immunity from punctures which three-wheelers seem to enjoy. There was a time when

I carted a spare tyre, two or three tubes and a complete puncture outfit round in my Morgan. Now I simply take one tube, but in four years of good hard "Morganing" I have never had to use it. A very large percentage of my mileage has been done in reliability trials, and I certainly do not respect my tyres. Nevertheless, as I say, I have not experienced one puncture in four years.

I am often amazed at the almost uncanny freedom from punctures of which Morgan trials riders can boast. At the foot of an observed hill nearly every one of them lets a little air out until his rear tyre is so flabby that it looks almost flat. Then off they go, accelerating violently on some of the worst possible surfaces, concerned only with avoiding wheelspin and never thinking of a puncture.

The secret, of course, is never to run the back tyre smooth. So soon as the tread begins to disappear the cover should be transferred to the front, or should be retreaded. The front tyres, I have found, can be run down to the canvas quite safely.

V. A. CATION.

A Further Letter from "PF6673."

May I be permitted to thank various correspondents for answering my question about Morgan back tyres? I think that "CT3000" seems to have had the best experience, so

Wheel
Wobble.

I have just fitted a best-quality Rapson tyre to my back wheel. The Rapson guarantee, incidentally, applies to four-wheeled vehicles only, but the makers told me that if the cover did not give a reasonable mileage they would meet me on the price of a new one.

As the above seems to have been of interest, I am tempted to open up another Morgan matter—wheel wobble. I have spent a lot of time fighting this trouble on my different Morgans and have managed to keep it down, but it is a matter that still crops up, especially with balloon tyres. I fitted a Hooley steering damper, on "Shacklepin's" advice, but while this helped matters it did not cure the trouble entirely. The thing I have found to help most is to set the front wheels to "toe out" slightly; after lining up the front wheels, one turn (screwing up) of the adjustable end of the track rod is usually enough to make a big difference. This may mean more wear on the front tyres, but I doubt if it causes so much as wheel wobble does, and it certainly does not throw so much strain on the steering gear.

B42

Can anybody suggest a good grease for the bevel box? I find that with a thin lubricant the bevels "whine," especially when going downhill, whilst with a thick grease the bevel wheel cuts a channel in it after a few days and the "whining" starts again.

In reply to Mr. R. Hartley, thick grease instead of oil in the clutch is a great improvement, but it has to be injected weekly and the ins'de thrust bearing must be remembered, as the grease does not get there. The Morgan Co. have always sent me an instruction book on request and have never charged me for it.

Finally, I should like to say how much I appreciated "Focus's" article "Back to the Cyclecar"—it was so unbiased. "Focus" does not seem to miss much. I should hate to try to sell him a car that had a few slight defects!

PF6673.

Keeping the Clutch Sweet.

Having been a keen Morgan owner since 1920—I am now running my eleventh machine of this make—I have been following with interest the recent correspondence

A Useful
Tip.

regarding rear-tyre wear on these machines. I must say that some sound information has been published on the matter—information which is useful

both to the original correspondent and to the countless three-wheeler owners who have been following the subject.

I would like to pass on a tip too that has served me well in my efforts to keep the clutch sweet. I removed the clutch cover-plate from the rear of flywheel and refitted it very carefully with a felt packing piece so as to make a greaseproof joint between flywheel and cover. I then put a handful of good grease into the flywheel through the clutch opening; this I replenish when the clutch again becomes fierce. The clutch cover-plate will now retain the grease in the flywheel and centrifugal force distributes and keeps the lubricant on the clutch face. From one to 2,000 miles should be easily accomplished before the treatment need be repeated.

With regard to tyre wear on the rear wheel, I have obtained 12,000 miles from a Goodyear balloon cord, 27 ins. by 3.85 ins., to fit 700 by 80 B.E. rim. This tyre, incidentally, has been more proof against skidding than any I have tried; the tread, extending well down over the walls of the cover, checks skids when the tyre is forced sideways slightly during quick cornering.

Before concluding I should like to ask if any of your readers can suggest a way of altering or refitting the front-wheel brake lever of the de luxe model so as to permit of easier entrance to the driver's seat?

WEE THREE.

MERITS

FOR EIGHT YEARS

OR eight years the name Alvis has stood for all that is outstandingly good in Automobile construction. The Alvis car represents the greatest advances in design, the most masterly example of engineering skill, the finest conception of quality. The concentrated knowledge and experience of eight years spent in the constant attainment of Supremacy is embodied in every car bearing that world-famous name.

The fact that every Alvis Chassis is guaranteed for *three* years is an indication of its quality. In choosing an Alvis, therefore, you are choosing a car of proved merit.

The prices of all 12/50 h.p. Four Cylinder Models ranging from £485 remain unchanged for 1928.

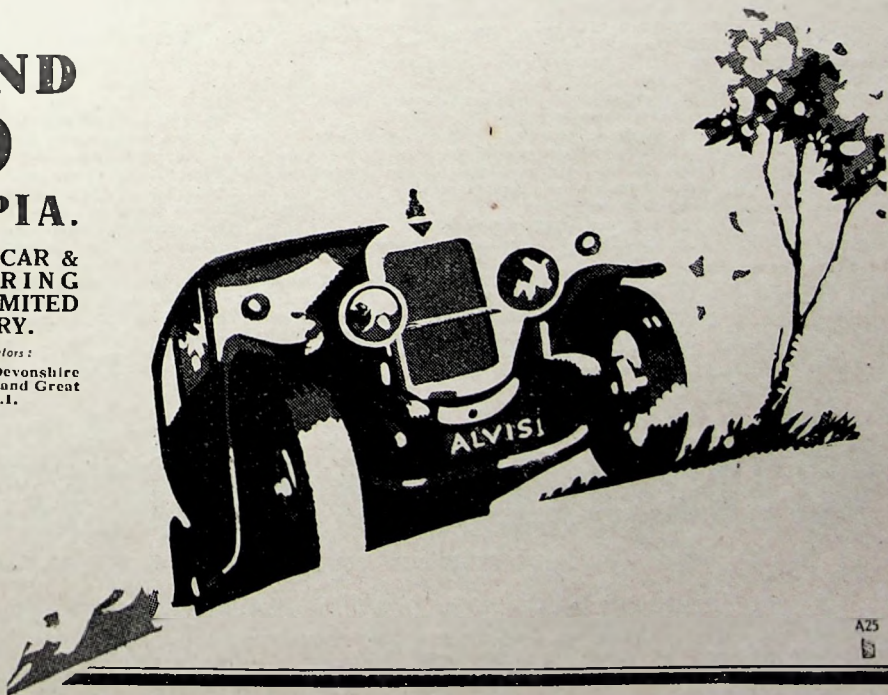
Ask for 1928 Catalogue.

STAND 39 OLYMPIA.

THE ALVIS CAR &
ENGINEERING
COMPANY LIMITED
COVENTRY.

London Distributors:

Henlys Ltd., Devonshire
House, Piccadilly, and Great
Portland Street, W.1.



A25

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

B43

ith the value
and
DOWN
WITH
THE **PRICES!**

*I*T never rains but it pours! The price of the Austin 7 chassis was reduced by £13 at the same time that increased production in our new works at Wembley lowered our overhead costs. Consequently we are glad to be able to announce a reduction of £25 in the price of the England Austin 7 Saloon, and a reduction of £15 in that of the England open 2-seater Cup Model.

England Austin 7 Saloon* now £170

England Austin 7 Cup Model £150

In both models the design and equipment have been improved and include "Scaco" pneumatic seat cushions and unsplinterable safety glass throughout. The Saloon has a roof lamp, ash tray, 8-day clock, pile carpet, etc.

**The 'England' Austin 7 Saloon
NEW FEATURES**

1. One-piece opening windscreen, with 'England' patent locking device.
2. Larger bucket seats and increased tool space.
3. Brown real leather upholstery.
4. All-metal dash and improved electric wiring.
5. Many structural improvements.
6. Dial petrol gauge.
7. 'England' patent door lock.
8. Exterior finish in five standard colours.

**The 'England' Austin 7 Cup Model
SPECIAL FEATURES**

1. Unsplinterable glass screen.
2. Real antique leather upholstery.
3. Luxurious pneumatic seating.
4. Snug all-weather equipment with side screens opening with the doors.
5. Exterior finish in five standard colours.
6. Many structural and minor improvements.
7. Automatic windscreen wiper.
8. Five lamps, including parking lamps on wings.

1928
**AUSTIN
SEVENS**
with

★ The new 'England' Austin 7 Saloon will be on view at the Motor Show at Olympia (Stand 48) from Oct. 13th to Oct. 22nd. The patent light-weight but rigid construction of England bodies means increased speed, quicker acceleration, better hill-climbing, lower running costs, freedom from body noises, and elimination of driving fatigue. Full specifications are gladly sent, and trial runs arranged, on application to either of the addresses given below.

England Bodies

INSULATED AGAINST CHASSIS VIBRATION

GORDON ENGLAND LTD., 28 SOUTH

WORKS: PALACE OF



MOLTON ST., LONDON, W.11. (Mayfair 6378)

INDUSTRY, WEMBLEY

Re IMMEDIATE DELIVERY — England Cup Models, £150; Austin 7 Saloons, £170; Austin 7 Chummies, £135; and good used Austin 7's (all models).

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

OUR READERS' OPINIONS (contd.).

When is a Car "British"?

The chief intention of the Merchandise Marks Act, 1926, which came into force on June 15th last, was to ensure that imported foreign goods sold in this country should

An Interesting Query. The purchaser would know whether the goods he was buying were of British or foreign manufacture. Section 1 of the Act provides that it shall not be lawful to sell or expose for sale any imported goods to which there is applied any name or trade mark of any manufacturer, dealer or trader, or the name of any place or district in the United Kingdom, unless the name or trade mark is accompanied by an indication of origin, and the name or trade mark shall be deemed to be applied to goods if it is applied either to the goods themselves or to some other thing in or with which the goods are sold or exposed for sale.

The section is not to have effect in respect of the application of a name or trade mark to articles used or to be used as coverings, labels, reels or otherwise as articles in or with which goods manufactured or produced in the United Kingdom are sold or exposed for sale if the name or mark applied is the name or trade mark of the manufacturer of or of a dealer or trader in those goods in the United Kingdom and the name or mark was applied with his consent.

Clearly, it would be no offence under the Act for an English jam manufacturer, for instance, to buy his pots from Germany, put in his jam and stick his label on the pot, or for a manufacturer of sewing cotton to buy his reels in France, wind on his cotton and put his label on the end of the reel, and in neither of these cases would it be necessary to mark the jam container or the cotton reel with an indication of origin.

The question that is exercising our minds, therefore, is as to whether an English motorcar manufacturer, for instance, would be committing an offence if he purchased,

say, lamps or tyres or magnetos from abroad and fitted them to a car which contained in the usual place the trade name of the car or the trade mark or name of the manufacturer, and then sold the car without indicating in a prominent position that the tyres or lamps or magnetos were of foreign origin.

The wording of the section is somewhat difficult to decipher, and it may be that in due course the assistance of the courts will be required before manufacturers or agents or dealers in this country will know exactly where they stand.

If a motorcar or motorcycle manufacturer could import, say, 75 per cent. of the component parts of the car or motorcycle from abroad, assemble them in this country and apply to the completed machine his name or trade mark without committing an offence under Section 1 of the Act, then it seems to us that the Act is likely to be to a great extent a dead letter. Surely it was the intention of the legislator in framing the Act to make such a thing an offence unless the indication of origin be clearly shown.

On the other hand, suppose the only foreign articles used in the construction of the car or motorcycle were the pistons or the gearwheels which are hidden from the eye, is it necessary for the motorcar or motorcycle manufacturer and the agent or dealer to see that before he sells or exposes for sale a car or motorcycle that an indication that the pistons or the gearwheels in the car are of foreign manufacture is clearly marked so that a purchaser shall know that the article he is buying, although ostensibly British-made throughout, may contain some parts of foreign origin? Where is the line to be drawn? We welcome the views of others on what seems to us to be rather an important matter, not only to manufacturers in this country, but agents, dealers and the public generally.

JOHN V. PUGH,
RUDGE-WHITWORTH, LTD.

The Rover Eight—Further Views.

The Question of Gear Ratios.

We are interested in the experience quoted by Mr. Kinder in your issue of September 9th, and as he makes reference to the question of the variation in performance on account of differing gear ratios, it brings forward a point which is not readily understood by owners comparing notes on their varying models. We have been in touch with many readers of *The Light Car and Cyclecar* through our advertisements in your journal, and on going into these matters we are very often able to explain the difference between two Rover Eights on a purely mechanical basis.

	Top gear.	Second gear.	First gear.	Reverse.
A ...	4.83	7.79	14.84	19.41
B ...	5.8	9.35	17.31	23.29
C ...	4.83	8.63	16.45	21.51
D ...	5.8	10.36	19.74	25.81
E ...	4.83	8.63	18.1	22.3
F ...	5.8	10.36	21.75	26.77

A and B apply to the first cars numbered from 80001 to 80500 (unless altered) and having 28-in. wheels.

C is standard after the above and may have 26-in. or 28-in. wheels.

D, low gear axle fitted to certain types specially to order.

E, low first speed.

F, same as D, but with low first speed.

In these cars, for instance, there are long-stroke and short-stroke engines, whilst the ratios in the gearbox and also in the rear axle differ. We enclose a table of these ratios as it may interest other readers, and will most certainly account for the varying maximum speeds which owners of these cars obtain.

The low first-speed gear can be fitted to existing cars, and,

similarly, the back-axle ratio may be changed. It is difficult, in many cases, for the owner to realize that variations are incorporated. For instance, there is a solitary car, out of hundreds in this district, which was equipped specially for the writer with 28-in. by 3½-in. wire wheels. This, of course, alters the effective gearing still more, and, in order to counteract this on bottom speed, it is fitted with the low first gear mentioned above.

We are continually pointing out to correspondents the necessity for making certain what is in their cars, as it often happens that a second-hand model has been altered by previous owners.

POLLITS, THE ROVER SPECIALISTS.

A Big Car Owners' Impressions.

The experiences and opinions of Rover Eight owners, recorded in your journal a few weeks ago, aroused my interest to such an extent that, although I run a 13.9 h.p. saloon, I bought a two-seater, 1922

"Have Found a Friend." Rover Eight solely to find out if the praises were justified. I paid £30 for the car, and without effecting any alterations or repairs, set out to tour. I am 6 ft. 3 ins. in height and weigh 13½ stone, whilst my companion was only a few pounds lighter, and we took ample baggage.

We left Gerrards Cross, Bucks, at 8 a.m. on the Monday morning, and reached Bettws-y-Coed, a distance of 201 miles, at 7 p.m. Our actual running time was 8½ hours. We had no compulsory stop, and we felt in no way cramped or tired when we arrived.

Determined to find the weak points in the little car, we picked up two adult friends, and during the next three days toured 200 miles of the worst roads in North Wales. We climbed the Llanberis Pass from each side with ease in second gear, and on the mountain road from Blaenau Ffestiniog to Dolwyddelan, there was no necessity to use bottom gear. The springs could not stand the weight of four persons, and the rear wheels rubbed on the mudguards considerably.

Without our extra weight, we set out for Aberystwith

OUR READERS' OPINIONS (contd.).

on the Friday. From Dolgelly we took the mountain road over Waen Oer to Dinas Mawddwy. Being in unfamiliar country, we attempted this rough climb with an already hot engine, and on the last sharp rise had to drop into first gear. We noticed a strong smell of burning rubber, and on reaching the top, found that the heat of the engine had melted parts of the insulation on the high-tension wire. The garage man in Aberystwith told us that many larger cars fail to make the ascent and this I feel sure must be the fact.

We journeyed home via the Devils Bridge, Rhyader, Radnor, Hereford, and Gloucester. The total mileage covered was 673.5, the oil and petrol cost 50d. per mile. The petrol consumption was, for a car of this size, far too large, only 31.2 miles being run to the gallon. I should like to know how to improve this, as I feel certain it could be bettered to an appreciable extent.

It was my intention to sell the car on my return, but

after a run of this extent without even cleaning the plugs or inflating the tyres, I think I have found a friend as well as a very economical conveyance.

DUDLEY CHAFFEY.

Water-cooling Favoured.

I am extremely obliged to Mr. Kinder for his letter giving his experience with Speciallloid pistons, and I am glad the results are satisfactory, as some time ago I decided to fit these pistons in an attempt to improve the cooling of my Rover Eight. This I intend to do during the coming winter, when I also intend to make a few alterations to the exhaust system to aid the cooling further. Whilst agreeing that air-cooling can be made almost equal to water-cooling, I still think that a water-cooled Rover Eight would be a good commercial proposition and would give satisfaction to thousands of users who, like myself, appreciate a thorough engineering proposition.

S. G. HUBAND.

Safety First Principles.

Statistics show that motorcar fatalities are increasing every week at an almost exact pace with the increase in the production of motor vehicles. I suggest that every local authority should consider the information of a permanently operating safety-first committee with two objects:—

Road Accident Prevention.

(1) The close study and provision of practical road and street safety arrangements. (2) The development, in co-operation with the National Safety First Association, of strong local propaganda to inculcate in everyone the habit of using safety-first principles in their daily movements.

H. C. PARRY, Governing Director,
NATIONAL SAFETY SERVICES, LTD.

What Happens to—

I have often wondered, when looking through old copies of *The Light Car and Cyclecar*, what happens to all the racing cars which are described and illustrated when they are no longer up to actual racing work.

—Old Racing Cars?

Are they broken up, do they rust in their makers' workshops, forgotten and useless, or do they find their way into the appreciative hands of a really sporting owner who minds not the mud from guardless wheels and the biting wind and rain beating unheeded upon him?

I am prompted to write this by the fact that I have had for nearly a year an ex-racing car, which has given me more pleasure than any other car I have ever owned.

It is an Eric-Campbell, which took part in one of the 200-mile races, and I believe did very well in the Bou-

logne races in 1925. I succeeded in reaching Bournemouth (103 miles) in 148 mins. (41 m.p.h. average), and I did not feel the least tired; in fact, I started back after a stop of under 3 hrs., and even then was not unduly fagged at the completion of the return trip.

I may say there seems a ready demand for this type of bus, for when I advertised it for sale some time ago I had several inquiries.

I enclose some photos which might prove of interest to any of your readers who remember the car in its "track" days, and I might add I should be pleased to hear any accounts of its successes, with all of which I am not at present acquainted.

BM/RDBO.

The Liverpool-Brooklands Trial.

I was very much interested to see your remarks in "On the Tapis" on the possibility of a revival of the London-Manchester by the J.C.C. At the annual meeting of the Liverpool and North Wales Centre a year or so ago, Mr. Bradley, the honorary general secretary of the J.C.C., spoke of the possibility of this event being revived as a London to North Wales trial, our Centre to organize the northern section. As you know, the old Northern Centre of the J.C.C. has now been divided into the Yorkshire and the Liverpool and North Wales Centres, both of them being thriving children of the parent body. I need hardly say that such a revival would be heartily welcomed by us.

An Interesting Event.

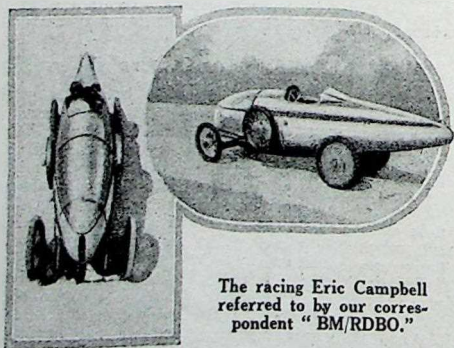
The further correspondence published last week prompts me to say that we are holding a double 12-hours' trial, in conjunction with the Liverpool Motor Club, on October 14-16th, which seems to meet the requirements and ideas of your correspondents. Starting at Chester on Friday night, and arriving for breakfast at Staines on Saturday, competitors return home to Sandiways, Cheshire, on Sunday. The routes are over main and good "B" roads through pleasant and picturesque country. The trial will be plainly marked and the course presents no difficulty to the ordinary driver or car.

Our objects are, first, an interesting social run and weekend, visiting the Motor Show and that "most thrilling and spectacular event of the year," the 200-mile Race at Brooklands; secondly, by organizing a trial in which the novice can hope to compete successfully with the "old timer," to encourage the sporting side of motoring.

The premier award, the J.C.C. (Liverpool and North Wales Centre) Challenge Trophy, with a silver replica to be kept by the winner, will be decided on secret checks. We think that this will make timekeeping difficult enough to add zest to the run, and, at the same time, by ensuring regularity of running, aid the sociability of the trial. A silver rose bowl is also offered for the best performance put up in the trial by a tyro.

We hope to make this run an annual fixture, and, with the experience gained by this year, so to improve subsequent trials that a Liverpool-Brooklands award will be a cherished possession. I shall be glad to furnish anyone who is interested with fuller particulars and entry forms.

GEO. A. QUEMRY, Hon. Sec.,
Liverpool and North Wales Centre,
Junior Car Club,
20, Queen's Drive, Stoneycroft, Liverpool.



The racing Eric Campbell referred to by our correspondent "BM/RDBO."

logne races in 1925. It is now fitted with an o.h.v. 8.9 h.p. Coventry-Simplex engine, which gives me over 75 m.p.h., and I have nothing but praise for the car. Built for the track, it is, of course, rock-steady at speed and wonderful on corners. The gearbox is likewise perfect and has four speeds, which gives me terrific acceleration; incidentally, I can change down from top to second gear at 40 m.p.h. without the clutch.

I do not want to raise the old average-speed controversy, 246

The Wonderful Record of DUNLOP TYRES

GRAND PRIX
d'OVERTURE
Montlhery
1st & 3rd

PENDINE
Malcolm
Campbell
(Feb. 4th)

FLYING KILO
Mean Speed
174'883 m.p.h.

FLYING MILE
Mean Speed
174'224 m.p.h.

DAYTONA
BEACH
Major Segrave
(March 29th)
World's Records
KILO
202'98 m.p.h.
MILE
203'79 m.p.h.
5 KILO
202'67 m.p.h.

TARGO
FLORIO
Unlimited
Class—1st
1500cc.
Class—1st

RUDGE
WHITWORTH
CUP
LE MANS
1st, 2nd & 3rd

BOLOGNA
GRAND PRIX
ITALY
1st
1100cc. Class
1st
1500cc. Class
1st
2000cc. Class

FRENCH
GRAND PRIX
(A.C.F.)
Montlhery
1st, 2nd & 3rd

OPEN
FORMULA
RACE
Montlhery
1st, 2nd & 3rd

COUPE
de la
COMMISSION
SPORTIVE
1st, 2nd & 3rd

SAN
SEBASTIAN
GRAND PRIX
1st, 2nd & 3rd

SPANISH
GRAND PRIX
1st, 2nd & 3rd

in Motoring, Motor Cycling and Cycling races and trials provides abundant proof of Dunlop superiority and endurance. The splendid successes shown here provide knowledge of tyre behaviour—knowledge of the tyre needs for all classes of events and usage. So—Dunlop quality and design are based on experience, and the valuable lessons gained in racing events and trials are embodied in the Dunlop Tyres you buy.

EUROPEAN GRAND PRIX

September 4th, 1927.

The winner, Benoist (Delage) used Dunlop Tyres. The course measures 312½ miles, and the winner's average speed was approximately 90 m.p.h.
(subject to official confirmation)

"Performance is Proof"

DUNLOP RUBBER COMPANY LTD
FORT DUNLOP :: BIRMINGHAM
Branches throughout the World

C.F.H. 743

It's dangerous to run your car with old oil in the sump

TWO GREAT OCEAN FLIGHTS

LINDBERGH across the Atlantic
U.S. ARMY AIR CORPS PILOTS
across the Pacific.

accomplished on a
standard grade of
Mobiloil

Make the Mobiloil Chart your guide

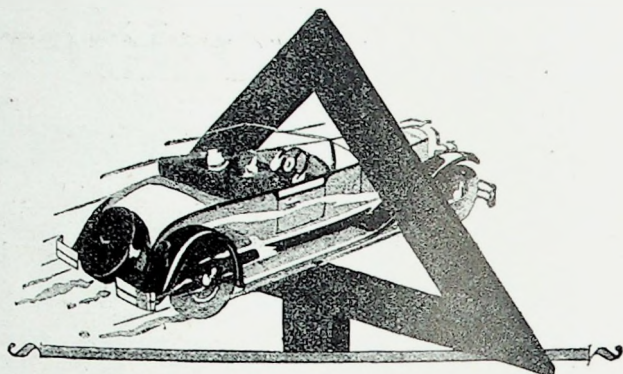
If your car is not listed below you will find it in the Mobiloil Chart at your Garage.

WARNING:

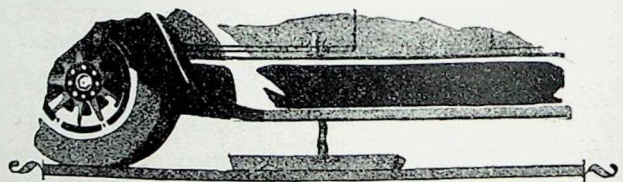
Don't ask for "A" or "BB", always ask for Mobiloil "A" or Mobiloil "BB."

NAME OF CAR	1927	1926	1925
	Engine Summer Winter	Engine Summer Winter	Engine Summer Winter
Alvis	BB	A	BB
Armstrong-Siddeley	BB	A	BB
Austin, 7 h.p.	BB	A	A
Austin, 12 h.p.	BB	A	A
Austin (other)	BB	A	BB
Bean	A	A	A
Citroen, 7.5 h.p.	A	A	Arc
Citroen, 12/24 h.p.	A	A	Arc
Citroen (other)	BB	A	BB
Clyno	BB	BB	A
Crossley, "Six" and 14 h.p.	A	A	A
Crossley (other)	A	BB	A
Daimler (all models)	A	A	BB
Darracq, 12/32 h.p.	BB	BB	BB
Darracq (other)	A	A	BB
Hillman	A	A	A
Humber, 8 and 9/20 h.p.	A	A	A
Humber (other)	BB	A	BB
Jowett	A	A	A
Lagonda, 12/24 h.p.	A	A	A
Lagonda (other)	BB	A	A
Lanchester	A	BB	A
Lancia (Lambda)	A	Arc	Arc
Morris-Cowley	A	A	A
Morris-Oxford	A	A	A
Peugeot (SI, Valve)	A	A	A
Peugeot (SI, Valve) 12 h.p.	A	Arc	Arc
Peugeot (other)	BB	A	BB
Riley, 11 and 12 h.p.	BB	A	BB
Rolls-Royce	BB	A	BB
Rover, 8 h.p.	A	A	BB
Rover (other)	A	A	A
Singer	A	A	A
Standard, 14 h.p.	A	BB	BB
Standard (other)	A	A	A
Sunbeam, 4 and 6 cyl.	A	A	A
Swift	A	A	A
Talbot, 18/55 and 20/60 h.p.	A	A	BB
Talbot (other)	BB	A	BB
Trion	A	A	A
Vauxhall, 14/40 h.p.	A	A	BB
Vauxhall, 23/60 and 25/70 h.p.	A	A	A
Vauxhall (other)	BB	A	BB
Welsley	BB	A	BB

Mobiloil Recommendations are endorsed by hundreds of Motor Manufacturers the world over.



Scored cylinders, slack bearings, and worn pistons result from the use of oil contaminated with petrol and impurities.



Drain off that old oil, and refill with the correct grade of Mobiloil, as specified in the Mobiloil Chart.

Mobiloil is sold everywhere in convenient packages—sealed for your protection. If you prefer to buy Mobiloil "loose," see that it is drawn from a container bearing the Mobiloil trade mark.

Mobil

REGD TRADE MARK

Make the chart your guide

VACUUM OIL COMPANY, LTD., London, S.W.1

OUR READERS' OPINIONS (contd.).

Youthful Enthusiasts.

I was interested to read the letter from "Fourteen-year-old" in your issue of September 2nd. I have met other boys like him, and the knowledge they have of motoring matters would "leave standing" many a car owner that I know. It needs considerable enthusiasm to take such an interest in motoring when one cannot take any active part in it, and I hope that "Fourteen-year-old" has among his friends one or two real motorists who give him some encouragement to follow up the finest and most useful pastime that ever was. NIPEY NINE.

CONDENSED CORRESPONDENCE.

Mr. Douglas Shaw (Erdington) writes regarding the desirability of shock absorbers for small cars, particularly Austin Sevens, and would like to have readers' experiences. As the matter is one of general interest, we shall be pleased to receive replies for publication in our Correspondence columns.

Having the misfortune to fracture the chassis of his Morgan, Mr. H. Roberts took it to the Scotstoun West Garage, Burnham Road, Glasgow. The work was carried out during a Saturday night and Sunday morning, with the result that Mr. Roberts was enabled to proceed on his

journey with very little delay. He mentions that a very moderate price was charged for the job and that the garage was elaborately equipped with the latest machinery.

Referring to the article "Maintaining Brake Efficiency," which appeared in our Special Safety First Issue, Ferodo, Ltd., write to point out that paraffin should on no account be used to clean bonded asbestos linings of their manufacture. The concern also warns readers against using excessive heat when burning out oil which has become impregnated in these linings.

INFORMATION WANTED.

ROVER EIGHT.—The opportunity to borrow an instruction book for the 1922 model would oblige.—A. Bates, 10, Furzeham Road, West Drayton, Middlesex.

LE ZEBRIN.—Any reader who has an instruction book for this car which he is willing to lend or sell is asked to communicate with—H. W. Foss, 35, Hollybush Street, Plaistow, E.13.

T.B.—Any reader who has an instruction book for the 1923 model which he is willing to lend or sell is asked to get in touch with—C. F. E. Bailey, Hillsboro', Barry Road, Barry, Glam.

G.N.—Any reader who has made extensive alterations to the bodywork of an old model with good results, or who has built a single-seater racing body suitable for this chassis, is asked to give details to—BM RDBO, London, W.C.2.

CLUB ITEMS AND SPORTING EVENTS.

J.C.C. SOUTH-WESTERN CENTRE.

The postponed trial will be held on Saturday and Sunday, September 24th and 25th. The trial is open to members of the J.C.C. with cars not exceeding 1,500 c.c., and the entrance fee of 5s. must be sent to Mr. Gordon Heday, 68, Above Bar, Southampton, on or before September 20th.

R.A.C. PERMITS.

The R.A.C. has issued the following closed permits:—September 18th, Sutton Coldfield and North Birmingham A.C., reliability trial; September 24th, Brighton and Hove M.C. speed trials at Lewes; October 8th, Huddersfield and M.S.C., freak hill-climb on Dalton Bank; Kent and Sussex L.C.C., speed trials at Lewes; October 22nd, M.C.C. high-speed trials at Brooklands.

PORTSMOUTH AND D. JOWETT C.

The annual reliability run for the Mitchell Bowl will be on September 25th, and all intending competitors are reminded that they should meet on Stockhead Common, near Havant, punctually at 10 a.m. Full particulars of the event may be obtained from the hon. secretary, Mr. L. Plaford-Donno, Balmoral, Aston Road, Southsea, Hants.

OOZELUM M.C.

The annual Poynton-Stewart Cup trial will be held on October 1st and 2nd, and will start from Cranford Bridge at 12 midnight on October 1st, finishing at Dunster, Somerset, at 12.30 p.m. on the following day. The course will include four entirely new bills, while the trial is said to be "run for sportsmen by sportsmen," and a large entry is expected. The club is of the opinion that there are not many Southerners who drive well enough to obtain first-class awards, and it is hoped that one or two Northerners will be present to set an example. The closing date for entries is September 26th, and full particulars may be obtained from the hon. trials secretary, Mr. I. J. Higgs, Porlock, Wickham Road, Shirley, Surrey.

AUSTIN SEVEN C.C.

The closing run of the summer programme of the London branch will take place on September 18th. Members will meet at 3 p.m. at Ealing Common for a run to Amersham and tea at the Griffin Hotel.

FORTHCOMING EVENTS.

Friday, September 16th.
Westex Centre (A.C.U.). 24-hour Trial.

Saturday, September 17th.
B.A.R.C. Open Meetings.
Southport M.C. Open Championship Race Meeting.
Redditch M.C. and C.C. Freak Hill-climb.

Sunday, September 18th.
Leeds M.C. Wilson Trophy Contest.
Leicester and D. M.C. Run to Wingfield Manor.
North London M.C. Picnic Run.
Austin Seven C.C. Run to Amersham.
Sutton Coldfield and N. Birmingham A.C. Reliability Trial.

Saturday, September 24th.
Midland A.C. Shelsley Walsh Open Hill-climb.
Brighton and Hove M.C. Speed Trials at Lewes.
N. London M.C. Half-day Trial.
Woking and D. M.C. and C.C. 24-hour Trial.
West of England M.C. Reliability Trial.
J.C.C. South-Western Centre. 24-hour Trial.

Sunday, September 25th.
Leeds M.C. Post Hill-climb.
Portsmouth and D. Jowett C. Mitchell Bowl Trial.

W. EALING M. AND M.C.C.

The annual Premier Cup trial will take place on October 2nd over a course of about 130 miles, on main and secondary roads, for all classes of car. The entrance fee will be 2s. 6d., and forms can be obtained from the hon. secretary, Mr. J. Maitland, 6, Leyborne Avenue, W. Ealing, W.12.

A.C.U. WESTERN CENTRE.

The open Stroud team trial and individual entry trial organized by the A.C.U. Western Centre will be held on Saturday, October 8th, starting from the Bear Hotel, Minchinhampton Common, Stroud, at 1.50 p.m. The course consists of circuit to be covered twice, and the distance of each circuit is approximately 20 miles. All competitors will be allowed a minimum of 70 mins. and a maximum of 75 mins. to cover each circuit. Entries, which close on Saturday, October 1st, must be sent to the hon. trials secretary, Mr. H. J. Hillman, Glen Roy, Uplands, Stroud.

BRISTOL M.C. AND L.C.C.

The annual 12-hour trial to Lymouth and back organized by this club took place recently and was favoured with excellent weather. This year the event was opened to all clubs in the Westex Centre (A.C.U.) and a large entry resulted. Touring and sporting classes were catered for, the latter having to follow a route via Porlock village and Doreham Hill to Lymouth, thence via Lymouth Hill and Beggars' Roost, back to Lymouth. The tourists were allowed to proceed from Porlock village by any route they desired and finished the outgoing journey on arrival at Lymouth. A stop-and-restart test was held for the sporting class on the bend of Lymouth Hill, the majority of the competitors failing. The return journey was through Simonsbath, Taunton and Bridgwater to Stockwood (near the club's trials headquarters at Brislington), where the final check was taken. After this a brake test was held, and finally, the competitors proceeded to Brislington to have watch cases examined. H. Clegg (7 h.p. Austin) gained a first-class award.

The Harvest Moon Trial.

OUT of a total entry of 161 in the Woolwich Club's Harvest Moon Trial there were 9 three-wheelers and 18 cars. A last-minute change was F. R. Potter (1,096 c.c. Omega) driving instead of his brother, who, unfortunately, was suddenly taken ill.

The start was from the Epsom racecourse grandstand, and the first man departed at 10 p.m. last Saturday. The finish was at Dunster approximately 12 hours later. The moon shone brightly so far as Salisbury, and after that those who had hooded their cars very useful, for rain fell heavily. The route was by main road so far as Wexford, and then through narrow lanes to Dunster. The latter part was through beautiful country, but few competitors found time to admire the scenery, as open throttle was the order where possible. After breakfast at Dunster, Grabhurst Hill was tackled, the only failure being G. C. Collins (1,100 c.c. Amilcar) who there retired. H. J. Vidler (1,096 c.c.

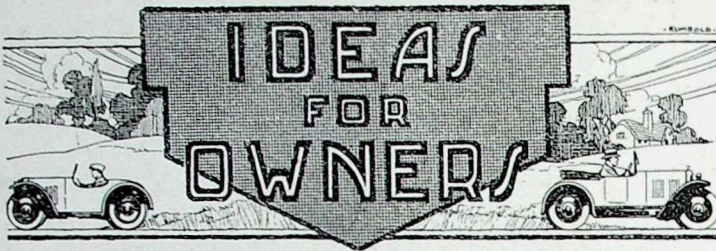
Morgan) was steady and sure, but G. C. Harris (1,096 c.c. Morgan) was rather hectic. The last two competitors, G. B. F. Reece (890 c.c. Amilcar) and B. Davis (1,150 c.c. Rover), completed the sequence of good climbs.

Porlock followed, and the first man up, H. J. Vidler, failed and retired with wheel trouble. The rest of the entry made comfortable climbs and evidently experienced little trouble with the gradient. A very clever secret check was taken at Oare cross-roads and caught quite a good percentage outside their time allowance. Lymouth Hill was in good condition and caused no failures.

Then came Beggars' Roost, and many drivers here met their Waterloo. E. L. Forge (1,096 c.c. Morgan) led the way with a very fast climb, followed by G. C. Harris, who also climbed at speed. F. R. Potter (1,096 c.c. Omega) and G. A. Pollard (1,096 c.c. Morgan) failed with wheelspin. C. L. Clayton (1,074 c.c. Amilcar)

made a very neat climb, followed by J. A. Driskell (1,098 c.c. D.F.P.), who failed despite a very determined effort. The next two men, G. H. F. Reece and B. Davis, shared his fate.

The grand finale was the watersplash, Weeping Mag. The first man to arrive was G. C. Harris, who, after carefully surveying the water, decided that the longest way was undoubtedly the best. R. A. Martin (1,075 c.c. Morgan) took it quite fast, and although he made a non-stop crossing both he and his passenger got very wet. G. A. Pollard hit a boulder and failed. J. A. Driskell made a faultless crossing. J. W. Barber (1,087 c.c. Salmons) failed, and was followed by G. B. F. Reece, who atoned for his failure on the Roost with an excellent performance. The final was only 200 yards from the watersplash, and all agreed that the organizers had succeeded in their attempt to find a sporting course that was fair to all classes of machines.

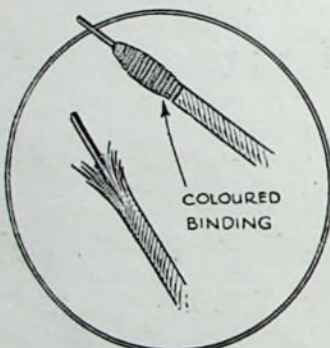


We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published, but we cannot undertake to return contributions not used.

Binding Electrical Leads.

The presence of dirt at connecting points is a frequent source of trouble in car electrical systems. The accumulation of dirt at junction points and terminals is accentuated by fraying of the insulated covering of the leads at these points, the ragged ends of the cable covering helping to collect dust and oil.

When the wiring of the system is being overhauled, or when the electrical apparatus is being completely re-



To prevent electrical troubles arising, frayed leads should be bound with tape as shown.

wired, it is advisable to finish off the ends of the cables in the following manner. Bare the wire along the length required, turn back the insulation and bind it as shown in the sketch. Red and black tape should be used for the purpose, so that the polarity of the various leads is indicated.

Radiator Overflow.

To prevent the loss of cooling water owing to "surging" or boiling the end of the overflow pipe is sometimes partly closed, with the obvious result that undue strain may be placed on the radiator itself and even a burst may result.

If the loss of water is not excessive it is advisable not to interfere with the cooling arrangements, but if the trouble is serious the normal overflow orifice may be closed up and an external and coiled overflow pipe secured to the outside of the filler cap. This will raise the level of the water vent well above the normal position, as well as acting as an additional cooling medium at the hottest point.

B50

A Coil Ignition Hint.

On one or two small cars the ignition coil is screwed to the dashboard, the "earth" return connection being made through the medium of one of the bolts fixing the instrument in position. Excessive road vibration may cause imperfect contact in the return circuit at this point and misfiring will inevitably result. It is advisable to make a positive connection by soldering a stout flexible lead at one end to the casing of the coil at the fixing point, and at the other to some fixed part of the chassis.

Simplified Valve Grinding.

When valves and valve seatings are being ground-in by the normal method of placing a screwdriver in the valve head slot and rotating it by hand, it is necessary constantly to lift and turn the valve so as to make sure that a gastight seating is obtained. The raising is simplified, and indeed becomes automatic, if a light spring be placed under the valve head before the operation of grinding is commenced. The valve will thus lift when the pressure on the grinding tool is released, and may be rotated to prevent scoring of the faces.

Austin Parcels Container.

There is room for small articles to be placed in an Austin Seven in the gap between the two front seats. To prevent the oddments being jolted by vibration on to the floor a shallow tray of sheet metal or plywood may be made to fit the division between the seats. A container 12 ins. by 4 ins. and 2 ins. deep is a suitable size, and it may be covered with cloth or leather fabric to match the colour of the upholstery. Catches may be fixed to the top of the tunnel covering the propeller shaft to hold the tray in position, but the cover over the universal joint lubrication nipple must not be restricted.

Emergency Petrol Feed.

When a bad leak develops in a petrol tank fitted to the dashboard, or when, for any other reason, it is impossible to use the tank, it is no difficult matter to arrange an emergency petrol feed.

Wire an empty tin to the radiator stay rod above the engine—a quart-size oil tin makes a suitable container; it may be hung by its handle over the stay rod—and fill it with petrol. Place in the orifice a length of rubber tubing such as that used with automatic windscreen wipers, and suck the free end until the tube is nearly full of petrol. Force the end of the rubber tubing over the end of the petrol pipe normally connected to the tank—or attach it direct to the carburettor union, having removed the petrol pipe—thus allowing the petrol in the container to syphon down to the float chamber. It should be noted that if the container is allowed to run dry it will be necessary to fill both the tin and the rubber tubing with petrol before the syphoning action can recommence.

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

W.I. (Dartford).—An oil tray suitable for your garage floor may be obtained from any large accessory house. The amount of oil leakage you mention is excessive.

W.R. (Walthamstow).—The falling off of power at high engine speeds that you mention may be caused by valve bounce. To counteract this it is usual to fit twin springs having a different periodicity.

E.T. (Southend).—As you suggest, it may be possible to remedy the harsh suspension by removing a leaf from each spring assembly; but are you sure that the removal of the leaves will not seriously reduce the strength of the springs? You would be wise to consult the manufacturers before making any alteration.

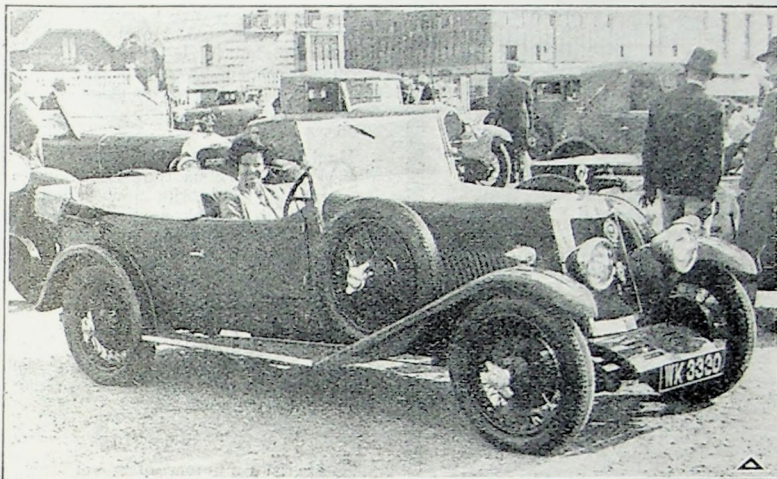
Y.H.J.G. (Dewsbury).—You should always carry spare "insides" for tyre valves, and from the description of your present trouble we should say that a replacement is now necessary.

F.G. (Birmingham).—One of the advertised paints suitable for air-cooled cylinders would serve very well for your exhaust pipe. It is preferable to use one giving a dull black finish.

Y.P. (Coventry).—A faulty contact in the bulb holder would certainly cause "blinking." Clean the bulb contacts with a small piece of emery paper and see if this cures the trouble. Chafed insulation of the wiring is also another possible cause of the trouble.

F.D. (Bath).—It would be an expensive matter to raise the gear ratio of your car by mechanical means, but larger road wheels or oversize tyres would make a noticeable difference. From the performance figures you have sent us we cannot see that you need consider any alteration. The speeds on individual gears mentioned are quite up to standard performance.

“The French Press were
carried away by the beauty
of the cars” and—



by permission of "The Motor."

Lea-Francis wins 1st Prize for appearance.

Here you have another aspect of the new 1½-litre Lea-Francis "Hyper Sports," supercharged model.

At the recent Boulogne Le Touquet Automobile Week, a coachwork competition was held—The Concours d'Elegance—and in competition with the world's finest coachwork productions this new Lea-Francis model was awarded first prize in the class for open touring cars over 10 h.p.

The Lea-Francis programme for 1928 includes the most comprehensive range of British-built sports cars obtainable. And throughout the whole range you have that wonderful reliability which has made the Lea-Francis respected in every sphere of motoring. You have that leech-like road-holding quality, the terrific acceleration, the instant response to control, and, above all, the absolute safety of the De Wandre Vacuum operated 4-wheel brakes, which gives you confidence in making use of the exceptional reserve of speed available.

MODELS AND PRICES FOR 1928.

10 h.p. from £275; 12/22 h.p. from £295; 12/40 h.p. Sports from £325; 12/50 h.p. "Brooklands" Model from £425; 1½-litre "Hyper Sports" (supercharged) £495.

LEA-FRANCIS



LEA & FRANCIS LTD., COVENTRY

Telephone: Museum 8720.

London Showrooms: 118 GT. PORTLAND ST., W.1

Telegrams: "Rusorncy, Wes:cent, 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 selection of FITTINGS and ACCESSORIES at ATTRACTIVE PRICES



"DUCO" INSPECTION LAMP.

Constructed from heavy gauge material complete with glass, S.B.6 holder, 12 ft. flex, and adapter. Less bulb.

No. L8/36, Brass 9/6
Nickel 11/6

HOOLEY STEERING DAMPER

for Morgan Runabout. Cuts out all trace of wobble.

A device—quickly and easily fitted—that will be welcomed by every Morgan owner. Adds considerably to driving comfort & safety

No. S15/95 ..

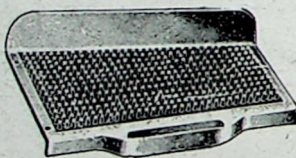


"BODELO" BRAKE ATTACHMENT FOR AUSTIN "7."

Enables all four brakes to be operated simultaneously from existing foot pedal. Does not interfere with hand brake control or other car mechanism. Adopt four-wheel brake control—fit a 'Bodelo.'

No. B27/70 Price 30/-

"DUCO" RUBBER STEP MAT



for Austin 7. A serviceable Cone pattern mat fitted in aluminium frame, with Valance guard and scraper. Note the exceptionally low price.

No. M12/73a 12/6
Per pair.

"JUST RITE" VALVE GRINDING COMPOUND.



Water-mixed and cuts quickly and freely. Contains no grease of any kind and must be used with water only. Ideal for "short-time" jobs.

No. V10/23a Medium 12-oz. 1/6
.. V10/23b Coarse 1 tin. Each

Obtainable through all Garages and Motor Accessory Dealers.

Brown Brothers Limited

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

(Wholesale only.) Head Offices and Warehouses:

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

AROUND THE TRADE.

Owners of Austin Sevens will be interested to learn that Messrs. West Central Plating Works, 275, Gray's Inn Road, London, E.C.1, electro-plate the radiators of these cars for 15s.

Amongst the range of second-hand three-wheelers offered for sale by Metro Motors, 45, Newman Street, Oxford Street, London, W.1, is a 1927 water-cooled de luxe Omega formerly owned by a member of the staff of *The Light Car and Cyclecar*. The price asked for this model is £80.

Englebert Tyres, Ltd., 162, Great Portland Street, London, W.1, advise us that Englebert Chevron tyres can now be supplied to fit the new safety rims with which many of the 1928 French cars will be equipped. The following sizes can be supplied from stock:—11 by 45, 12 by 45, 13 by 45, 14 by 50 cm.

What is described as a profitable and practical solution of the dazzle problem is the Shad-a-Lite, a device which is being marketed by Brown Bros., Ltd., Great Eastern Street, London, E.C.2. An attractive folder has been issued describing its merits, and the prices of the fitting for light cars range from £2 2s.

There is a number of novel lines illustrated in the September number of the "Cadison Bulletin" issued by Messrs. R. Cadisch and Sons, 5-6, Red Lion Square, London, W.C.1. Amongst these the Limpet magnetic tool and the Easy-on piston-ring compressor are very interesting. The former is priced at 15s. and the latter at 12s. 6d.

We are informed that Champion sparking plugs gained another series of successes in the Grand Prix de la Baule recently run in France, when a Bugatti in which they were fitted was a prominent winner. The 1,500 c.c. class fell to a Delage, whilst a Salmson won the 1,100 class. These cars were also fitted with Champion sparking plugs.

We have received from the B.E.S.A. a copy of a report dealing with a standard procedure for submitting drawings, tracings and blue prints to be adopted by manufacturers and contractors. Copies of the report may be obtained from the British Engineering Standards Association, 28, Victoria Street, London, S.W.1. Price 2s. 2d.

It is interesting to note that the old-established concern of Austers, Ltd., Birmingham and London, whose windcreens are fitted on so many British light cars to-day, have now opened a new depot at 306, Deansgate, Manchester, at which address a stock of all their accessories, together with a full range of their coach and body fittings, will be maintained.

Rowland Hill and Sons, Ltd., aluminium foundry, Albion Foundry, King Street, Coventry, have sent us a copy of a very well-produced booklet which they are issuing to the trade. It describes their works and methods of production, and it is full of useful information concerning the various branches of aluminium founding in which they specialize. The illustrations—both line and tone—are excellent.

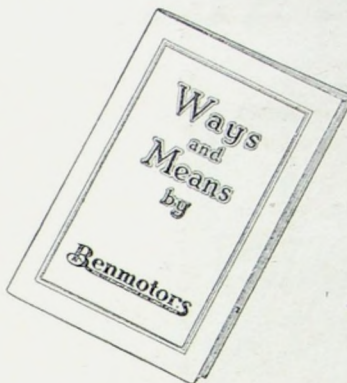
The motor ball and carnival will be held at the Royal Opera House, Covent Garden, London, on Wednesday, October 19th, in aid of the Motor and Cycle Trades Benevolent Fund. Tickets are strictly limited to 1,600 and cost one and a half guineas each. Dancing will be from 9.30 p.m. until 4 a.m., and Herman Darewski and his band, supported by another dance orchestra, will provide the music. Tickets may be obtained from the secretary, Mr. A. H. Dawson, 1, John Street, Bedford Row, London, W.C.1.

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

GET IT NOW!!

IT will save you time and money if you require any small **RELIABLE** Used Car under £100 carrying a full guarantee.

IT will entail *no obligation*, neither will you be pestered to buy.



IT will cost you nothing and tells you everything about small Used Cars, under £100.

IT will interest you even if you are not contemplating the purchase of a car at the moment.

YOU WILL NEVER REGRET IT

LET US FORWARD THIS BROCHURE POST FREE.

It is quite sufficient to tear out this page and forward with your name and address to:—

Benmotors 30/32, HIGH STREET, WANDSWORTH, S.W.18
Battersea 2425 and 2426.

WE ARE PRIVILEGED TO SAY THAT
THE AUSTIN MOTOR Co., Ltd.
APPROVE

"Filtrate"
REGISTERED
EXTRA HEAVY
FOR

AUSTIN CARS

"A BRITISH OIL FOR A BRITISH CAR"

FILTRATE WORKS, LEEDS.

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.

AN EXTRA AIR VALVE

if properly designed and controlled gives better acceleration, a sweeter running engine, saves petrol, and provides an auxiliary brake.

Let us send you our booklet which tells concisely and briefly what you gain by fitting on your car an

**ARC ATOMISER
THE PERFECT
EXTRA AIR VALVE**

THIN FLANGE

All patterns with ordinary flange up to 26 mm. bore, suitable for cars up to 10 h.p. such as Austin 7, Jowett, Trolan, Rover 8 and 9/20 etc. **30/-**

Illustration is only one of 60 models. We have one for your car

ATOMISER

ARC ATOMISER CO.,
94, Great Portland Street, London, W.1.
(Museum 9128)

The RETREAD THAT SATISFIES! 12,000 Miles Average! 5,000 Miles Guarantee!

When you send your tyres to be re-rubbered by us you are assured of obtaining the highest-grade materials and superior workmanship which have made the ASNU way of re-rubbering recognised by motorists throughout the country as being the only successful way of prolonging the life of their tyres.

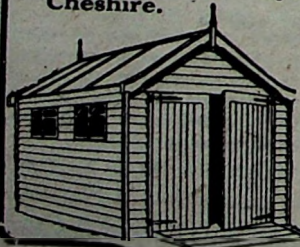
Write, Call or Phone for Price List.
THE ASNU TYRE Co., (Dpt. L)
23, Bancroft, Hitchin.
Phone: Hitchin 282.

Also, 65, Castle Rd., Southsea. Phone: Portsmouth 5072

GARAGES! GARAGES! IN WOOD OR ASBESTOS.

Size 14ft. x 8ft. **£11 10s.** Carriage Paid.
Sliding doors can be fitted to all sizes. It will pay you to send for our Free Catalogue before purchasing.

J. H. HOLT & SON, LTD.,
6, Barrs Bank, Lymm,
Cheshire.



Separate Catalogue for
Institutes,
Pavilions,
Bungalows,
etc.

MOTOR HOUSE

11 10/-

Carr. Pd.
(All sizes)
Erected in
3 hours.

Sat'lion G'teed.

ORDER TO-DAY

Wonderful three-colour book of Motor Houses and all kinds of Portable Buildings sent free.

Fireproof Garages from £14. 10. 0.

A BAROAIN. Sectionally built 1-in. sawn weather boards. Roof boarded and felt. For 2 or 4-seater cars.

Size	Price
14ft. x 8ft. 6ft. 8ft.	£11:10
16ft. x 8ft. 6ft. 8ft.	£12:10
14ft. x 8ft. 7ft. 9ft.	£12:10
16ft. x 8ft. 7ft. 9ft.	£13:10
14ft. x 9ft. 6ft. 8ft.	£12:0
F. & H. SUTCLIFFE, Ltd., 26, Wood Top, Hebble B'ce, Yorks.	
Phone 58. London Showroom: 40-42, Oxford St., London, W.1.	

When ordering your new car

for **Better Spark
Instant Start**

specify

The **Delco-Remy
Coil Ignition
System**

Write for free Booklet "Specifications DO Count."

Delco-Remy &
Hyatt Limited,

111, Grosvenor Rd.
London, S.W.1.

G·N

SPARES—REPAIRS—REBUILT G.N.'s

Owners and Trade write for free catalogue.

GODFREY & PROCTOR LTD.,
MANOR ROAD - RICHMOND, LONDON, S.W.
Phone—Richmond 3024.

Read "THE MOTOR"
EVERY TUESDAY - 4d.

"Kar-ka-leen"



The Wonder Car Cleaner!!
Cleans 1 Quart Kar-ka-leen Post
Polishes 18 Strong Hand Sprayer 7/6 Free.
Preserves 1 Cleaning Cloth
From your Local Dealer, or direct from
W. KNOWLES (Bebington) Ltd.,
Bebington, Cheshire.

Complete
Outfit.



YES, WE GUARANTEE EVERY COVER RETREADED BY US TO GIVE YOU SATISFACTION. Our clients confirm our statement. Here is what one says:—

I am forwarding to you one 710 x 90 cover which was retreaded by you in May, 1926. The mileage it has covered is 8,000, 5,000 being recorded on the rear wheel of an A.B.C. Car. I am more than satisfied, especially so as it has been as **RELIABLE AS A NEW ONE.** The last one you supplied is serving in the same way.—H.A.G.

I have to-day despatched to you two 27 x 440 covers for retreading. The one retreaded by you in January last has been run side by side with a new one, and I consider your retreads the best wheel by far.—G.T.B.

Why not send your Tyres to us and be satisfied? Price List and Advice Free.

LEICESTER TYRE REPAIR CO., Granby Place, LEICESTER.

Fitted for
Oil or Grease
Lubrication as
preferred.

AUSTIN, 7 h.p., 27/6 per set.

CITROEN, 7 h.p., 30/-

FIAT, 7 h.p., 50/-

CLYNO - - 63/-

SINGER Junior, 30/-

Post Free.

Gaiters

W. DICKINS & CO LTD. Cross Cheaping COVENTRY

Manchester Depot, 268, Stockport Road.

AUSTIN SEVEN **RUNNING**
H.P. BOARDS



8/6 COMPLETE. Rubber Centre, aluminium edge with bolts and lock nuts for fixing. Covers full length of running board. List of Austin Seven Refinements on application. Post 9d. C. B. PROCT & CO., 63, High St., BIRMINGHAM. Or near Trader.

Readers of "The Light Car & Cyclecar" should also read "THE MOTOR," which forms a comprehensive review of the motoring world, and contains many remarkable bargains in larger cars.

TUESDAYS - 4d.

5-15, Rosebery Avenue, London, E.C.1.

**CHEAPER
MOTORING**

**GUARANTEED
GENUINE**

AC SPARK PLUGS

DOWN IN PRICE 50%

New spark plugs will give your car an extra kick. Relit now while this splendid offer lasts and buy a spare set.

**10,000 TO CLEAR
AT SPECIAL PRICE OF**
All sizes and types. Send P.O. 10-day stating make of car.

2/6
Thornton Engineering Co Ltd
Manningham Lane, Bradford. each Post free



Sankey made the first Steel Wheel - *Sankey Wheels are still first*
JOSEPH SANKEY & SONS LTD • HADLEY CASTLE WORKS • WELLINGTON • SHROPSHIRE

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



Mr. PASS and Mr. JOYCE Talk— to a new AUSTIN SEVEN Owner

£ 25 DOWN

secures immediate delivery of the Austin "Seven" under the Pass and Joyce system of Deferred Payments. We finance these facilities ourselves, and the strictest confidence is observed in all transactions. Buy the "Seven" from the leading Austin Specialists and ensure the support of an unequalled after-sales interest.

Cash Prices:

Tourer - £135
Saloon - £150
Mulliner - £150
Fabric Saloon - £150

NEW OWNER: "I've sold my motorcycle for £35, so the obvious thing is to make that my first payment on the Austin 'Seven.'"

MR. PASS: "That gives you a flying start, sir. Have you had any experience with the 'Seven'?"

NEW OWNER: "Only as a passenger."

MR. PASS: "Then one of our mechanics will take it on the road with you to-morrow."

NEW OWNER: "That's quick delivery, I must say."

MR. JOYCE: "Simply because we are Austin specialists with a very large turnover. For the same reason we are able to maintain an After-Sales interest which clients tell us has no equal anywhere."

NEW OWNER: "Well, after such a pleasant transaction as this I should never think of going elsewhere for a car."

PASS AND JOYCE LTD
LONDON'S LARGEST MOTOR SHOWROOMS
373-375 EUSTON RD LONDON N.W.1
NEAR GREAT PORTLAND STREET STATION
Telephone: Museum 8820 (Private Branch Exchange). Telegrams: "Bestocars, London."