

The Light Car and Cyclecar

Founded 1912
The only Small Car Journal

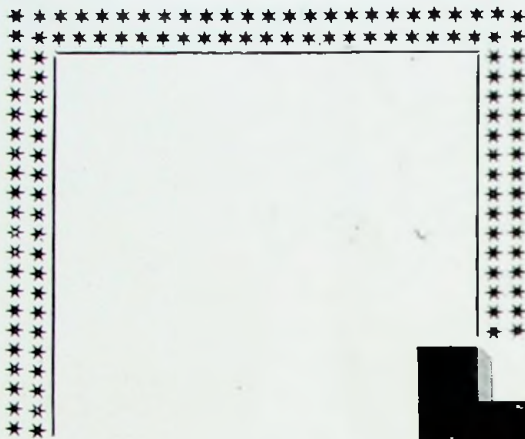
3rd

Vol. XXVI, No. 674
Friday, Oct. 23, 1925
*Registered at the GPO
as a Newspaper*



STILL SOME SUNSHINE.

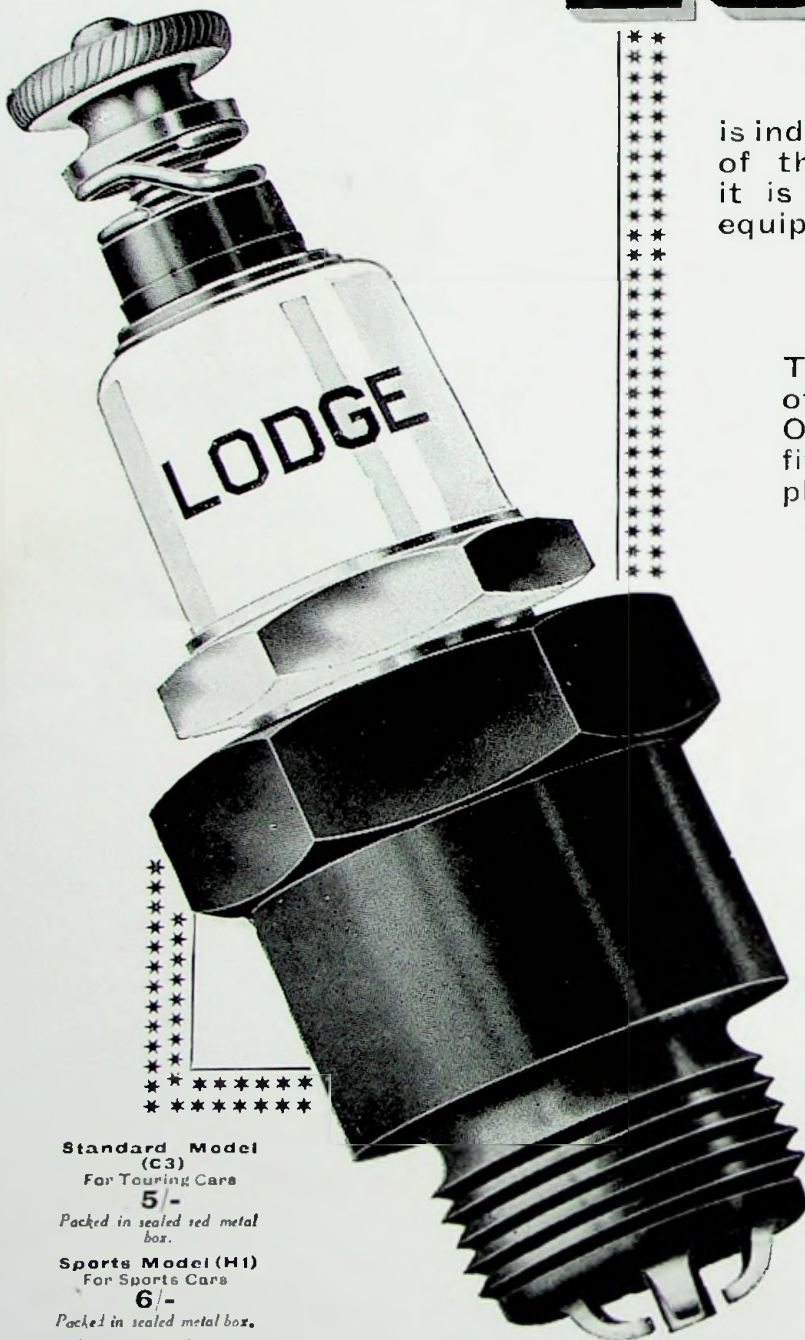
Although the days are shortening rapidly, no check has been put upon motoring for pleasure. The main roads are as crowded as ever at week-ends, whilst the by-lanes in late autumn make an appeal that is almost irresistible.



The quality of the
LODGE
 PLUG

is indicated by the quality of the cars on which it is fitted as standard equipment.

The leading cars of the World at Olympia were fitted with Lodge plugs.



Standard Model (C3)

For Touring Cars

5/-

Packed in sealed red metal box.

Sports Model (H1)

For Sports Cars

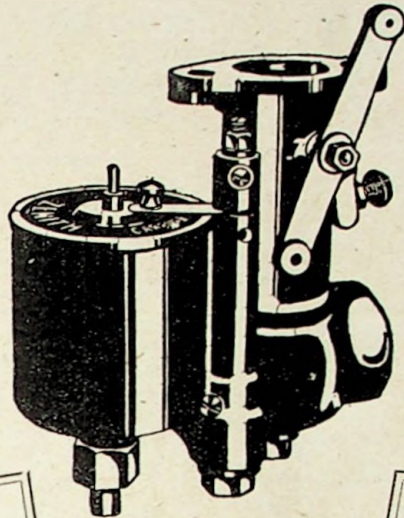
6/-

Packed in sealed metal box.

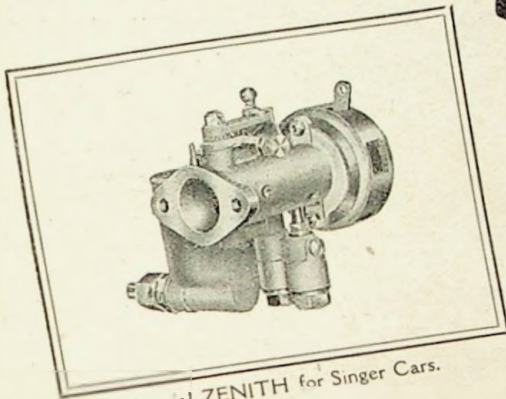
Sold everywhere.

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

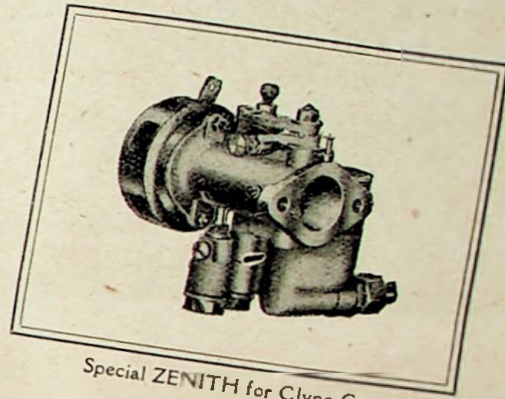
**Your
Light
Car**



**Can
do
better**



Special ZENITH for Singer Cars.



Special ZENITH for Clyno Cars.

It will give you easier starting, better running, get you up the hills better, give you instant control in a tight corner if you fit it with a

ZENITH CARBURETTER

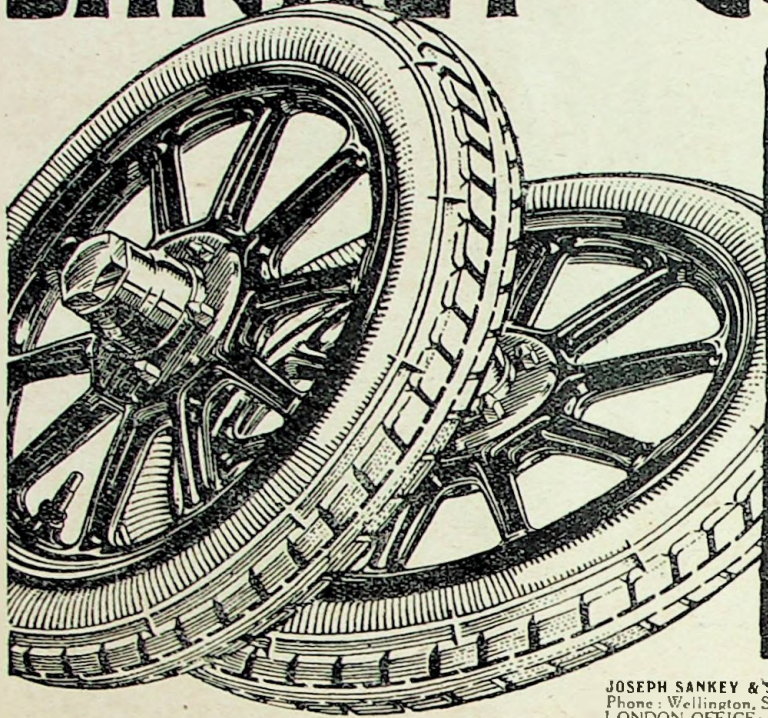
You can test this for yourself.
**HAVE ONE ON
A MONTH'S TRIAL**

5,000,000 motorists have improved their cars, no matter what the make, by fitting Zeniths. Do the same and make the very best of your car.

THE ZENITH CARBURETTER CO., LTD.,
40-44, Newman Street, Oxford Street, London, W. 1
Telephone: Museum 9106/7/8/9.
Telegrams: "Zenicarbur, Phone, London."

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

SANKEY Patent All Steel WHEELS

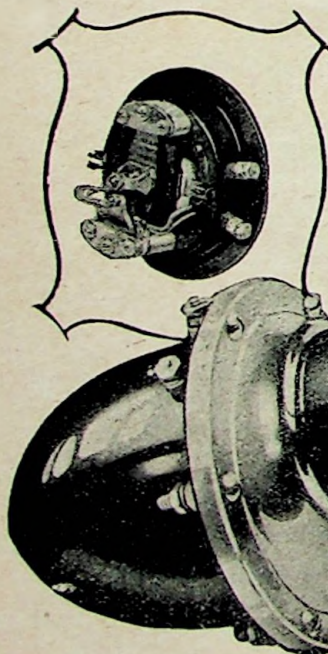


The wheels of your car are almost as important as its engine. See that they are right. They must be right if they are SANKEY WHEELS

- STRAIGHT SIDE RIMS
- WELL BASE RIMS
- BEADED EDGE RIMS

JOSEPH SANKEY & SONS, LTD., Hadley Castle Works, WELLINGTON, SHROPSHIRE, Phone: Wellington, Shropshire, 66. Grams: "Sankey, Wellington, Shropshire" LONDON OFFICE: Mr. R. Jenkins, Ulster Chambers, 168, Regent Street, W. 1

Illustration Below. Note simple mechanism—double diaphragm with simplest of make-and-break circuits.



The New SPARTON SOS HORN

Never "drive on the horn," but make sure that your unseen approach will be truly signalled—"safety first" all round. Fit the new Sparton SOS Horn. Its very note seems to say "courtesy of the road."

Made in two sizes
Sparton SOS £5:12:6 Sparton SOS Junior £3:17:6

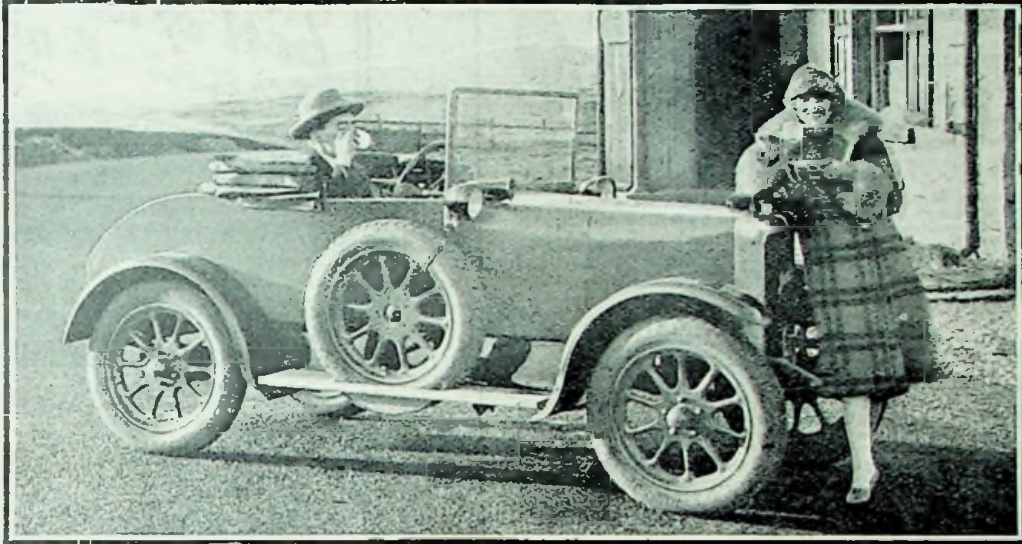
ALFRED GRAHAM & COMPANY (E. A. GRAHAM)
St. Andrew's Works, Crofton Park, London, S.E.4.

Showrooms: 25-26 Savile Row, W.1, and 79-82 High St., Clapham, S.W.4
Scottish Depot: 101 St. Vincent Street, Glasgow.



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

AND VERY NICE, TOO!



There's nothing so nice as a quaff of one's favourite beverage after an exhilarating run on a Jowett car.

Not that a Jowett gives you a thirst, unless it is a thirst for more _____ motoring.

The car itself will go thousands of miles without even a drop of water, and little of anything else, except petrol.

We can *prove* the Jowett is *more* economical than other cars are *claimed* to be.

Everybody admits Jowett performance is remarkable, and the car is cheap to buy. Then buy a Jowett for 1926. 2-Seater, £150. Light Four, £160. Full 4-Seater, £167. Saloon, £200.

May we send you our catalogue?

JOWETT CARS, IDLE, BRADFORD

BENETFINKS GREAT SALE

Last Few Days! Prices still further reduced.

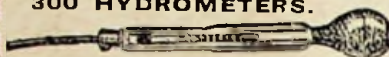
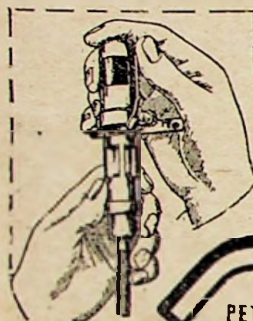


BARGAINS IN MOTOR TYRES.

In spite of the meteoric rise in prices of these tyres, Benetfinks are able, through early placed orders, to offer at pre-rise prices, less Sale discount, all new Surplus Tyres in perfect condition and backed by Benetfink's.

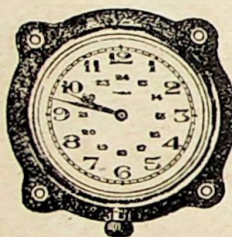
Make and Size.	List Price.	Sale Price.	Make and Size.	List Price.	Sale Price.
700 x 80 Stepnay	55/-	45/-	710 x 90 Stepnay	75/-	52/6
Pirelli Cord 69/6	69/6	47/6	760 x 90 Firestone	68/-	48/9

Carriage 1/- 300 HYDROMETERS.



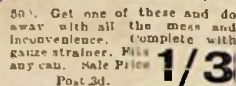
This handy little instrument accurately records the state of your accumulator, whether fully charged, half charged, or dead. Not an absolute necessity to motoring but an article which, at the price, no motorist should be without. Usual price is 3/6 but during the Sale **1/11 1/2** only reduced to **Post 5d.**

MOTOR CLOCKS.



75 only. 30 hour, as illustration. Good timekeepers. 3 1/2" overall. Screw-on fitting to avoid cutting dash. Sale Price **19/11** Post 6d.

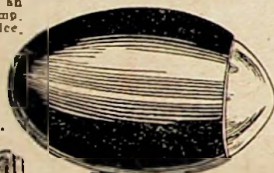
PETROL POURERS.



Get one of these and do away with all the mess and inconvenience. Complete with gauze strainer. Fits any can. Sale Price **1/3** Post 3d.

LAMPS.

DASH LAMP and Inspection Lamp combined. The inner lamp, with white glass, detachable from the outside blue glass lens by loosening a ring out. In this form the dash lamp forms an ideal inspection lamp. 1/80 only. Sale Price **5/11** Post 6d.

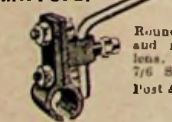


TOOL ROLLS.



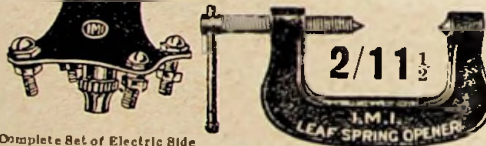
2,000. In Tan Canvas, Size 23" x 12 1/2" with 2 pockets for spares. Takes 14 tools. Best British Manufacture. Usually 7/6 Sale Price **2/11 1/2** Post 6d. Get one NOW and keep your kit in order.

M.P.P.P.S.



State if for Dash or Windscreen Fitting.

LEAF SPRING OPENER



Complete Set of Electric Side and Tail Lamps. High nickel-plate finish. As illustration but with side bracket fitting instead of wing type as shown. Usual price 30/- Sale Price **15/9** Post 6d. Can be sold separately. Side lamp 10/9 pr. Tail lamp 2/9

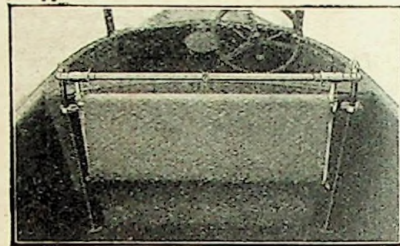
250, as illustrated. This novel device will be found of great assistance in spring lubrication. There is a place in every motorist's kit for one of these. Usual price 4/6 Price during Sale only **2/11 1/2** Post 4d.

ELECTRIC HORNS.

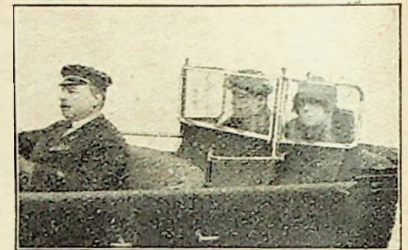


12 only. Smith's Genuine "Echo horns," 12 volt only. Splendidly toned, nicely finished. Usual price of this article is 30/- Sale Price **14/11** Post 6d.

Beatonson
best of all rear screens - & why



— Because it needs but 8 wood screws to fit, and folds away as inconspicuously as this.



— because it is rigid and perfectly protective, giving wide vision. Does not 'creep' forward or rattle.



— because it is easily adjustable, 4 fly nuts adjust it to any position you may desire.



— because it only needs 'awaying' for entrance or exit, no folding or taking down. Price: £7 15 0 (with Triplex £12-5-0). Booklet on request from

G. Beaton & Son, Ltd.,

Makers of Windscreens since 1881.

Victoria Road, Willesden, London, N.W. 10

Agents for Triplex. Phone: Will. sten 3540

BENETFINKS, CHEAPSIDE, LONDON, E.C.2

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



Phone: SLOANE 4838.

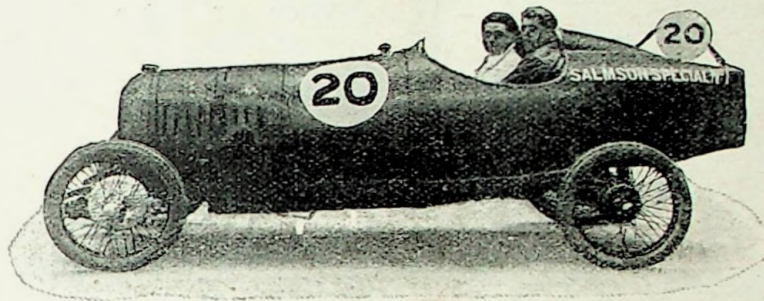
BELGRAVE

Sole Concessionnaires for the
U.K. and British Dominions:

S.M.S., Ltd.,

17a, MOTCOMB STREET,
SQUARE, LONDON, S.W.1.

FOR
FOUR YEARS
IN SUCCESSION



THE
200 MILES RACE

(1100 c.c. Class)

HAS BEEN

WON

BY A



SPECIAL

- 10 h.p. Standard
2-seater .. **£158**
- 10 h.p. Sports
2-seater .. **£165**
- 10 h.p. English
2-seater .. **£175**
- 10 h.p. 4-seater **£235**

The equipment on every model includes electric
lighting, electric starter, 5 tyres, clock, speedometer, etc.

10 h.p. GRAND PRIX with front-wheel brakes
(guaranteed 70 m.p.h.)

£285

- 10 h.p. Saloon **£275**
- 10 - 15 h.p.
4-seater .. **£325**
- 10 - 15 h.p.
Sports .. **£348**
- 10 - 15 h.p.
Saloon .. **£400**

Your CAR or MOTORCYCLE will be taken in PART EXCHANGE for any of our
1926 models and the balance due paid on our SPECIAL DEFERRED PAYMENT PLAN.

Sole London Distributors:

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

Mayfair 2965/6.

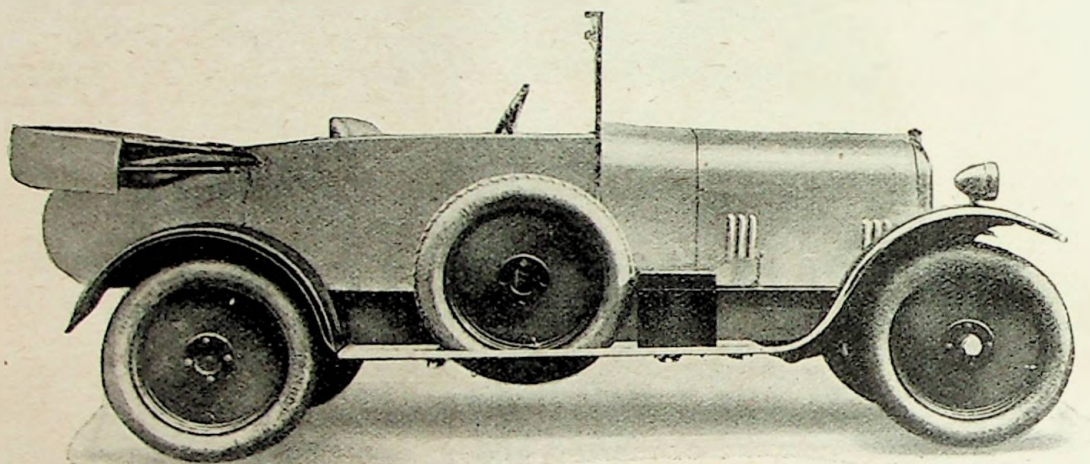


READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt
attention, to mention "The Light Car and Cyclecar" in your enquiries.

G.W.K. Ltd.
Cordwalles Works, Maidenhead
(Motor Car Manufacturers since 1911)

New 1926 Chummy Model

£ 159 *Complete*



Abbreviated Specification :

Engine—4-cyl., water-cooled, 10·8
 Rating, 1,368 c.c.

Positive Gear Change four speed
 forward and reverse.

Wheels—Disc.

Tyres—Low pressure 27 x 4·40.
 Spare wheel and tyre.

Spring—Quarter elliptic, front and
 rear.

Light—Electric, three lamps.

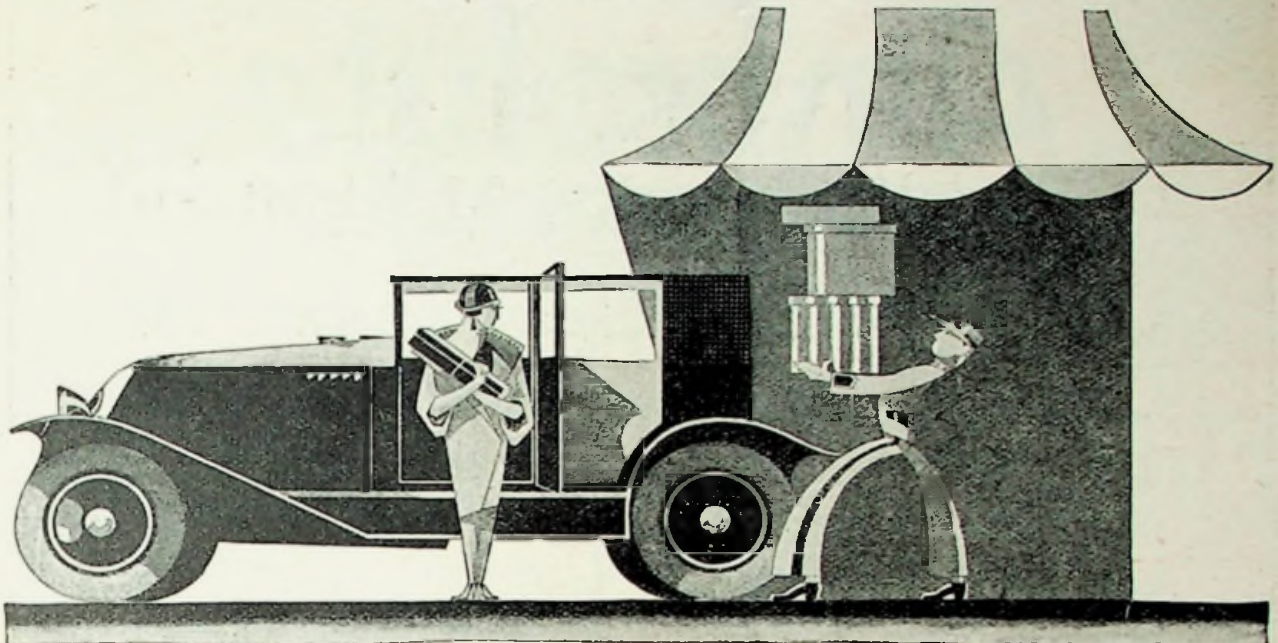
Starter—Electric, C.A.V.

Body—2-seater, with occasional
 2-seater at rear, all-weather
 fittings. Red, grey or brown
 leather cloth outside finish and
 black inside.

Family Car at a price below a Two-Seater

New models can be inspected at The Brompton Engineering
 Co., 169, Fulham Road, London, S.W.

Trial runs arranged for any time during the 24 hours, including week-ends.



To the Judicious Motorist

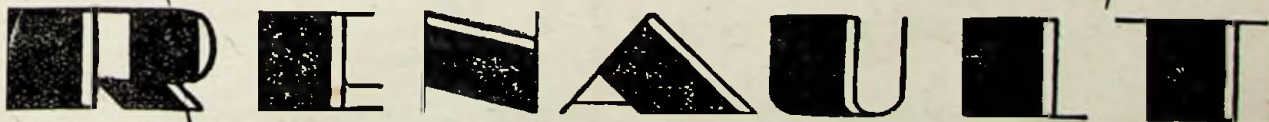
You owe it to yourself to be careful, *most* careful, in the purchase of a light car. It is entirely due to your judgment and perception in business that you have this money to outlay; surely you will use no less discrimination in its expenditure?

Can you *afford* the lowest-priced car; may it not be that in the end, what with irritating small expenses, and the loss of your precious time, you will say to yourself—"If only I'd paid a little more, and got that Renault!"

8'3 h.p. 2-seater and dickey ..	£219
8'3 h.p. 4-seater Torpedo	£219
8'3 h.p. 4-seater Saloon	£269

Full particulars and descriptive literature sent post free on request.

RENAULT, LTD. Showrooms: 21, PALL MALL, S.W.1.
 Head Office and Works: 14, Seagrave Road, West Brompton, S.W.6.



RENAULT

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.



Ambrolyte

AMBROLEUMS' LITTLE SISTER

The Perfect Gear Lubricant for Light Cars

COUPON.

To STERNS LTD.
46, Royal London House, Finsbury Square, E.C.2

Please see that I am supplied with the following, for which I enclose remittance:—

2 lb. tin of "Ambrolyte" or "Ambroleum"	Price 3/6
7 lb. " " " "	9/6
1 lb. tube of "Ambroleum"	2/6

Name.....

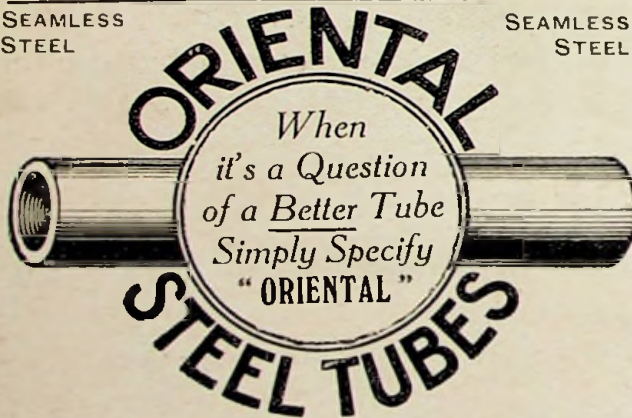
Address.....

Name and Address of usual garage.....

Makes the same remarkable difference in the running of light cars as the well-known "Ambroleum" does in the running of cars with heavier type gearboxes.

"Ambrolyte" makes a better run a certainty.

SEAMLESS STEEL



SEAMLESS STEEL

The metal has got to be right before it can come in. Our manipulation is worthy of the material, every length must pass the test before it can go out. We make no special fuss about price and delivery; our customers never have to.

The ORIENTAL TUBE Co., Ltd., WEST BROMWICH.

TELEGRAMS: "Tubes, West Bromwich."



TELEPHONE West Bromwich 44 and 45.

100% Efficiency

Therm'x

FLAMELESS HEATER

PRICE as shown **30/-**

Complete with Container 42/-

CARRIAGE PAID

CASH WITH ORDER

NO DANGER OF FIRE, FLAME OR SMOKE & NO SMELL

Approved by Leading Insurance Companies

DON'T HAVE TO BLAME YOUR LATE ARRIVAL ON TO A COLD ENGINE—make certain that your car will be well on time, Winter and Summer alike.

The 'THERM'X' Flameless Heater, 1926 Model, will help you to overcome all your starting difficulties. No risk of Fire, and always ready for use, the Heater requires no attention and is a model of hygienic cleanliness and economy. Stocked by all the leading garages.

Used and strongly recommended by Capt. Amundsen on his recent Expedition.

PATENTED in all COUNTRIES

Sole Agents:
FREDK. POLLARD & CO.,
(BEARINGS) Ltd.,
Agents for Ball and Roller Bearings
LEICESTER - ENGLAND.

"SPIRIT AWAY YOUR STARTING TROUBLES."

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

*If in doubt
don't forget*

THAT
YOU MAY ABSOLUTELY RELY
UPON
PART EXCHANGE HOUSE
in your choice of a new car.

YOUR OLD CAR

has a much higher value at Part Exchange House in part exchange for any make of new car. Would you like us to make a definite offer for your old car by post?

The following cars, among others, come under our special Service After Sale scheme:—

SALMSON
JOWETT
WOLSELEY
AUSTIN
FIAT
CROUCH
STANDARD.

DEFERRED TERMS

can be arranged to suit your convenience. Our booklet will explain. May we post you one?

YOU CANNOT DO BETTER than go to

Part Exchange House
for your new car.

Gordon Watney
& Co. Limited
PART EXCHANGE HOUSE.

31, Brook St.,
Bond St.,
London, W.1.

'Phone—Mayfair 2965-6.

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

"WELLINGTON" LIQUID METAL POLISH

A
POLISH
THAT,
with a
minimum
of labour,
GIVES A
REAL
BURNISH
THAT
LASTS.



CLEANS
and
POLISHES
ALL
METALS
(including
Silver)
and
GLASS
(Windows,
Mirrors,
Motor-
Screens,
etc., etc.)

TRY IT
and
PROVE IT.

In TINS, 3d., 4d., 7d. & 1/3; also in 1/2, 1 & 1 Gallon Cans.

JOHN OAKEY & SONS, LTD.,
WELLINGTON MILLS, LONDON, S.E.1.

A
JOWETT CAR
is a Sound Investment
BOUGHT FROM
KINSEYS OF CROYDON
It becomes a
GILT-EDGED SECURITY

SOLE PRODUCERS OF THE
JACKSON JOWETT
SPORTS LIGHT CAR.

LARGEST STOCK OF SPARES IN THE SOUTH

Showrooms and Service Depot:

PARK ST. (Opposite G.P.O.), CROYDON

'Phone 2023.

Chekko Brake and Clutch Linings

DU^E to heavy or prolonged application your brakes will at times become almost red hot. What happens then?

If the Brake Lining fitted be not wholly pure Asbestos, but contains cotton mixed with Asbestos, it follows beyond dispute that this frictional heat must burn out the cotton. The Lining is then useless for braking.

Insist on a Brake Lining guaranteed by the makers to be free from cotton or other adulterant fibre—and you will then obtain CHEKKO.

CHEKKO lasts longer. It is therefore by far the cheapest.

Send a p.c. for our enlightening Chekko Brochure.

CRESSWELL'S ASBESTOS CO., LTD.,
WELLINGTON MILLS, BRADFORD.
Birmingham Address: Empire House, Great Charles Street.
London Stores: 27, Percy Street, Tottenham Court Road, W.1.

All the faults of
previous practice
eliminated in the



CAR ELECTRICAL EQUIPMENT
Hart Batteries fitted as standard.

Until the advent of the M.C.L. Equipment the shortcomings of electrical systems were regarded as inevitable. The M.C.L., the simplest, yet most efficient system in the world, has altered all that. It has eliminated every fault of previous practice, every inherent weakness, every unnecessary complication. It is the only system which takes proper care of its batteries automatically and permanently under every condition. Fit M.C.L. and forget all about electrical troubles. The book of the M.C.L., free on request, provides proof of every M.C.L. claim to supremacy.

MIDGLEY CAR LIGHTING CO., LTD.

Registered Offices:

17-19, Cockspur Street, London, S.W.1

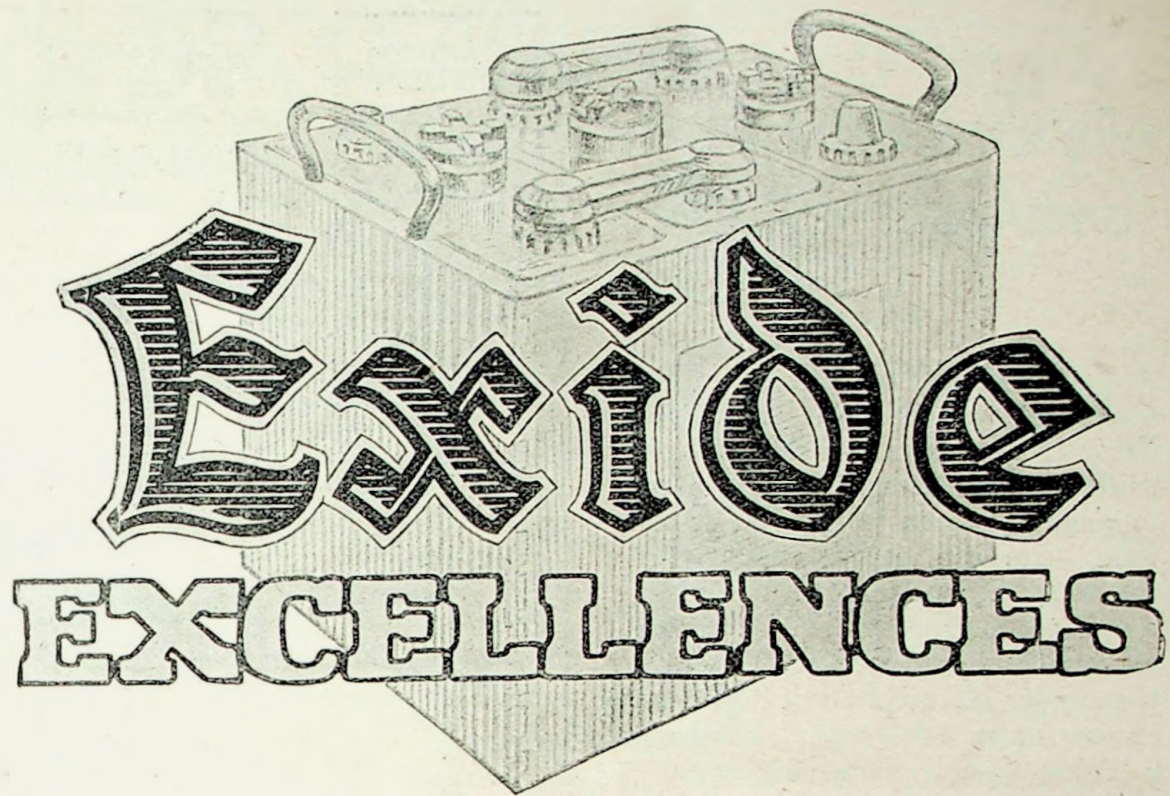
Works:

Anchor and Hope Lane, Charlton, S.E.7

London Service Depot:

S. A. Cutters, Ltd., 18, Berners Street, W.1

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



Groups

Plates are autogenously
burned to equalizer bars.
Massive pillars ensure
minimum resistance to
heavy starting current.

Exide
The Long-Life Battery
Obtainable from Traders Everywhere.

No. 3 of a series of advertisements by The Chloride Electrical Storage Co., Ltd.

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

Why British Tar makes a **SAFE** road

A road laid with suitable aggregate combined with British Tar never becomes dangerously polished and skiddy. It cannot. The top aggregate, when British Tar is used, can be large enough to provide a permanent slightly roughened surface which is safe in all weathers, and free from greasiness under all conditions. This is an enormous advantage. Further, a tar-macadam road when properly laid will bear heavy main road traffic at a cost which is considerably cheaper per super yard to lay than any other form of road-making material.

For full information on this important subject, write to the address below:—

BRITISH TAR *for* ECONOMICAL NON-SKID ROADS

The
BRITISH ROAD TAR ASSOCIATION,
VICTORIA STATION HOUSE, LONDON, S.W.1.

Visit the Road Tar Exhibit at Wembley in
the Chemical Section, Palace of Industry.

Replace
'DOUBT'
with
'CERTAINTY'



"Enots"

PETROL LEVEL GAUGE

can be fitted in 10 minutes.

Know at a glance the exact quantity of petrol in your tank.

Simple and practical in design, the Enots Petrol Gauge is an accurate indicator.

It can be used on most cars with dashboard tanks; and—complete with adaptor, small tap, copper pipe and screws for fixing—can be fitted in ten minutes.

WHY BE STRANDED
WITH AN EMPTY
TANK?

BENTON & STONE Ltd.

(Dept. L),

BIRMINGHAM.

London Depot:

173, Great Portland Street, W. 1.
Telephone: Mayfair 6414-6415.

PRICE

10/6

Each.

Cylinder Grinding and fitting De Luxe light weight Cast Iron Pistons
Crankshaft Grinding and remounting bearings & machining same in position.
Scored Cylinder Repairs for repairing Scored Cylinders without increasing size of bore
New Crankshafts for Replacements for any make of car.
Welding all metals including machining same ready for refitting to car.
Special Engine Overhauling including Brake Horse Power Test etc

ILLUSTRATED BOOKLETS SENT ON REQUEST

Note
The Company work for the Trade but ask you to Specify Laystall to your Repairers for Special Motor Repairs

LAYSTALL
SPECIAL MOTOR REPAIRS

EWER ST., SOUTHWARK, LONDON, S.E.1

Telephone: ROP 6140 (seven lines)

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.

APRES LA GUERRE at Olympia

Select in Peace at **NAYLORS, THE LIGHT CAR SPECIALISTS, EARLSFIELD, S.W.**

Inspect our 40 Light Cars at our Showrooms. All guaranteed. Generous Allowances made on Exchanges. **EASIEST OF EASY TERMS.** Trials Given without Obligation.

A Few Examples of our Stock:

- | | |
|---|--|
| 1921 A-C, 11 h.p., 2-seater and double sunken dickey, starter and lighting, good tyres, side screens, excellent mechanical condition .. £88 | 1923 ROVER Chummy, 8 h.p., dynamo, good tyres, overhauled and guaranteed. Taxed .. £69 |
| 1922 A.B.C., 10 h.p., 2-seater and double dickey, dynamo, good tyres, a particularly nice car .. £58 | 1923 ROVER, 8 h.p., 2-seater and dickey, dynamo, good tyres, brand new, one spare. Taxed for year. In splendid condition .. £62 |
| 1922 BAYLISS-THOMAS, 4-seater, 10 h.p., starter and lighting, good tyres, thoroughly overhauled and guaranteed. Taxed. Appearance as new .. £85 | 1922 ROVER, 8 h.p., 2-seater, dynamo, very good tyres, thoroughly overhauled and guaranteed. Choice of four. Taxed .. £49-£56 |
| 1923 CITROEN, 7.5 h.p., 2-seater, starter and lighting, good tyres, in splendid condition throughout .. £65 | 1921 ROVER, 8 h.p., 2-seater, dynamo, splendid condition, good tyres, overhauled. Taxed .. £42 |
| 1922 COVENTRY-PREMIER, 8 h.p., 2-seater and double sunken dickey, dynamo, appearance as new .. £53 | 1921 SINGER, 10 h.p., 2-seater and double dickey, starter and lighting, good tyres, thoroughly overhauled. Excellent condition .. £41 |
| 1924 ROVER, 4-seater, dynamo, 4 headlamps, good tyres, in superb condition throughout .. £88 | SWIFT, 9 h.p., 2-seater, thoroughly overhauled. Corchpainted royal blue .. £28 |
| 1923 (December) ROVER Chummy, 8 h.p., dynamo, almost new tyres, speedometer, excellent condition .. £77 | 1922 UNIT, 8 h.p., water-cooled, 2-seater and double dickey, new Dunlop cords all round. Very smart and in good mechanical condition, dynamo lighting .. £39 |
| 1924 ROVER, 8 h.p., 2-seater and double sunken dickey, real leather upholstery, dynamo. Exceptionally smart. Taxed .. £75 | 1923 L.S.D., 8 h.p., J.A.P., dynamo lighting, almost new tyres, thoroughly overhauled and guaranteed. Taxed .. £43 |

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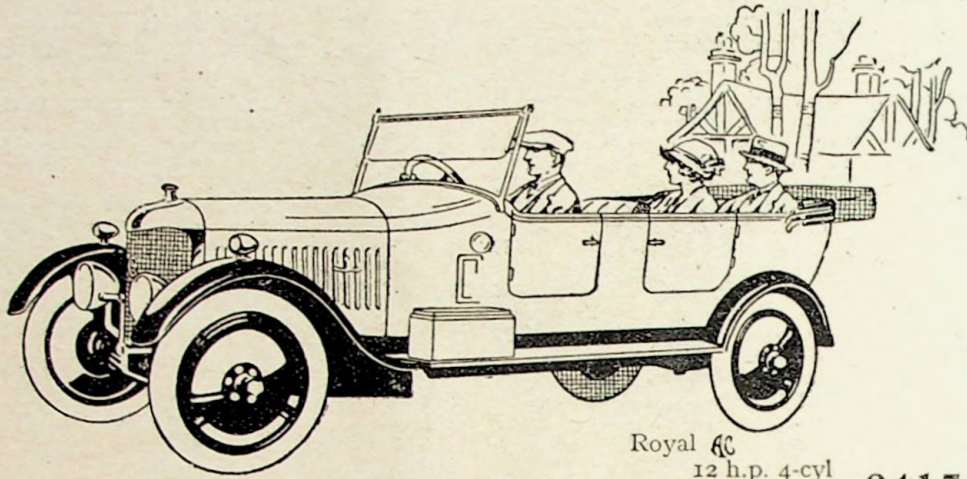
Nothing less in fact than an opportunity of sharing in the Company's prosperity. Instead of the usual 10% no-claim rebate, this Company gives 15% and also extends to the policy holder the privilege of taking the amount of his rebate in the form of preference shares in the Company. When it is realised that during the past few years the value of insurance shares has steadily increased and will continue to do so because of the enormous number of extra cars which take the road every year, it will be seen how important this novel advantage is. In addition to this, generous dividends are being paid every year. This company does not deal with general insurance but with Motor business exclusively. That is why it can give such favourable terms and can ensure settlement of all motoring claims without delay or quibble.

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and all other ratios in an A-C car are just right, *e.g.*, the power-weight ratio is as high as possible; the power of the engine is great and the weight of the car light. The braking ratio is as high as possible; the braking effect is large in relation to the light weight of the car. Points like these, typical of all A-C practice, often overlooked in cheaper quality cars, make all the difference to the A-C owner, and he has the A-C 3 years' guarantee.

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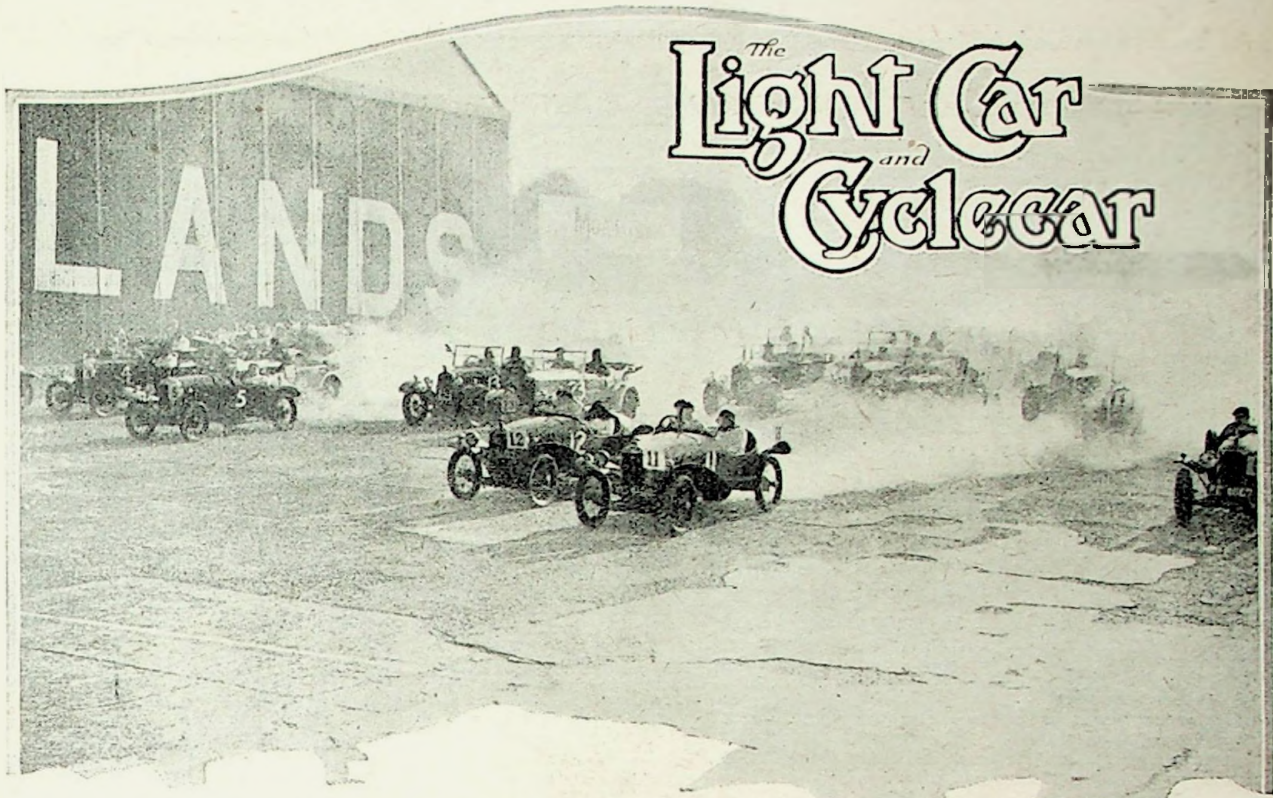
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The Light Car and Cyclecar

THE CHARGE OF THE "LIGHT" (AND HEAVY) BRIGADE. — The start of the M.C.C.'s High-speed Trial at Brooklands on Saturday, when some 60 machines went away en masse, vividly recalled Tennyson's famous poem!

NOTES, NEWS & GOSSIP *of the* WEEK

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LIGHTING-UP TIMES (Rear Lamps) for Saturday, October 24, 1925.

London	5.17	Edinburgh	5.19
Newcastle	5.15	Liverpool	5.24
Birmingham	5.22		

Improvement at Birkenhead.

The substitution of railings for high walls at the gateway and the removal of an old footbridge have made the difficult crossing of the docks between Birkenhead and Wallasey (Cheshire) by way of the Duke Street bridge a much easier proposition. Improvements such as this go far towards reducing motoring accidents and making the roads safer for all.

A Good Year Ahead.

The general feeling of the light car trade is that the Show has been very successful and that 1926 should be a profitable season.

Manchester Parking.

Manchester now allows motorcars to be parked in 18 of its central city streets, with a time limit of two hours, before six o'clock in the evening.

This Week.

New motorists as well as more experienced owners of light cars will be interested in the special article in this issue which compares prominent light cars of 1916 with those which are on the market to-day. The illustrations which accompany the article have been redrawn from actual photographs and give a very accurate indication of the appearance of these cars of a decade ago. The views of well-known motor drivers and others on the proposed 200-Mile Handicap Race are given in this issue, and it will be seen that few are in favour of the handicap. Articles of general interest include, "Understanding a Specification," "Sidelights on the Show," "Reflections of 1925," and reports of the M.C.C.'s High Speed Trial at Brooklands.

No. 674. Vol. XXVI.

Our Front Cover.

A 10-20 h.p. De Dion-Bouton light car figures in the photograph on our front cover this week.

Brooklands: Winter Repairs.

On November 14th—that is, approximately in three weeks' time—Brooklands racing track will be closed for winter repairs. It will be re-opened early in the New Year.

Next Week.

In next week's issue we hope to include a very interesting contribution by Major H. O. D. Segrave on various aspects of the 200-Mile Race. Major Segrave has taken part in four of the five races and, in addition, has a world-wide experience of long-distance racing on road and track. He was, of course, the winner of this year's "200." The views of several other drivers also will be included. An article of particular interest to amateur mechanics will be "Some Fallacies of Forced Induction," in which some of the more common mistakes made by amateurs, both in theory and practice, will be explained, and some very interesting propositions put forward. The article will be illustrated by a number of striking sketches.

Your Name and Address.

"After a motor accident anyone can demand the name and address of a motorist."—Blackpool Magistrate.

Withdrawal of Ferry Boat.

The Royal Scottish Automobile Club announces that the motor ferry boat at Kylesku Ferry, Sutherlandshire, will be withdrawn for the winter months on Sunday next, October 25th.

Watch Your Health.

"If any man drives a car when he knows his health is so bad as to make his driving dangerous I should have little difficulty in convicting him."—The Liverpool Stipendiary.

Where Does that Road Go?

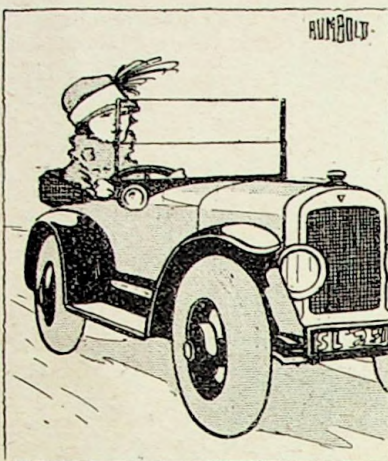
A Liverpool motorist suggests that the main traffic arteries out of Liverpool should be equipped with conspicuous signs indicating the best route to take to leave the city for other large towns. The direction boards at Huddersfield are suggested as an example.

R.A.C.'s Flying Squad.

During the past season the demand for the services of R.A.C. guides to organize car parks at race meetings and so forth was so great that a flying squad was formed especially to meet it. The squad was composed of men who had been selected because of their wide experience in this particular class of work.

An American Three-wheeler.

Particulars are given in an American journal concerning a cyclecar which has been developed in the United States and which is likely to be put on the market. The sponsor of the cyclecar, which is a three-wheeler, believes that the time is ripe for the introduction of small cars to the American market, the recent big improvement in road surfaces and the perfection of the balloon tyre having made the large typical American car no longer essential. The experimental model three-wheeler at present under construction has a four-cylinder engine.



LIGHT CAR LIMERICKS.—No. 43.

Said Winifred, new to the wheel,
"It's all right, but somehow I feel
That in low gear I'll stop,
Dare not change into top,

Readers are invited to supply the missing fifth line. Only post-cards addressed to the Editor and marked "Limerich No. 43" will be considered. A prize of One Guinea is offered for the most apt and original fifth line. If two or more such lines are received the prize will go to the sender of the first to be judged. No judging will be done before next Tuesday. For result of No. 42, see this week's "Around the Trade."

Tree-bordered Roads.

Tree-bordered roads are very beautiful in spring and summer, but at this time of the year, beware! The fallen leaves form a treacherous carpet and skidding is often unavoidable.

The White Life.

That his licence bore "the pure white emblem of an unblemished motoring life" was the novel defence of a Blackburn motorist summoned for speeding. Forty shillings, nevertheless.

What About Wembley?

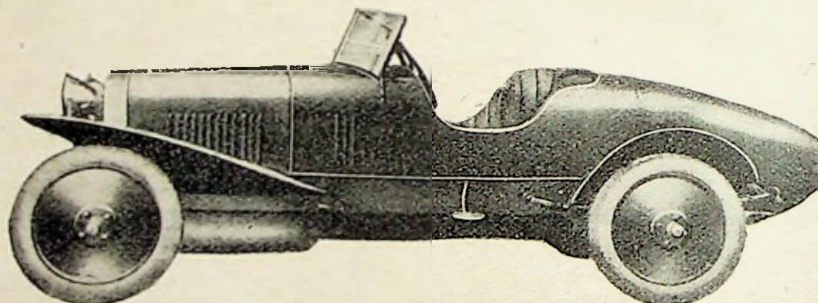
The future of Wembley—that is, not next year but in years to come—is in the melting pot and our tame reformer suggests that in view of the rapid expansion of the automobile industry Olympia will be too small for the Show and that Wembley is the only practicable solution. We have duly made a note of the idea.

Salmson's Latest Achievement.

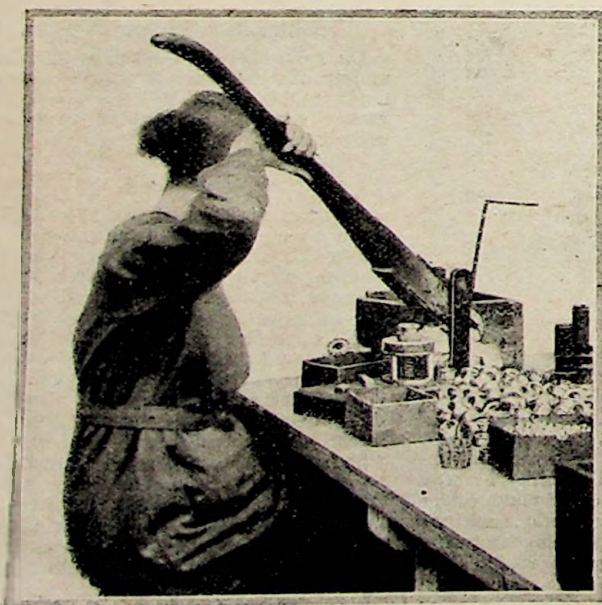
On October 11th the Salmson car which won the 1,100 c.c. class in the recent 200-Mile Race broke the following records at Montlhéry track:—Flying kilometre at 113.6 m.p.h., flying mile at 110.5 m.p.h. These figures compare very favourably with those of the 1,500 c.c. class, which are 114.7 m.p.h. and 113.24 m.p.h. respectively. The car was driven by M. Casse.

More Winter Guides.

The winter months used to be a period of rest for hundreds of motorcars, but



An attractive Spanish car, the Patria.



ROLLER BEARINGS IN THE MAKING.

It is not surprising that taper roller bearings are difficult to separate when this assembling machine is seen at work. The caged rollers are sprung over the inner race.

nowadays motoring enters so largely into the business affairs of every car owner that the car must be used almost as much in the winter as it is in the summer. Bearing this view of the situation in mind, the Royal Automobile Club announces that it intends to maintain a bigger service of winter road guides than in previous years.

The London-Exeter Run.

The Motor Cycling Club is departing this year from its time-honoured custom of holding the London-Exeter-London run on the day immediately following Christmas Day. This year Boxing Day falls on a Saturday and, as it is considered that it would not be advisable for the competition to be in progress on Sunday, the start is being delayed until the evening of Monday, December 28th. This will give competitors plenty of time to recover from the Christmas festivities, and it is understood that the officials of the M.C.C. anticipate in consequence the donation of an unprecedented number of gold medals! Further details as to route, regulations and entries will be published later.

New Citroen Showrooms.

Citroen Cars, Ltd. will occupy a large frontage of the new Devonshire House, Piccadilly, London, which is now in course of construction.

Proposed British Car Trial.

An announcement of considerable importance has been made in connection with the Royal Automobile Club's 2,000-Mile Trial. It is possible that this may be held next year—probably about Whitsuntide.

The Dewar Trophy.

Owing to the earlier date of the Motor Show, the R.A.C. has decided that the period to be reviewed in connection with the Dewar Trophy—which is awarded each year for the most meritorious performance in a R.A.C. certified trial—shall be the twelve months ended September 29th.

New Bridge Near Birmingham.

A photograph on this page shows Lowbrook Bridge (looking towards Birmingham), which has just been opened and replaces a water-logged section of the road, from which many a car in difficulties has had to be extricated. The bridge marks the boundary of Warwickshire and Worcestershire and is on the direct road from Solihull to King's Norton, about 10 miles from Birmingham. The actual cost of reconstruction was over £3,000.

To New Readers.

The *Light Car and Cyclecar* is the only journal in the world devoted exclusively to the interests of users of the real small cars, i.e., cars which have an engine capacity not exceeding 1,500 cubic centimetres, equivalent to 1 1/2 litres. Published every Friday, it contains a wealth of interesting articles, photos and sketches relative to economical motoring,



NEW BRIDGE NEAR BIRMINGHAM.

On the road from Solihull to King's Norton—Lowbrook Bridge, a new structure. (See paragraph on this page.)

and regular readers are kept au fait with everything that goes on in the light car world. To present or prospective owners of light cars it represents a weekly guide of incomparable value. Order a copy to be reserved for you each week at your local newsagent and be up-to-date on every matter connected with your own and other light cars.

Electric Tram Signals.

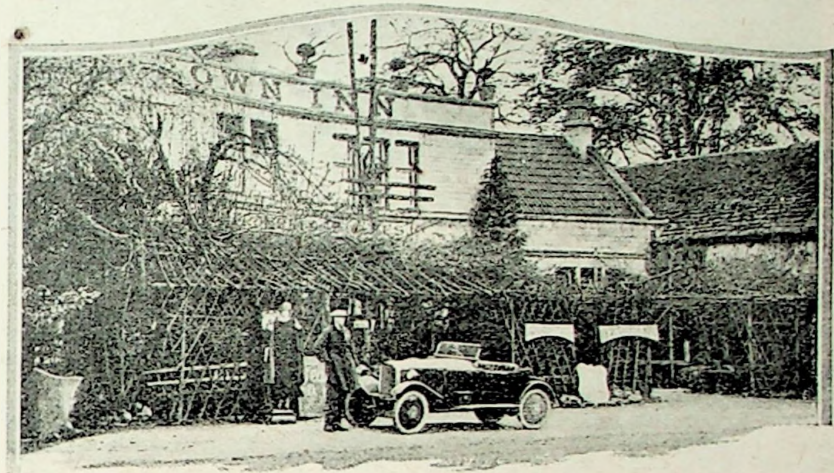
The London County Council is experimenting with electric rear warning devices for trams similar to those fitted to cars. Directly the current is switched off the illuminated warning word "Slow" appears.

Merely Reprimanded!

Near Northwich, Cheshire, two boys were severely reprimanded and placed under supervision of the probation

Fire and Confusion.

A car on fire was seen recently on a main road near London; around it were three other cars belonging to motorists who had stopped to help. The road was entirely blocked by the four vehicles and traffic piled up rapidly, but fortunately without serious consequences. In such circumstances it is imperative to leave a clear road for others, and for safety's sake to move all vehicles away from that which is burning.



THE CROWN INN, BATH EASTON. — The whole of the walls and ceilings of this well-known inn on the Bath Road are covered with curios.

officer for placing on the main road a sod in which was a knife embedded with both blades fixed upright. Hidden behind a hedge they had enjoyed the spectacle of motorists' tyres being cut to ribbons. We suggest that youths of this description require something more in the way of punishment.

Confusion Worse Confounded.

Several appeals for more signals have appeared in the lay Press recently. We shall be so busy signalling, if these materialize, that driving will be impossible, or every driver will have to be accompanied by a qualified semaphore operator!

A Real Speed Limit.

A light car was being reversed into a garage by a very new driver, and the engine was stopped several times. Another owner who was standing by suggested taking off the hand brake. "I'd rather not," said the novice, "it prevents me going too fast. I've kept it on a little all day, and it has saved me lots of accidents." We can only extend our sympathies to the other motorists he encountered and to the makers of the car. Presumably the misguided driver was one of the self-taught brigade: if so we would remind him that it is never too late to—learn.

Battle of West Hill.

Once again West Hill, Highgate, has been attacked by a devastating army of workmen, and the road is "up" for a considerable distance. The alternative short cut to the "Gate House" is by Swain's Lane, which has a gradient of about 1 in 7.

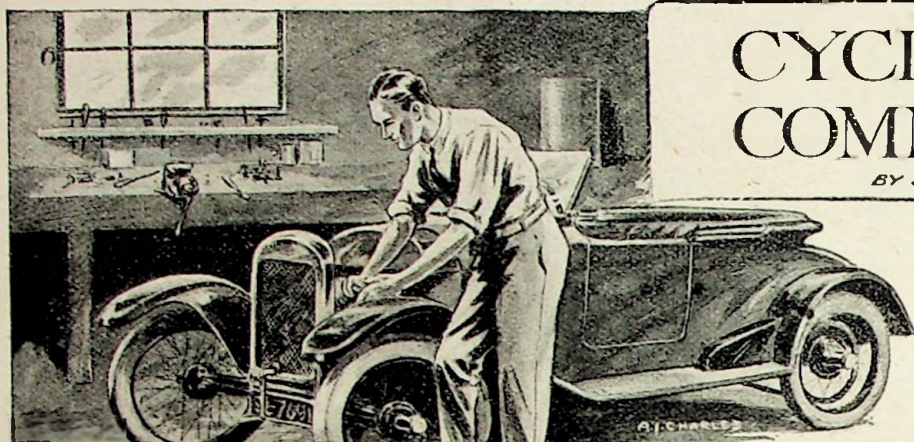
THE Light Car
AND Cyclecar

SCOTTISH NUMBER

(dated November 13th)

Will be published on the day the Scottish Show opens and will contain an interesting guide to the light car exhibits.

ORDER IN ADVANCE.



CYCLE CAR COMMENTS

BY SHACKLEPIN

AN AMATEUR DESIGN CRITICISED—
SOOTED PLUGS—
BETTER BODIES—
THE M.C.C. TRIAL.

A VERY ingenious amateur design for a home-built cyclecar has been sent to me by a Winchmore Hill reader, who asks me to criticise it. The idea is to build a vehicle as cheaply as possible and without the aid of expensive plant or tools.

It is proposed, therefore, to use an old Tamplin body-chassis which can be obtained minus engine and gearbox at a very low figure, and to use a 4 h.p. Douglas motorcycle engine, friction gear and final single belt drive.

A very workmanlike sketch accompanies the letter, so that to criticise the general layout is easy, because I am able to see exactly what is intended.

To adapt an existing chassis is not always so simple as it might seem, and in this case it will necessitate placing the engine higher up than it should be from the centre of gravity point of view. The Douglas engine itself should be quite satisfactory and give enough power for all normal purposes, provided that the gear ratios are low and that the total weight is kept down to a minimum.

The designer must, however, remember that alternative difficulties present themselves. Either reduction gearing between the driven disc and the driving pulleys for the belts must be arranged, thus adding complication to the design, or the owner must be prepared to put up with all the disadvantages of an over-high top gear. The reason is because 5 ins. is the smallest practicable diameter for a driving pulley and 20 ins. about the largest for a driven pulley, bearing in mind the fact that the belt rim must be kept reasonably clear of the road surface. Hence the top gear would be 4 to 1—wholly undesirable. This difficulty can be overcome if chain drive is employed, and I suggest that consideration be given to this alteration from the specification submitted.

In any case, the system of friction drive adopted should be one which has been well tried and proved, or success will be problematical.

B14

In the case under review I would prefer a three-speed gearbox and final belt drive with large-section belts running over large-diameter pulleys placed a good distance apart—not less than 3 ft. if possible. If friction drive must be used, then final transmission should be, as I have said, by chain in preference to belt. Actually a single chain would be very little more difficult to arrange, although perhaps a trifle more expensive.

The fuel and oil tanks are to be fitted below the engine and to feed, presumably, by pressure. In the case of the oil supply this would work quite well, a pump and sight feed of the Best and Lloyd type being all that would be necessary.

Fuel supply by pressure is not so easy, unless a small gravity-feed service tank is used in addition and arranged to supply the carburetter in the ordinary way, being itself filled from the main tank, as and when required, by means of a hand-operated air pump.

A far more satisfactory system would be to use an Autovac feed, but this might be regarded as too expensive on so simple a cyclecar.

On the whole, and at the risk of disappointing the designer, I feel rather prompted to advise him to start again with the idea of using standard components which may easily be adapted to work together. Alternatively, why not procure an early G.N. or similar cyclecar and spend a little time and money in hotting up?

Several readers have written to me regarding my recent remarks on oiling-up plugs in a G.N. engine. They are of opinion that soot or carbon caused by a faulty mixture is more to blame than excess of oil in the combustion heads.

I must say that I agree with this view, but my original querist asked specifically for instructions as to how baffle plates might be fitted and whether they would be advisable in practice.

If one cylinder soots its plug whilst its fellow behaves properly, it may be taken for granted that an unduly rich mixture is being supplied by the carburetter and that air leaks in the induction system of the well-behaved cylinder weaken the mixture to reasonable proportions.

If the leaks be found and stopped, the mixture can then be weakened at the carburetter, with the result that sooted plug troubles will cease and general running will be improved.

Recently I was driving along a rather dark main road with only my side lamps burning when I noticed ahead what appeared to be a sports coupé. It was very low built and painted white with a squat black leather hood.

Being interested, I opened up to pass it and found to my surprise that it was a Bleriot-Whippet. Whoever was the owner certainly had gone all the way to obtain comfort and good appearance.

Circumstances prevented my having a chat with the driver, but it occurred to me that there is no reason why cyclecars should not be made comfortable and pleasing to look upon.

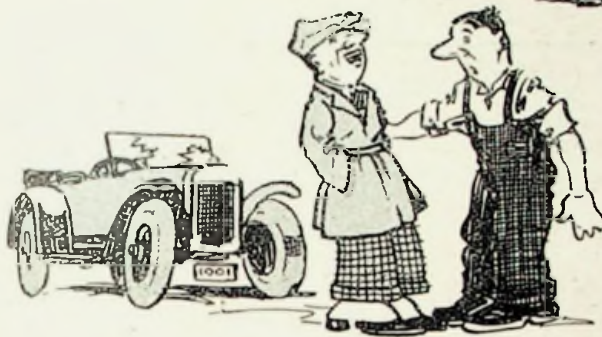
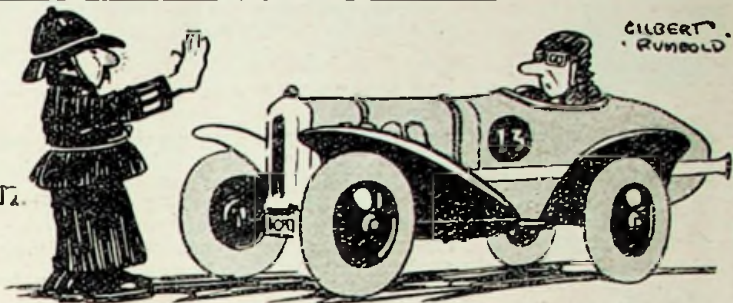
In general one sees them fitted only with open touring bodies and hoods of doubtful efficiency. What is there to prevent us from retaining their inherent mechanical simplicity and at the same time fitting them with better bodies?

The fact that there are so few speed events nowadays in which three-wheelers are eligible to compete no doubt accounted for the very good entry in the first M.C.C. high-speed reliability run which was held at Brooklands last Saturday.

Although the event was in no way a race, it was natural that the drivers should maintain a fairly high speed, and as the regulations required each machine to run in touring trim, spectators were able to gain a very good idea as to three-wheeler reliability. The purpose of the trial, therefore, was fulfilled exactly.

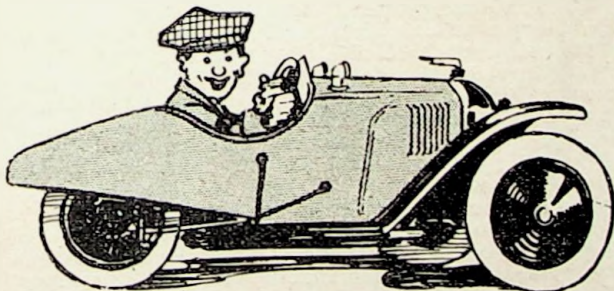
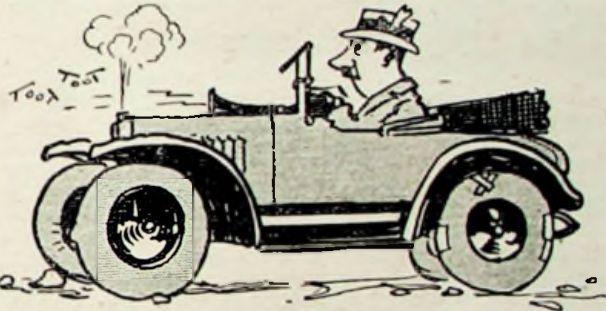
SOME UP-TO-DATE NURSERY RHYMES.

Ba, Ba, Black Sheep
Is your licence clean
Yes Sir, No Sir,
Once it might have been.



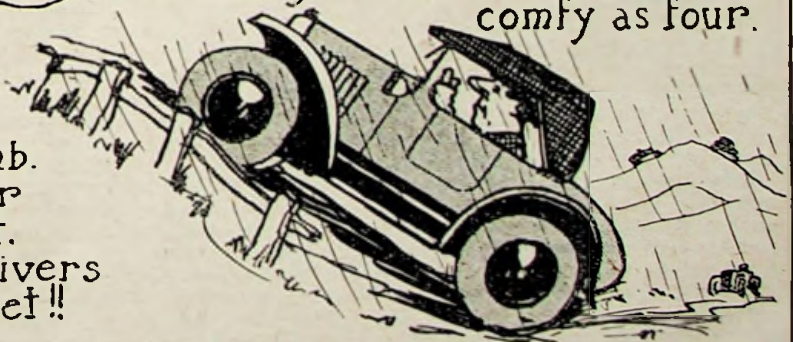
Hi, diddle, diddle,
The garage won't quibble,
"The job will be done with great care"
The motorist laughed to hear such
a yarn
He'd heard it so often before !!

Drive an old car all rattle & jar
Taint very safe to go extra far
With knocks in her engine, and
Tyres all torn,
The only good thing is an
ex-army horn.



Morgan JAP, Morgan JAP, why do
you kid,
Some folks into thinking you're
likely to skid,
Morgan JAP, Morgan JAP, tell 'em
some more,
Your sturdy three wheels are as
comfy as four.

Sing a song of "Six days
Mudguards full of slime,
Four and twenty drivers
On hills they cannot climb.
Before the trial was over
They all got soaking wet.
But four and twenty drivers
Will try again - you bet!!



Is it not time for the books of nursery rhymes to be modernized? Those dealing with motoring could be made much more interesting and educative than the old-fashioned "Mother Hubbard" variety.



SCRATCH RACE OR HANDICAP?

WHAT PROMINENT MOTORISTS THINK OF THE 200-MILE HANDICAP PROPOSITION—FAIRLY GENERAL DESIRE TO ADHERE TO PRESENT CONDITIONS.



THE general consensus of opinion concerning a proposed 200-mile handicap in place of the existing regulations governing the J.C.C.'s "200" is opposed to any change, and, whatever may be the views held by the public, it is indeed refreshing to discover that opinions are so undivided amongst the majority of those who are most intimately associated with the questions at issue.

We have stated the case for a 200-mile handicap in the clearest possible terms. The case "against" is expressed with equal clarity by a number of well-known motorists in the personal views which we publish below. In addition, we have received many letters from readers whose opinions are divided, but which reflect the arguments given for and against appearing in the accompanying paragraphs. A selection of these letters will be given next week if space permits. Of very great interest will be the views of Major H. O. D. Segrave, Raymond Mays and others, which we hope to include in our columns next week.



MR. A. PERCY BRADLEY—
Hon. Gen. Secretary of the organizing
body of the race—the Junior Car Club.

SPEAKING entirely for myself, I should be greatly adverse to any alteration made in the 200-Mile Race such as you suggest. Handicaps are thoroughly excellent things in theory, but seldom—even in a straight race without corners—come right in practice. I think you must also agree with me that an event such as the 200-Mile Race would lose much of its importance were it to become a handicap event rather than an "open" event.

I can assure you, however, that the J.C.C. has already considered certain aspects of the race for next year, and is not in any way blind to the criticisms and the results of this year's event.



PROF. A. M. LOW—
an authority on the conditions which
govern all sorts of motor sports.

I WAS extremely interested to read your comprehensive article dealing with the Junior Car Club's 200-Mile Race. I will endeavour, with your permission, to place my personal views before you, but I would make it clear that my opinion by no means necessarily represents the view of the Junior Car Club Council.

The handicaps at Brooklands are arranged with a skill that is almost uncanny. They are fair and just in every way, but surely we do want to have some races which are proper races and in which the purely artificial limitations of a handicap are not imposed? The fact that a back-marker might travel at an astounding speed would be very little appreciated from the publicity value, were the limit man to receive (partially by good fortune) such a start that his win might be comparatively easy.

B16

Races for the fastest confer an enormous benefit upon the motor industry and the touring public. Was not the present form of supercharger largely the result of experiments conducted by various wealthy firms, and is it not, in all probability, a fact that the supercharger may be to the touring car of the future what the gearbox is to the small-engined vehicle of to-day?

MAJOR F. E. HALFORD—
who put up a very plucky fight against
odds in this year's 200-Mile Race.



PERSONALLY, I should be very sorry to see the 200-Mile Race made into a handicap event. We have handicaps all the year round, and the "200" is the only real race in this country in which we can pit ourselves against the best on level terms. The fact that one loses does not in any way detract from the sport and experience extracted from a race in which there is so much to be learned. This, of course, is merely from a competitor's point of view.

CAPT. ARTHUR WAITE—
than whom there are few drivers more
capable of giving a first-hand opinion.



YOUR views regarding forthcoming 200-Mile Races are very interesting indeed.

The writer of the article covers the situation of team management quite adequately. It is absolutely necessary for the person controlling a team of cars to do his utmost to ensure those machines finishing as near to first as possible. The manager has to take steps to prevent his drivers racing against themselves, which, possibly, would mean breaking up his team, and to do this we know the practice is to draw for places.

As one who has controlled the Austin team in several Continental and home races, I really cannot see any better arrangement than that in operation at present. I am not sure that a manager would feel justified in making a statement to the public that he was going to try to win with any one particular car, as so many things can happen after the start of a race.

There are many problems which could, and do, occur to upset a team manager's calculations, the effect of which would annoy the public, although, perhaps, they would never learn the cause. No! I really think the only way to get over the difficulty would be for the entrant to have only one car racing, and then the organizing club would suffer.

As regards the "200" being made into a handicap event, I must say that, as a spectator at the recent Essex Club's 50-mile handicap, I was very interested the whole time; but there is, of course, the possibility of the public becoming hopelessly bewildered, as the calculating necessary to place individual cars during a 200-mile handicap race would be quite intricate.

Personally, I must say that I have always thought it a pity that the three categories had to be super-imposed. I would have favoured, say, 750 c.c. class 8 a.m., 1,100 c.c. class 12 noon, 1,500 c.c. class 3 p.m.



CAPT. MALCOLM CAMPBELL—
who requires no introduction, and is emphatically against a handicap race.

FROM the point of view of the spectators, a 200-mile handicap might be interesting, providing they could follow exactly the positions of all the cars, but from the competitors' point of view—and speaking as one who has taken part in the event under discussion—I do not think it would be at all successful.

The main difficulty which I see is that a 200-mile race nearly always produces certain cars the paces of which have not been tested properly, and under those conditions an error in handicapping might be very great either way.

No! I say adhere to the present scratch race and let the best cars win.



MR. LIONEL MARTIN—
whose name is so closely associated with the Aston-Martin car, says "Yes."

I SHOULD be delighted to see a 200-mile handicap race, but, obviously, there are difficulties in connection with the individual handicap of each car which would have to be overcome in a thoroughly satisfactory manner. The solution I suggest is that no car should be entitled to take part in the "200-handicap" unless it had previously run in at least six Brooklands handicap races at a minimum entry fee of £5. I feel sure that this would be the means of producing fairly accurate data as to the capabilities of each and every car, and would result in very close and very fair handicapping.

As the by no means modest sum of £30 would be at stake, I do not think any competitor would consider it worth while to keep a little in hand for the "200." In any case, it would give the handicappers a wealth of useful information which, otherwise, would be unobtainable.



MAJOR C. M. HARVEY—
of front-wheel-drive Alvis fame. He won the race in 1923 at well over 90 m.p.h.

WHILST appreciating the fact that the idea of a 200-mile handicap is to give concerns which have not large resources at their command, and those competitors who enter privately, a better chance in such a race, I, personally, see no merit in winning a handicap race. I think that the whole character of the race would be spoilt, and I only wish there were more scratch races at Brooklands.

The Coupe Georges Boillot race at Boulogne was an example of a long-distance handicap race, and the handicap was one of the best that I have seen, but even then the finish was not by any means a close one, and

the back-markers with engines of big capacity had an enormous amount of time to make up.

The 200-Mile Race would, of course, be for cars of equal capacity, but even then running such an event on the handicap system seems all wrong to me, and I do not think that it would interest the public in the same way that the previous 200-Mile Races have done.

I think that the best method to make the race fairer to the entrants concerned is, if possible, to make it appertain still more to the conditions under which the Continental road races are run. Surely roads such as have been built at Montlhéry could be constructed in the middle of Brooklands track, or even some more corners arranged on the concrete—perhaps on the railway straight? The latter part of the track would also be the best position for the grand-stand and so on.



MAJOR H. J. C. SMITH—
who competed in the race of 1922 and joins issue with Mr. Lionel Martin.

YES. Let us have a 200-mile handicap by all means. Such a race would show what each car really could do and would give manufacturers the opportunity of proving the worth of the genuine products from their factories. Compare the situation with a billiards match in which A is an accomplished player and B a comparative novice. A gives B 50 on the score board as a means of levelling things out. What happens? A has to work hard for the victory; he must put all his skill into the game, otherwise he may be beaten. The conditions of a 200-mile handicap would be very similar and the public would be treated to the really exciting spectacle of seeing the whole field "all out"; in fact, the interest would be sustained from start to finish.



MR. E. C. GORDON ENGLAND—
whose successes with Austin Sevens in the "200's" need no recapitulation.

THE trouble with the handicap proposal would be the manufacturers' doubt as to the possibility of unfairness in the handicap given to their particular entries. No business man will spend vast sums of money on building and preparing cars for such an event if his chances of success are to be hopelessly spoilt by an error on the part of the handicapper. Handicappers being human, are as given to making mistakes as any other people.

It would take a great deal of faith and optimism, for example, on the part of the Austin Co. to enter cars, because the result would be, as in past history, that these cars would have to start well behind many of the 1,100 and 1,500 c.c. cars, and their "wee" engines would have to be extended to their uttermost to put up any sort of show against their bigger brothers. On the other hand, if the handicap idea appealed to the sporting owner, and secured sufficient entries, it might be a very good thing; the "if," however, seems to me to be the rub. If the sole idea of the handicap is to prevent secret team arrangements, a declaration before the race would surely meet the case.

NEXT WEEK.—Major H. O. D. Segrave, the driver of the winning Darracq in this year's race, will discuss the views given above, also other aspects of the 200-Mile Race.



UNDERSTANDING A SPECIFICATION.

THE MEANING AND SIGNIFICANCE
OF THE BETTER-KNOWN TECHNICAL
TERMS AND EXPRESSIONS.

THERE must have been many readers of the First Show Number of *The Light Car and Cyclecar* who were unable to grasp the significance, so far as performance and general desirability are concerned, of the exhaustive information which was given relating to "All the Light Cars on the British Market." The information published gave the horse power, prices, tax, engine and transmission details, and particulars concerning brakes, suspension and electrical equipment, in addition to a considerable amount of non-technical information which everyone could understand.

The horse power quoted in most instances gave two figures—for example, 10-23. This signifies that the R.A.C. rating of the engine is 10 h.p., whereas actually it is capable of developing 23 h.p. The R.A.C. rating takes nothing into account save the diameter of the cylinders, and was introduced some years ago as a rough-and-ready means for classification.

The other figure, however—the brake horse-power figure—gives definite information, as it relates to the actual power which the engine is capable of developing. To grasp its meaning it is necessary to know exactly what is meant by the term horse power. This term came into being many years ago when it was decided that a powerful horse was able to raise a weight of 550 lb. to a height of 1 ft. in 1 second, and an engine capable of emulating the same feat is described to-day as developing 1 h.p.—that is 1 brake horse power. The term "brake" is used because the power of an engine is tested by determining the amount of braking power which it is able to resist.

Grasping Engine Points.

Turning now to the engine details which are given in the typical abridged specification. The number of cylinders is nearly always quoted first, and this information is, of course, straightforward. Next in order come the dimensions of each cylinder. These are always quoted in millimetres, the bore being given first. Thus 69 mm. by 100 mm. indicates that the diameter of each cylinder is 69 millimetres, whilst a piston travels a distance of 100 millimetres between its highest and lowest position.

After the bore and stroke figures the capacity figure is generally given. It is expressed in cubic centimetres, and indicates the quantity of air displaced by the tops of the pistons during one complete revolution of the crankshaft. The capacity figure can be obtained, of course, by a simple calculation based upon the bore and stroke dimensions, whilst it can be deter-

mined in a practical manner by turning the starting handle until one piston is at the bottom of its stroke, then filling the cylinder with oil and noting how much is ejected when the engine is given a half-turn and the piston in question thus brought to the top of its stroke. The quantity of oil displaced would have, of course, to be multiplied by the number of cylinders to give the capacity of the engine.

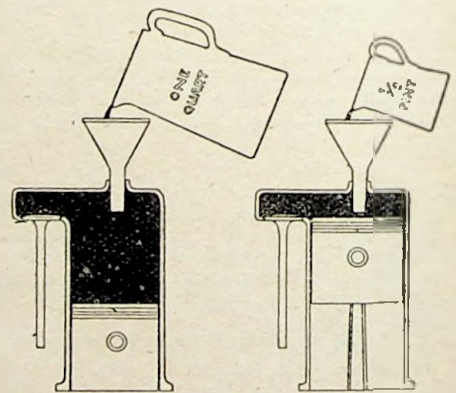
The average abridged specification gives the valve arrangement, the method used for engine cooling and lubrication, whether the cylinder head is detachable or otherwise, and sometimes the number of crankshaft bearings.

Alternative Valve Positions.

The terms "overhead" valves or "side" valves are self-explanatory, but the expression "superimposed inlet valves" is not always understood. This method of construction provides for side exhaust valves of the normal type with the inlet valves arranged immediately above them.

There are several methods of cooling an engine, those which are found in car practice being by air, water and, in one case, oil. In the case of air cooling, the temperature of the cylinders is kept down to a reasonable figure by forming fins upon them, and arranging for the air to impinge directly upon the

Indicating the meaning of the term "Compression Ratio." In this case the mixture is compressed to a quarter its previous size. The ratio would be termed 4 to 1.



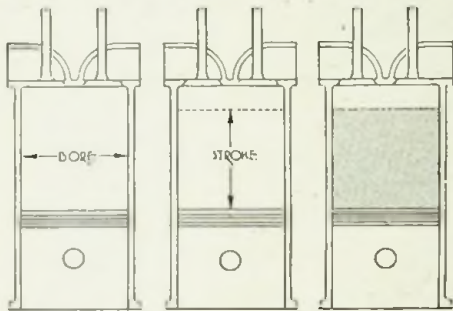
cylinders, and thus carry away the heat by radiation. In the case of water cooling the cylinders have jackets cast around the heads and barrels, and water contained in these jackets circulates through a radiator, the passage of air through which causes the temperature to be kept down to a reasonable figure.

Thermo-siphon circulation is the term given to a water cooling design which depends for circulation upon the physical property of warm water to rise and cool to fall, whilst the term "pump" circulation is used when a pump is employed. The expression "oil

cooled" has been applied to only one type of engine so far, and in this case the cylinder heads were air-cooled and the barrels oil cooled by reason of the fact that they projected into the crankcase.

The expression "forced" lubrication is not always understood, which is hardly surprising, as it is very loosely applied. Actually it should be confined to engines on which all the principal engine bearings are fed with oil under pressure from a pump. In many cases it is used, however, to indicate that merely the main crankshaft bearings are so lubricated, the big-ends of the connecting rods being lubricated by oil contained in troughs which are fed by the pump and into which the big ends dip at the bottom of each stroke.

The term "centrifugal circulation" is sometimes applied to a method of lubrication which depends upon the revolutions of the flywheel to collect oil from a



The dimensions of a cylinder. The shaded portion in the right hand sketch represents the "capacity."

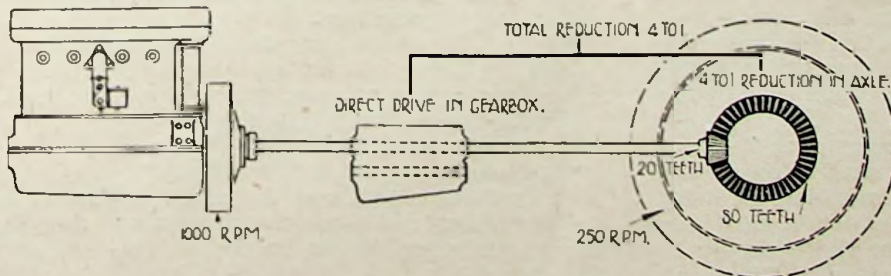
trough beneath it and distribute it with the aid of ducts to various parts of the engine. This method of lubrication is often called "splash."

A two-bearing crankshaft signifies that the crankshaft is supported only at its extremities, whereas a three-bearing shaft has an additional support in the centre.

The transmission details commonly quoted in brief specifications include mention of the type of clutch, describing it as a cone, disc, plate or multi-disc. A "cone" clutch has a single large cone-shaped member which is covered with friction material, and which engages with the inside of the flywheel rim. An "inverted cone" clutch acts on exactly the same principle, but instead of engaging direct with the flywheel it engages a cover formed behind the flywheel. Thus when the clutch is freed it moves forward, and when it is engaged it moves backward. There are certain advantages attached to this principle, but there is no need to discuss them here.

A "plate" clutch implies a metal disc covered with friction material and gripped between the inner face of the flywheel and another flat plate secured to and driven by the flywheel. If it is a "dry plate" it needs no oil—if "wet" it operates in an oil bath. A "multi-disc" clutch consists of a considerable number of small discs, alternate ones being driven by the engine and attached to the clutch shaft respectively.

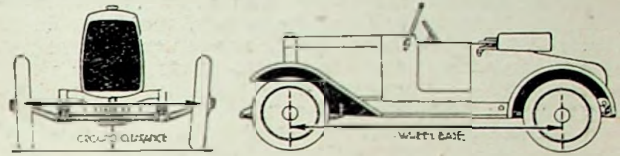
The expression "unit con-



(Above) The conditions when a 16 to 1 bottom gear is engaged. The engine runs at 16 times the speed of the back wheels. (Left) The conditions when top gear is engaged. This drawing shows how a 4 to 1 gear gives an engine speed of four times that of the rear wheels. The drawings are diagrammatic.

struction" appears in many specifications, and it indicates that the engine clutch and gearbox are built as a single unit. "Separate gearbox" signifies that the engine and gearbox are built as two separate units independently mounted in the chassis frame.

Gearbox details are incomplete unless the ratios are quoted; a typical example for a three-speed box being, say, 16 to 1, 8 to 1 and 4 to 1. The accompanying diagrams make the meaning quite clear, and it will

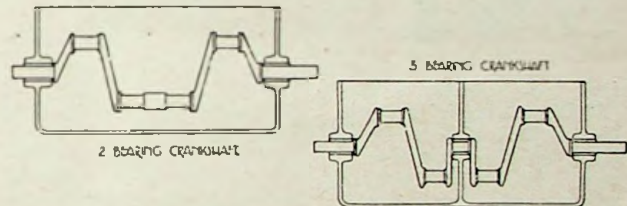


How the dimensions of a car are expressed. The over-all dimensions are taken, of course, from extremity to extremity.

be noted that the top gear ratio is, in all cases, that afforded by the gearing in the back axle, the gearbox itself playing no part in determining the top gear ratio.

In very rare cases the expression "over-geared top" is seen. This indicates that there are pinions in the gearbox which raise the ratio afforded by the back axle. The term "direct drive on top" is also sometimes used, this indicating that the top gear ratio is not influenced by the gearbox.

The expression "side control" means that the gear



The two types of crankshaft used for four-cylinder small car engines. The advantage of the centre bearing is not confined solely to providing an additional support; it also aids efficient lubrication.

lever falls to the driver's right hand, whilst "central control" signifies that it is in the centre of the car, and is controlled by the left hand. In the case of a car with left-hand steering this order is, of course, reversed. The various methods of final drive are

described as "by open shaft" or "enclosed shaft." These terms are self-explanatory, but it should be noted that the term "Hotchkiss drive" implies that the propeller shaft is not enclosed, and that the axle is located solely by the springs, no special provision being made for preventing it from turning under the influence of driving or braking stresses. With this arrangement the use of half-elliptic rear springs is generally considered necessary, although not, of course, essential.

Nearly every car to-day has what is known as "spiral-bevel drive," that is to say, the teeth on the bevel wheels in the back axle are cut transversely instead of being formed to appear in elevation as radii of the pinions. In cases where worm-drive is used, the expression "overhead worm" means that the worm is over the worm wheel, whilst an "under-slung worm" is beneath it. A "solid" axle is one that has no differential. Sometimes such an axle is described as a "diffless" axle, whilst the term "full differential" is used to indicate that the conventional mechanism is employed.

There are no terms difficult to understand in connection with braking mechanism, although it might be well to note that the expression "transmission brake" indicates that the brake in question acts on a drum secured to the propeller shaft, and thus takes effect upon the rear wheels.

Suspension systems are classified in a very simple manner, the springs used being termed quarter-elliptic, half-elliptic and so forth. The expression "cantilever" is sometimes used for a half-elliptic spring which is inverted, that is to say, the centre of the bow is above the ends. Sometimes this arrangement is called "full cantilever."

The only other point which would appear to require elucidating relates to electrical equipment, the expressions "separate unit" and "single unit" being not commonly understood. "Separate unit" signifies that the starter motor and dynamo are independent of one another, whilst "single" unit means that one piece of mechanism fulfils the functions of starting the engine and charging the battery.

DRIVING IN TRAFFIC—AN OBJECT LESSON.



SOUND like a herd of elephants with sore throats coughing through a loud-speaker an inch from Gilbey's car announced to him that another car wished to overtake him. He started, and then slowly turned his head and brought upon the occupant of the 10 h.p. Gomper behind the full beam of his fierce and dazzling

how tie—a beast of a tie.

"Disgusting!" he said to his companion as he trod on the accelerator. "He thinks he can overtake us. Now, on the open road, I couldn't touch that Gomper with this old creak of Smith's, but in this traffic the whole thing's as simple as threading silk through the Marble Arch. And, mark you, this car I've borrowed is all wrong; I don't know its ways; the seat is uncomfortable, the engine vibrates, the steering is stiff, the gear lever's on the wrong side, where top gear ought to be bottom is, and where bottom gear ought to be reverse is; the alignment of— Hullo! that's his game, is it?"

The last observation was made as the other car succeeded in passing Gilbey. "Very well," he continued grimly, "we shall see. To me traffic driving is as simple as getting an introduction to the governor of a prison."

The next few minutes were crowded with incident, and a bus driver, a lorry driver, a milkman and three taxi drivers delivered elaborate criticisms of Gilbey,

his family, his face and his car—particularly his face. But Gilbey clung to the tail of the Gomper.

"You watch," he said to his companion. "Quickness in getting away is the secret of fast driving in traffic. When you understand that, it's as simple as breaking your neck by slipping on a banana skin."

In spite of Gilbey's furious efforts, however, the Gomper still drew away.

Then a policeman stepped out into the road ahead and the Gomper was forced to stop behind two rows of buses.

Gilbey swerved past the buses, and, cutting in in an altogether inexcusable manner, drew up 3 ins. behind the policeman and 10 ins. in front of a bus.

"Now I've got him cold," said Gilbey excitedly. "You see, even in this old car which I've borrowed, and to which, mark you, I am a perfect stranger, traffic driving is as simple as— Now, hold tight!"

The policeman had moved slightly and the last of the cross traffic was passing. Gilbey slipped into gear and "revved" up his engine. In a moment of bravado he turned and waved his hand to the driver of the Gomper.

"He won't see us again," he said.

The policeman's hand dropped. Instantly Gilbey's feet moved. The car sprang into motion and backed with a deafening, rending crash into the radiator of the bus behind.

As the Gomper flew past, its driver, actuated, no doubt, by a commendable spirit of forgiveness and benevolence, kissed his hand to Gilbey.

TOO MANY MOTORING VISITORS.

A FRIEND of mine who yearns for a country abode was recently attracted by an advertisement of a nice little place that seemed exactly to suit his requirements. Accordingly, he took a trip down, and inspected it from the outside. It was a pretty cottage standing a little way from a village, and, moreover, at an intersection of main roads, either of which would give him easy access to town.

Everything appeared satisfactory, but, being of a cautious nature, my friend repaired to the village hostelry to make a few private inquiries. Raising the subject with the landlord, he then learned that there had been three tenants at the house in as many years. This sounded ominous. The land-

lord, however, could give no reason for the frequent change. He had heard no complaints about the house; no rats, no bad drains, no ghosts. People just moved, that was all. It really seemed very mysterious.

Having his doubts, my friend pursued his inquiries farther, and got into conversation with a roadman who was at work outside the house itself.

"Pretty place, this," he remarked.

The roadman agreed.

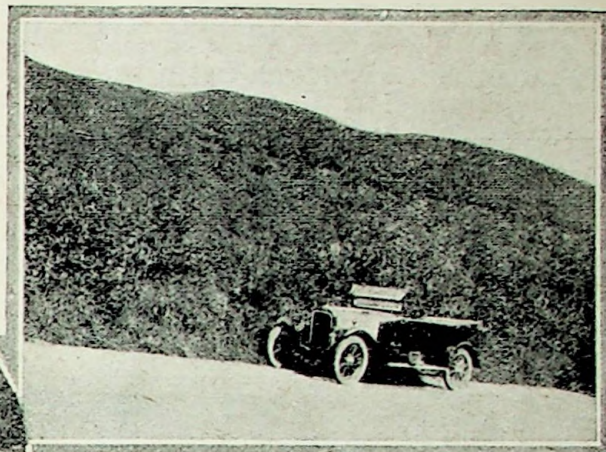
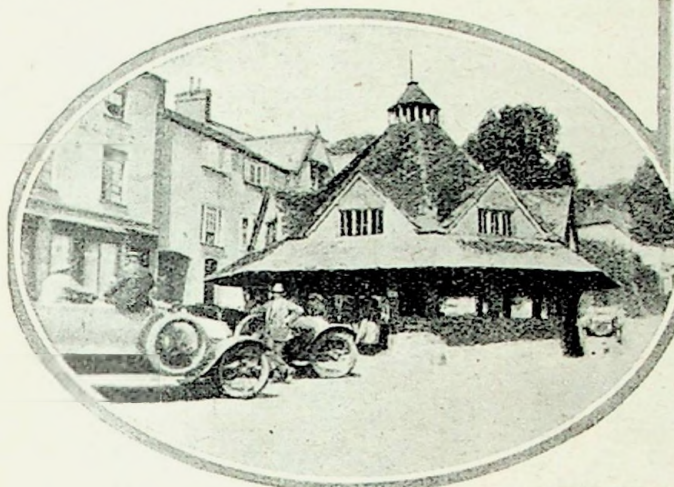
"It seems a pity for it to be empty."

"I don't wonder," was the reply. "There's no end of accidents at these cross-roads, and they are always carrying blokes covered with blood into that house."

Focus.

EXMOOR'S CHARMS IN AUTUMN.

NOW THAT AUTUMN TINTS ARE BEGINNING TO MAKE THEIR APPEARANCE, EXMOOR, WHICH IS CLAD IN A MANTLE OF PURPLE AND GOLD, LOOKS MORE BEAUTIFUL THAN EVER.



DELIGHTS
OF THE
DISTRICT.

Dunster is a typically West Country village, one feature of which is the old Yarn Market shown on the left. (Above) The bold ramparts of Dunkery.

TOURISTS who visit Exmoor at the present time come away with an impression of a fairy land containing mile after mile of undulating waves billowing away to the horizon—purple waves spangled with gold, which stretch as far as eye can see.

The heather is early this year, thanks to the heat of the first part of the summer and the later rains, and seldom can the colouring have been more vivid. The growth on Exmoor, unlike that of Dartmoor, is generally short on the uplands, and so one sees little save the wonderful purple carpet unbroken by green and relieved only by the glories of the autumnal flowering gorse with all its flaming splendour.

In a lightning tour in the West Country one may see much of the beauty of this part of England, and the writer has just returned from such a trip. The first half-day's run of 67 miles began at Tavistock, and included Okehampton, Hatherleigh, Bideford and Barnstaple, finishing at Ilfracombe; a feature of this run was a pleasing variety of rural Devonshire scenery, with occasional attractive glimpses of the sea. The rest of the day was spent at Ilfracombe, and next morning a start was made at 9.30 a.m. to get away in front of the fleet of motor coaches which leave this popular seaside resort daily for Lynton and Lynmouth.

A Rocky Coast.

The way through North Devon gives one some wonderful peeps of the rocky coast, but the road surface is as varied as the scenery, while gears have to be used very frequently, not only when climbing but occasionally as an aid to the brakes. To see this part of the country properly, one needs more time than a lightning tour really allows, for many of the gems, such as the Valley of Rocks, Watersmeet, and

others cannot be seen from the car; nevertheless, much that is magnificent may be viewed en route.

Beggar's Roost, a famous *pièce de résistance* in several well-known trials, was not attempted, but Countisbury Hill recalled very forcibly the need for a clutch stop. After the first steep pitch, the hill might have been climbed on second gear, had it been possible to make the change. By the time the clutch shaft had slowed sufficiently, however, the road speed had fallen off to such an extent that to attempt to engage second gear was useless, and so the car had, perforce, to toil up four-fifths of the long pull on a quite unnecessarily low gear ratio.

Picturesque Villages.

Porlock was reached by the private road—a pleasant, woody drive, with fine views of the bay below; the village itself is very picturesque. Incidentally, they keep a very excellent brand of cider thereabouts. It is the so-called "rough" or farm cider, but, unlike some such vintages, it is as smooth as cream.

Dunster is another delightful, typically West Country village, overshadowed by the castle and with the ancient Yarn Market in the street; soon after passing through, one obtains a very good idea of the bold ramparts of Dunkery.

At Wheddon Cross those who desire more purple and gold, and whose thoughts rise above such mundane matters as road surface, should turn right, and run through the heart of Exmoor to Simonsbath, and then left to South Molton. If sylvan scenery, and a better road, be preferred, the valley of the Exe may be followed through Exton and Tiverton to Exeter, the distance from Ilfracombe to the latter place being about 85 miles.

COMMERCIAL MOTOR EXHIBITION—Next Week.

The Commercial Motor Show will be held at Olympia from Thursday, October 29th, to Saturday, November 7th. Since the last exhibition, held two years ago, considerable progress has been made to-

wards the greater efficiency, greater simplicity and increased durability of mechanical road transport vehicles. In this connection much authoritative information is given in the current issue

of *The Commercial Motor*, which is the first of three Special Show Numbers. It contains a review of new models and of the intentions of the trade, together with many other useful features.

A CYCLECAR ENGINE AND GEAR UNIT.

NEW COVENTRY-VICTOR DESIGN—WATER-COOLED HORIZONTALLY OPPOSED FLAT TWIN AND THREE-SPEED GEARBOX.

A COMBINED engine and gear unit which should simplify the work of anyone who is building his own cyclecar, and which is already standardized on the Belgian Jecy-Vea, has been produced by the Coventry-Victor Motor Co., Cox Street, Coventry. The engine is their well-known 688 c.c. water-cooled flat twin, having a bore and stroke of 75 mm. and 78 mm. The crankshaft runs on two roller and one ball bearing, whilst the camshaft, which is located above it, is driven through particularly substantial reduction gears. The small end of the connecting rod bears on a fully floating gudgeon pin, while one of the two piston rings is grooved to form a scraper, any oil which collects being led through holes to the gudgeon pin bearings.

Plain Bearings.

Coventry-Victor engines are noteworthy for their ingenious design of big-ends, which allow the use of a one-piece crankshaft. Lubrication is by means of a mechanical pump which forces oil to the big-ends through the hollow crankshaft. The gearbox is attached to the engine through the medium of a bell housing, which encloses the lower part of the single-plate clutch.

The gears, which are splined on to their respective shafts, are of sturdy construction, ratios of 5, 8 and 11.5 to 1 being recommended for normal work.

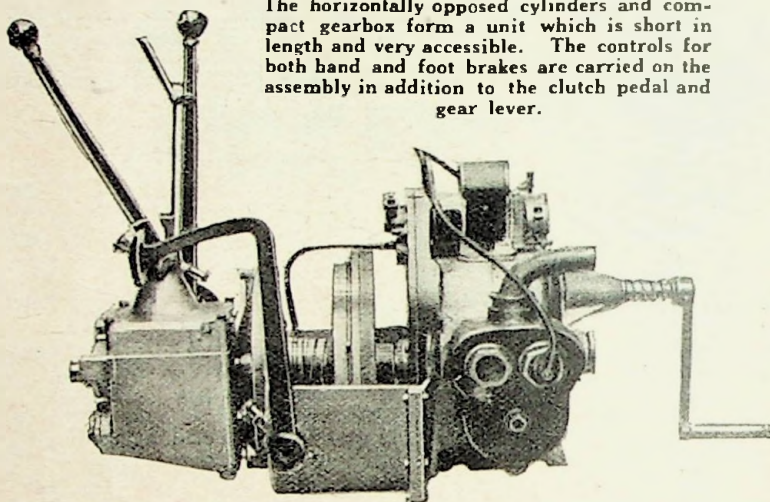
All controls, including those for hand and foot operation of the brakes, are mounted on the unit, whilst a starting handle engaging with the camshaft is fitted as standard. The equipment includes B.T.L. magneto and Zenith or Cox carburetter.

Various other engines are marketed by the Coventry Victor Company, Ltd.,

such as the 3½ h.p. overhead-valve air-cooled type of 499 c.c. having forced lubrication by two pumps. There is a 6.88 h.p. air-cooled side-valve engine made in touring and super-sports patterns.

A variation of the 7 h.p. water-cooled unit consists of an engine only which is applicable to cyclecars.

The horizontally opposed cylinders and compact gearbox form a unit which is short in length and very accessible. The controls for both hand and foot brakes are carried on the assembly in addition to the clutch pedal and gear lever.



AN INTERESTING JOWETT CONVERSION.

THE SHORT CHASSIS IN SPORTING GUISE—ENGINE AND COACHWORK ALTERATIONS.

DESPITE its modest 907 c.c. the standard 7 h.p. Jowett can give a very good account of itself in all types of country. Designed primarily as a reliable and economical light car, the

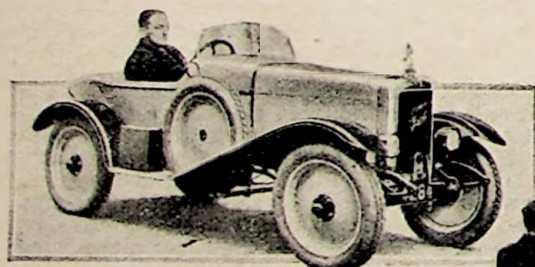
makers have never claimed it to be exceptionally fast. Kinseys of Croydon, Ltd., who are Jowett agents, believe, however, that there is a market for a speedy Jowett, and have, therefore, pro-

duced the model illustrated. Higher speeds are obtained by means of aluminium pistons, ground connecting rods, and a special crankshaft. The gas passages in the two cylinders have been eased and stronger valve springs fitted. The gear ratios are standard, that is to say, 4.66 to 1 on top, 7.64 on second, and 15.1 on first speed.

Equipment other than Jowett standard includes Hartford shock absorbers, a 5-lamp set, a 17-in. steering wheel, a carpet and disc wheels. A handsome bonnet is fitted, covering the engine and gearbox. It is of much greater length than the standard bonnet. The silencer is carried longitudinally under the body, and has a copper tail pipe.

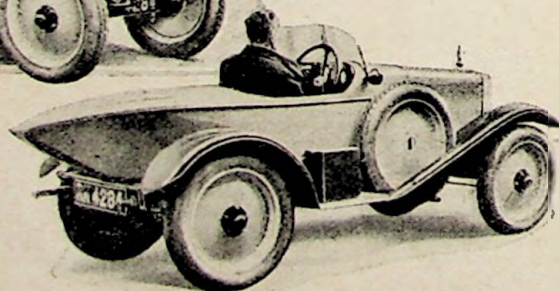
The coachwork is of a distinctly sporting type, as the illustrations show, being painted cream with red mouldings, wings and undercarriage. The seat cushion and squab are upholstered in red leather. If required, nickel-plated rails can be fixed on the top of the tail to hold luggage. A fixed V-windscreen is supplied, canted backwards slightly, which enhances the speedy lines.

The price of the Jackson Jowett at the Croydon works is £187 10s.



(Above) The long bonnet, sloping wings and tapering tail give an appearance of speed to this Jackson Jowett.

Disc wheels, the V-shaped screen and copper exhaust pipe are items which have received attention in the conversion.





INCIDENTS OF INTEREST—HUMOROUS AND OTHERWISE.

What has happened to the cabriolet? Hardly an example was to be seen.

Some people spent a lot of time wondering why all the others were there.

The number of crackling sparks in the Gallery this year was much reduced. A welcome improvement.

A few owners were wishing that they could spot the designer on each stand and really show him how to make motorears.

It would be interesting if statistics could be published showing what percentage of the visitors to Olympia placed orders for cars.

An American visitor rushed to the Show after reading a placard "Many Saloons at Olympia." He came away with a thirst still unsatisfied.

Many missed the military band of the pre-entertainment tax Shows. The exhibitors in particular used to revel in the fact that there was so much brass about.

A spectator was heard to comment that many salesmen, although ardent advocates of pressure lubrication, did not need much pressure themselves when running dry.

After one salesman had answered about 50 questions from one visitor about "torque," he pointed wearily to the front of the car, saying: "And that is the dumb-iron!"

The portable hand-operated device for rolling out dents in mudguards, which was being demonstrated in the Gallery, would be a useful addition to the tool kits of some drivers we have met.

The scarcity of freak designs was notable and welcome. Evidently designers realize at last that motorists are very conservative and few of them will buy a car of unorthodox design or appearance.

The London hotels reap a rich harvest at Show time. During the week a man who wished to stay in town overnight rang up no fewer than seventeen hotels and failed to get a room in any of them.

On at least two light car stands there were saleswomen as well as men, the idea being that prospective women purchasers would thereby be encouraged to ask more questions and place more orders.

Surely it would be a good idea if every maker staged a stripped chassis at Olympia? Although bodywork is of prime importance prospective buyers like to get a closer view of the "works" than can be obtained by going down on hands and knees.

Among the rumours was one to the effect that the R.A.C. may possibly hold a Small Car Trial next year.

If all the people who visited the Show were laid out along the Great North Road they would reach from London to Durham.

The Jowett policy of omitting all needless luxury fittings from their saloon model proved extremely popular—likewise the ample leg-room provided.

There was no shortage of visitors to the Heron stand, where the latest model, with its low, attractive lines, caused a great deal of favourable comment.

Inquiries concerning London hotels and garages, routes to London and general matters concerning a visit to the Show reached us from all parts of the British Isles.

The Sénéchal, with its 70 m.p.h. performance and very racy bodywork, made a big hit among the Oxford bags' brigade. Why does no British manufacturer produce such a car? was a question frequently asked.

Wherever there was a group of motor racing men the topic of conversation was the suggestions made in *The Light Car and Cyclecar* concerning the desirability or otherwise of making the 200-Mile Race a handicap event.

What happens during the rest of the year to the cars which are never seen except at Olympia? There are several makes which grace a show stand at each exhibition, with clockwork regularity, but which are never seen on the road or in competitions.

This year there was not a single example at Olympia of a belt-driven car, and there was only one exponent each of chain-drive and friction-drive. Apart from these two cars the only other example of unconventional transmission was afforded by the Magnetic car.

Where are the A.A. and the R.A.C. men? asked many members of these organizations whilst they were trying to park their cars with the very inexperienced assistance of the men in charge of the parks. Surely some of the road patrols might have been made available when so many thousands of members were concentrated at one spot.

What happens to all the gate money? asked many curious visitors. After the expenses have been paid the surplus is employed by the Society of Motor Manufacturers and Traders in connection with such schemes as the British Engineering Standards Association, the Institution of Automobile Engineers and the Motor and Cycle Trades Benevolent Fund.



SOME REFLECTIONS ON 1925.

AN IMPORTANT YEAR FROM THE COMPETITION MAN'S POINT OF VIEW—COST OF MOTORING PRACTICALLY UNCHANGED—THE NEW HIGHWAYS—ADVANCES MADE IN THE DESIGN AND CONSTRUCTION OF SMALL CARS—FULL FOUR-SEATER THE MOST POPULAR CAR DURING 1925.—THE DEMAND FOR COMFORT.

A PROMINENT competitor in motoring events described the R.A.C. ban on hill-climbs and speed trials which descended like a bomb-shell last April as "the most awful thing which ever happened," and it certainly ranks as the most epoch-making occurrence of the 1925 season. The ban was popularly supposed to have been solely attributable to the accidents which occurred at the Essex Motor Club's Kop Hill climb late in March, but actually there were other reasons for it.

The result has been the flattest season on the sporting side since the war. Such famous events as South Harting, Kop, Aston-Clinton and Sutton Bank hill-climbs are now merely history, whilst the immense numbers of keen motorists who, in the past, have regularly spent summer Saturday afternoons witnessing speed events have had, during 1925, either to go to the expense of visiting Brooklands or to find some other outlet for their motoring enthusiasm.

Doubtless as the result of the Royal Automobile Club's ban a big fillip has been given to sand racing, and on the sporting side of motoring this has been the most important development of the 1925 season. Immense crowds have flocked to the sands at Southport to witness the numerous events which have been held, and so plentiful have been the competitors that the organizing bodies have often had the greatest difficulty in running off all the classes before sundown. The Skegness and Salthurn meetings were also an unprecedented success this year, and there is every indication that still greater attention will be given to sand racing during 1926.

"The Land's End" Record.

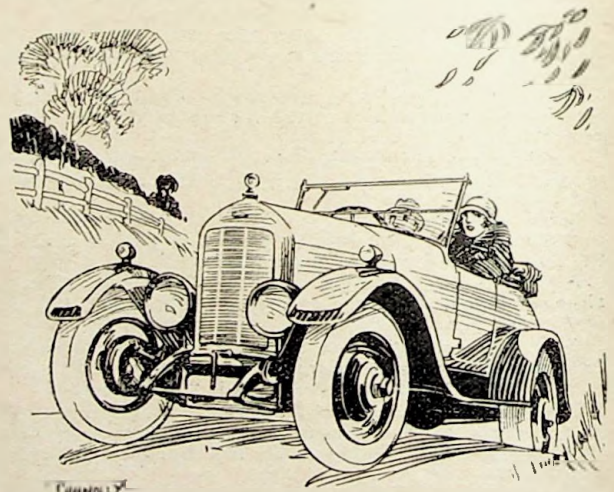
So far as reliability trials are concerned, fewer have been held during 1925 than during 1924, and a noteworthy decrease in interest has been apparent. The more important trials, however, have attracted very large entries. The Land's End run in April with 144 car entrants having been a record.

The industry has shown that it is opposed to the holding of an excessive number of reliability trials, and a large section of the trade which regularly supports events of this kind has ranged itself on the side of the ruling body. The fiasco of the Scottish Six-Days, when the whole of the trade entry was compelled to retire at the end of the first day, was an indication of the firm stand which the ruling body is prepared to make in order that its authority shall be upheld. On the whole, it must be admitted that 1925 has witnessed a big decline, not only in the

number but in the nature of reliability trials, and this is certainly to be deplored.

On the production side, the year may be described as having witnessed frenzied efforts on the part of a large section of light car manufacturers to grapple with a problem which, on the face of it, was too much for them. They have suffered from fierce competition by one particular mass-production manufacturer and from equally potent, if less obvious, competition from two or three other important, if smaller, concerns.

The attempts which have been made to meet this competition do not show any wide variation, the



The almost universal adoption of front-wheel brakes and balloon tyres for light cars has been a feature of the 1925 season. The former have called for redesigned springing in several cases.

general feeling being that it is better to fight a competitor on face values rather than upon performance. There have certainly been a few of the smaller light car manufacturers who have sought patronage with a nicely balanced engine, four-speed gearbox, and a proportionately good performance, but by far the larger number has endeavoured to fight the enemy upon his own ground. Although this plan, in most cases, has proved to be a failure, it would appear that they propose to pursue it at least for another year.

The direct result, so far as the buyer is concerned, has been that several of the more popular makes have shown a tendency during 1925 to become heavier and less economical to run, most of the innovations which have been made having had as their main objective the provision of increased comfort rather than improved performance.

Now Standard Equipment.

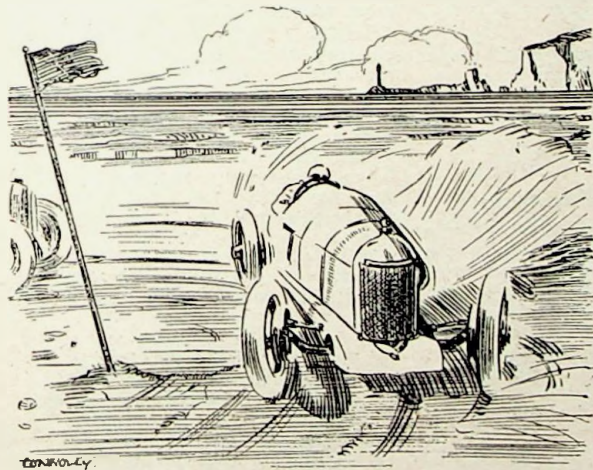
Last year's big innovations in the form of front-wheel brakes and balloon tyres have now become standard equipment in many cases where, twelve months ago, they were listed as extras, whilst 1925 has witnessed the introduction of a number of improved methods both of front-wheel-brake operation and of balloon tyre manufacture.

During the 1925 season we have witnessed the addition of many thousands to the ranks of motorists and, in consequence, many highways at week-ends have been very congested indeed. This, no doubt has played some part in turning the attention of a large section of the motor-using public from speed and hill-climbing ability to added comfort and better stopping powers.

So far as mechanical developments are concerned, the 1925 season has been conspicuously quiet, there being no outstanding innovations to record. It was anticipated early in the year that the season would witness a definite leaning on the part of the public either towards side valves or to the overhead pattern, but the position in this connection remains exactly where it was.

Engine Developments.

The most important engine development which there has been is in connection with the wider adoption of three crankshaft bearings, and, although not many of the 1926 light cars embody this refinement, experiments have been going ahead throughout the past year and the benefit of them will doubtless be enjoyed during the 1927 season.



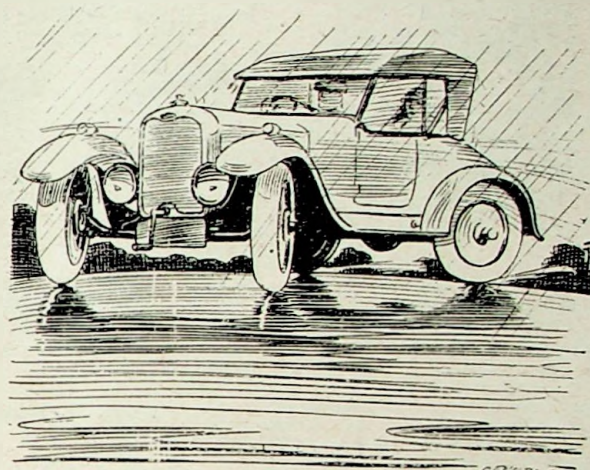
As a result of the bar on hill-climbs and speed events on public roads a big fillip has been given during the past season to sand racing, many successful meetings having been held.

The overhead camshaft, which has threatened ever since the war to become popular for small high-efficiency engines, has made little headway during 1925. A number of reasons have been advanced for this, the principal being perhaps that push-rod-valve gear gives almost equal efficiency, whilst it is less noisy, simple to lubricate and does not entail retiming the valve gear after the cylinder head has been removed for decarbonizing.

As with engines, so with gearboxes and axles. There have been no important developments in trans-

mission systems, while opinion remains as sharply divided on the question of unit construction or otherwise as ever it was. The straight-cut bevel may now be considered to be stone dead.

Cars at the present time are no cheaper nor more expensive to run than they were this time a year ago, a slight reduction in the price of petrol and lubricating oil having been offset by increases in the price of tyres. The cost of insurance and garage remains unaltered and the iniquitous horse-power tax is still in force, with every indication that it will continue for several years. Its imposition has not apparently been reflected in very much better roads during 1925,



Throughout 1925 there has been a continual outcry against the slippery nature of many modern road dressings. Unfortunately, there is no improvement to record on this score.

but several important by-passes and arterial highways have been steadily pushed ahead, whilst a few have been completed. London motorists have been able to enjoy the use of a new road to Southend, the Croydon by-pass, the Great West Road, and the North Circular Road, all of which have been opened during the past season. In the provinces there are also important developments to record.

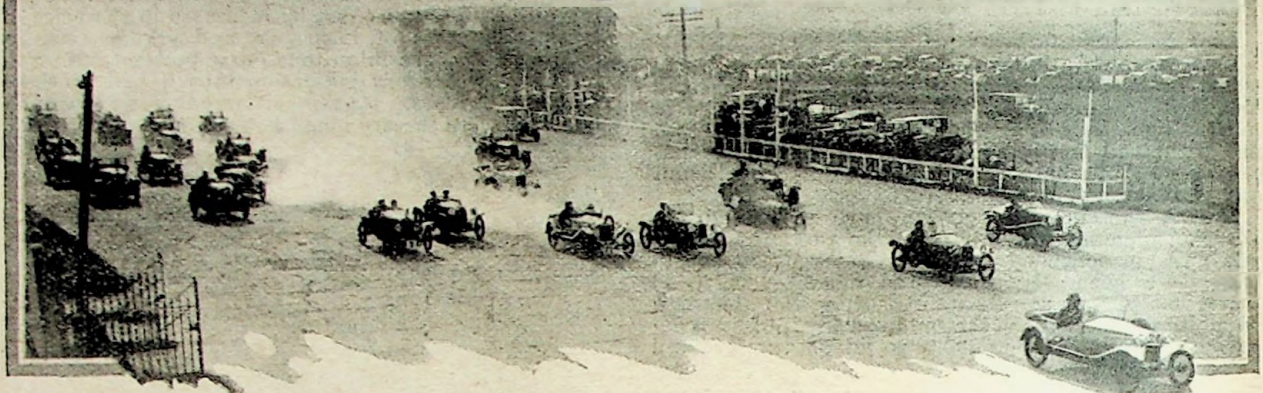
Slippery Roads

The surfaces of most of our main roads have been better during 1925 than they have ever been before so far as smoothness is concerned, but there has been a continual outcry against their slippery nature when wet. It is questionable whether this disadvantage has not been offset by the enhanced degree of comfort which they afford, and in this connection it must be remembered that the comfort aspect of light car motoring has developed materially during the 1925 season. The tendency has been towards more roomy and better upholstered bodywork, and this has led to the almost complete decrease of the chummy body, which showed marked signs of becoming moribund at last year's Show.

Throughout the past season purchasers of four-seaters both of the open and closed variety have insisted upon four doors, exceptionally generous legroom and complete protection from the weather, and their demands have been adequately met by the manufacturers.

The full four-seater has been unquestionably the best seller, whilst, perhaps as a result of the unfavourable climatic conditions, permanently enclosed light cars have sold in very large numbers. Despite the demand for closed coachwork, however, the flexible saloon bodies which were such a feature of the 1923 Motor Show have failed to extend any particularly wide appeal to small-car enthusiasts.

The M.C.C. High-Speed Trial.



LAST week-end the Motor Cycling Club satisfied the ambition of a large number of its sporting members by providing them with the opportunity for a splendid "blind" on Brooklands track. The event was a high-speed reliability trial around the outer oval of the track, three-wheelers having to average 41 m.p.h., cars up to 1,100 c.c. 37 m.p.h., and cars up to 1,500 c.c. 40 m.p.h.

The competitors were allowed to finish as early as they pleased, but if they were late by 5 mins., they failed to qualify for a gold medal, whilst if they were late by more than 10 mins., they failed to qualify for an award of any kind.

It was hardly surprising, in view of the required speeds being comparatively low, that a large proportion of the competitors gained gold medals, whilst it is no less surprising that the provisional list of results shows that all the awards gained save one were gold medals. This was due to the fact that those who failed to finish on time had, for the most part, "blown up," due to having private duels with their friends.

There were some competitors, however, who lost their awards through sheer bad luck, and amongst these must be mentioned H. Stevens (Lea-Francis) and B. Alan Hill (Rhode), who both had mag-



H. E. Tatlow at the wheel of the sports Lea-Francis, which was the first car home, having averaged over 60 m.p.h.

neto trouble. Comparatively serious failures were also in evidence, a d'Yrsan, for example, broke its chassis frame, a Riley sheared a camshaft driving key, and a Salmson ran a big-end. A competitor who had particularly bad luck

A NOVEL EVENT RUN OFF AT BROOKLANDS LAST SATURDAY. A 40 M.P.H. AVERAGE SPEED PROVED MUCH TOO EASY.

was A. H. Bartley, who broke a valve cotter of his Gwynne Eight on his second lap.

The three-wheelers ran with the motorcycles in the morning, starting at 10 o'clock, whilst the four-wheelers ran in the afternoon, starting at 2 o'clock.

Of the 11 cyclecars which started 9 were Morgans and 2 were d'Yrsans, and it is interesting to note that H. F. S. Morgan and R. J. H. Siran, the designers of the Morgan and the d'Yrsan, were competing in the event.

The motorcycles, sidecar combinations and three-wheelers were started in mass formation, and although the trial was in no sense a race, it was noticeable that the majority of the drivers accelerated away in true racing style.

Sports Models Numerous.

For several laps no incident of any particular interest occurred, all of the three-wheelers except the de luxe touring model of H. F. S. Morgan being of the sports type, and therefore making light of a 41 m.p.h. average. The touring Morgan showed plainly, however, that it was more than able to hold its own with the field, and had the event been a race it probably would not have been far behind the winner.

The front number-plate on C. J. Turner's Morgan came adrift at one side about the 11th lap, and scraped on the track. The driver carried on for a few more laps and then was compelled to retire as the loose number plate had caused one of the engine bearer tubes to break.

The next, and only other retirement, was the d'Yrsan driven by T. R. Wainwright, which was driven into the pits on its 12th lap with a broken chassis. The other d'Yrsan (R. J. H. Siran) came in for petrol on its 15th lap. The smooth and silent running of this cyclecar was particularly noticeable; it appeared also to be well sprung and to hold the track well.

When, on his 25th lap, H. F. S. Morgan stopped at his pit for petrol and

water, it was evident that he and his "mechanic," Mrs. Morgan, had not escaped scathless when a lap or so previously the lower panel of the wind-screen had broken. Mrs. Morgan had a graze on her cheek and Morgan himself a cut finger.

When the run started the track was very wet and the weather dull. As time went on, however, the sun came out and dried the concrete, which resulted in an all-round increase of speed.

Altogether, the trial was most successful, and served to demonstrate to the full the reliability of standard high-speed three-wheelers in touring trim, the regulations requiring that full road equipment should be carried.

Better weather was experienced for the four-wheeler event in the afternoon, the sun being warm and the track quite dry. A large crowd of spectators was present, most of whom were friends or relatives of the competitors.

The start was simultaneous, the cars being lined up in four rows at the Fork. As usual, there was keen rivalry with regard to who should be the first to complete a lap. The honour fell to H. J. Aldington, in a Frazer-Nash. He streaked away from the field at the start, and held a comfortable lead when he



B. Norris (Rhode), having plenty of time to spare, stopped at the pits for a bottle of lemonade.

come off the Byfleet banking and passed the grandstand.

The first man to call at the pits was Bartley (Gwynne) who subsequently detected a broken valve cotter, whilst shortly after him Conradi pulled in with

one of the big-ends of his Salmson partially run out. He sportingly started forthwith to remove the sump, and succeeded in tightening the bearing and getting away again in about half-an-hour, but the mishap naturally spoiled his chance of gaining an award.

Before five laps had been run it was clear that there was a number of competitors whose ambition was to lead the field at the finish, the most determined of these appearing to be H. E. Tatlow, whose sports Lea-Francis we timed to be lapping at 62 m.p.h. or thereabouts. W. U. Dykes, in a 12-50 h.p. Alvis, was lapping at very nearly 60 m.p.h., whilst E. R. H. Hill with a four-seater sports Riley, did several laps at over 60 m.p.h. B. Alan Hill, in a Rhode saloon, showed the paces of the latest Rhode model to be of no mean order, whilst Jefferis, Robinson, Mauleverer, Paxman and Aldington were evidently keen to finish with plenty of time in hand.

Fully Loaded.

Several of the cars were full four-seaters, and a number of them had the full complement of passengers, amongst these being Johnston's Talbot and Francis's F.N.

Two interesting cars were the Victory models driven by J. W. Ewer and T. Gilmore Ellis. These closely resemble the Palladium, but they have o.h.v. engines in place of the side-valve engines which were used for the Palladium.

As the event drew to a close it became clear that Tatlow in the Lea-Francis would easily hold his lead to the finish, with an average speed of over 60 m.p.h., the runner-up being a 22-00 h.p. Alfa-Romeo, with Hill's sports Riley a close third. The event, of course, was not in any way a race, but it was only natural that the spectators were keenly interested in the finishing order.

The awards, subject to confirmation, are as follow:—

THE BLACKPOOL SPEED TRIALS.

EVENT SPOILED BY BAD WEATHER—JOYCE'S A.C.
MADE FASTEST RUN.

THE eccentric British climate did its best to spoil the Blackpool speed trials on Saturday last, October 17th, and only just failed to do so. Great preparations had been made for the event and an exceptionally large number of entries obtained.

The promenade had been barricaded off by a wooden palisade, and white and red lines painted along the whole of the course for the guidance of the racers.

The event was timed to start at 10 o'clock, but rain was then falling heavily and the course was pronounced impossible. About 1 o'clock, however, the sky cleared somewhat, and the course was dry enough for a start to be made at 2.30 p.m. It was decided that, owing to the large number of classes, each competitor would be allowed one run only, his time for that run to count in all the classes entered.

At 2.45 p.m. the first two competitors, W. E. Humphries (Amilcar) and F. Horton (Vulcan), were sent off together. The driver of the Amilcar appeared to have some little difficulty in changing

Three-wheeler Awards.
Gold Medals.
H. C. Maskell (10 h.p. Morgan), H. E. K. Sawtell (10 h.p. Morgan), D. S. C. Macaskie (8 h.p. Morgan), C. J. Turner (10 h.p. Morgan), H. F. S. Morgan (8 h.p. Morgan), D. G. Prentice (10 h.p. Morgan), H. B. F. Russell (10 h.p. Morgan), R. J. H. Sran (8 h.p. D'Yrsan), R. F. Horton (9 h.p. Morgan).

Four-wheeler Awards.
Gold Medals.
E. J. Kehoe (7 h.p. Le Mans Austin), C. L. Simon (9.5 h.p. Salmson), R. C. Porter (8.9 h.p. Amilcar), S. E. Ellis (8.9 h.p. Amilcar), H. F. T. Porter (8.9 h.p. Amilcar), C. B. Moss-Blundell (9.5 h.p. Rhodol), J. F. Deverell (8 h.p. Gwynne), C. M. C. Turner (8 h.p. Gwynne), C. M. Anthony (8.2 h.p. Senechal), P. D. Clegg (8.2 h.p. Senechal), J. W. Johnston (10-23 h.p. Talbot), B. Norris (10.8 h.p. Rhode), R. Newitt (10.8 h.p. Rhode), A. G. Gripper (10.8 h.p. Aston-Martin), E. G. Francis (11-30 h.p. F.N.), A. A. Mauleverer (12 h.p. Lea-Francis), H. J. Aldington (11.9 h.p. Frazer-Nash), J. W. Ewer

(11.9 h.p. Victory Model), T. Gilmore-Ellis (11.9 h.p. Victory Model), E. P. Paxman (11.9 h.p. Frazer-Nash), Lt.-Comdr. J. Havers (10.8 h.p. Riley Sports), R. H. Cooper (10.8 h.p. Riley), C. N. Green (11-50 h.p. Rhode), Ian Macdonald (12-50 h.p. Alvis), W. U. Dykes (12-50 h.p. Alvis), H. Jefferis (11.9 h.p. Frazer-Nash), A. Clark (10-15 h.p. F.N.), F. B. Robinson (12 h.p. Frazer-Nash), S. E. Watson (10 h.p. Surrey), D. N. Letts (12-50 h.p. Alvis), W. A. Schenko (11-28 h.p. Straker-Squire), G. N. Norris (9.8 h.p. Lea-Francis), H. E. Tatlow (11.9 h.p. Lea-Francis), J. T. Dings (12-40 h.p. Lea-Francis), E. R. H. Hill (10.8 h.p. Riley Sports), L. Cushman (20-70 h.p. Crossley), W. Cooper (13.9 h.p. Morris-Oxford Sports), C. Kimber (13.9 h.p. M.G. Sporting Saloonette), R. M. Dixon (50-58 h.p. Vauxhall), H. R. Guest (11-40 h.p. Riley), S. R. Harris (14 h.p. Sunbeam), J. Pollitzer (22-90 h.p. Alfa-Romeo), B. S. Allen (12 h.p. Austin Saloon), N. H. Keep (13.9 h.p. Delage), V. G. Wallsgrove (12 h.p. Riley).

Bronze Medal.

K. H. Daniel (12-40 h.p. Alvis).



Wainwright (D'Yrsan) behind the field a few moments after the starting signal was given. He was soon, however, among the leaders.

was missing badly and toured to the finish quite slowly compared with J. A. Joyce, on the racing A.C., who made the fastest run of the day, beating Segrave's two-litre Sunbeam by $\frac{1}{2}$ sec.

The racing cars ran over a half-mile course only, as it was considered advisable to provide an ample pull-up. Three competitors were very close indeed in the racing cars of unlimited c.c., J. A. Joyce, H. O. D. Segrave and B. H. Davenport all being within a fifth of a second of each other, the two latter tying for second place.

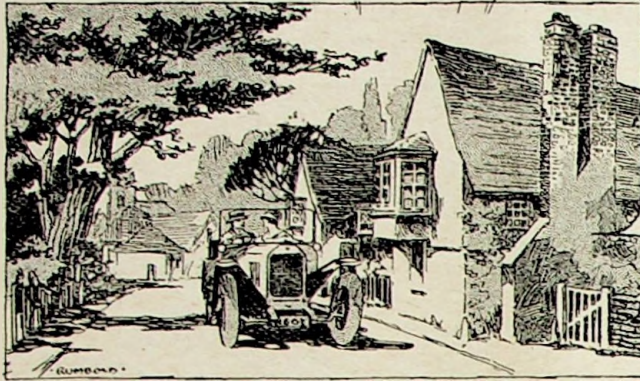
While braking after the finish the tricky state of the course was shown up by the manner in which the cars zig-zagged at every application of the brake pedal. Capt. Waite's Austin Seven, which, incidentally, was very well streamlined, as usual was very fast indeed for a car with an engine of so small a capacity, and held a slight lead over a three-litre Sunbeam, the latter being handicapped somewhat by a touring body and mudguards; in fact, it was a standard car to all intents and purposes.

A few delays occurred during the proceedings, but, generally speaking, the various competitors were sent off quite quickly, and the huge crowd which lined the whole of the course was quite pleased with the afternoon's sport. The results are given in detail under "Club Items."

into top, but after 300 yds. he was ahead of the Vulcan. The Hon. V. A. Bruce (A.C.) and G. Pemberton (Frazer-Nash) were the next two away, and, although the A.C. led for some little time, the Frazer-Nash appeared to be overtaking it when about half way down the course. A neat 12 h.p. Talbot racing two-seater did not give as good an account of itself as it might otherwise have done, as it suffered from slight misfiring, but was quite fast, nevertheless.

B. H. Davenport, on the "razor-bladed" of all razor-blade single-seaters, made an exceptionally fast run in his Frazer-Nash, skidding slightly the while and handsomely beating G. Hitchon's Beardmore. E. L. F. Mucklow, with another Frazer-Nash-G.N., led J. A. Joyce's A.C. for about 250 yds., at which distance Joyce made headway and eventually won the duel with fair ease. A Bugatti, driven by F. B. Taylor, led Mrs. Pemberton's Frazer-Nash all the way down the course.

A little Austin, driven by W. Jolly,



RICH MIXTURE

LIGHT CAR
COMMENT
& ADVICE

by *Fous*

Make Plans.

WITH the sudden arrival of dark evenings motoring for vast numbers of people is now woefully curtailed, and, faced with the long and dreary interval to the spring, many are at a loss to know how to bridge it. To these I suggest that the winter evenings can be spent very agreeably in planning out a programme of jaunts for next season. Too often the week-end trips tend to cover the same ground.

Family considerations may impose a restriction on the distance to be covered or the time to be out, and the question, "Where shall we go?" frequently remains unanswered until the car moves away from the door. Then a familiar route is followed, and there is no fresh interest in the ride. How much better to prepare a season's itinerary now!

Necessary Items.

THE first requisite is a good map of the district within a hundred miles of home. Beside it should be placed a calendar and a copy of the lighting-up table. By means of these it is possible to project a series of trips, varying as the days lengthen and shorten, and each having a different place as its object.

There is now a large range of railway guide-books available at a nominal figure, and most of these give excellent information of places of historic or picturesque interest served by the particular lines. By utilizing these road trips a capital programme can be compiled.

Such a scheme not only brings pleasurable variety to week-end runs but also has the advantage of allowing adequate preparation to be made for the longer journeys.

A Trouble and Its Cure.

EXPERIENCING an unpleasant knock in the engine of his Austin Seven at a time when any investigation as to the cause was most inconvenient, a reader was faced with the problem of whether or not to use the car for an important journey. He knew that the engine was badly carbonized, and it occurred to him that the knock, which was noticeable only at high speed, might be due to the pistons hitting a ridge of carbon. He, therefore, obtained a tin of Johnson's carbon remover, deciding to see whether this would effect a cure.

After treating each cylinder according to instructions, the car was taken out for a ten-mile run, as suggested in the directions, but the knock was as

bad as before. In despair the car was left in its garage over night, and taken out to convey its owner to the station next day. To his surprise, however, no sign of a knock was apparent, nor was there any tendency for it to reappear in several hundred miles' strenuous use, the explanation apparently being that the preparation did not loosen the carbon until the car had been standing for some hours.

Those Squeaks.

THIS is the time of the year when damp air starts to do its insidious work, and the first effect is often indicated by squeaks from the springs. It sometimes happens with cars which carry a more or less constant load that these squeaks are due to rust developing just beyond the end of the normal travel of the leaves, and extra flexing caused by a rough road or varying loads brings the rusty surfaces together.

A temporary cure is to take an extra passenger for a long run, thus giving the springs more work. A car I am using at present squeaks painfully when I am driving it alone. With two passengers the noise is intermittent. With three it disappears altogether, and, moreover, does not recur for several days. The remedy, of course, is to enclose the springs, though care should be taken that the gaiters are absolutely proof against the ingress of water when the car is hosed down; otherwise they will be defeating their purpose.

Brooklands Criticised.

JUDGING by certain remarks of M. Goutte, in a French paper, in the form of an interview after his recent success in the 200-Mile Race, the average French driver is not at all in love with Brooklands, but, so far as I can see, it is merely because he has been spoiled by the billiard-table smoothness of Montlhéry. Even so, the famous Paris track is beginning to show signs of wear, and, perhaps in later years, Frenchmen will realize that Brooklands is not so bad after all.

I have heard that one of the main causes of disappointment of those who come across the Channel with 80 m.p.h. light cars is that for some unaccountable reason they cannot lap Brooklands at anything like the same speed as Montlhéry—hence the complaints which arise. It would certainly be interesting to discover whether E. A. D. Eldridge can repeat his 118 miles-an-hour performance, recently established at Montlhéry, on the British track. It would certainly appear that the Eldridge is a very formidable rival of many of the fastest British light cars.

Improved by Speed Work.

TALKING of high speeds and racing reminds me of an interesting chat I had recently with Major H. B. Halford, whom I met at the Essex Club's meeting, which took place exactly seven days after the "200." Major Halford told me that in the intervening seven days he had dismantled every nut and bolt of his six-cylinder engine, and had found it, if anything, in better condition than before the start of the J.C.C.'s long-distance race. Halford appears to be having a little trouble at present with his cooling system, but this should not be difficult to overcome, and when the necessary alterations have been carried out his car will rank as one of the fastest, and certainly one of the prettiest, in the country.

Dangers of Kerbs.

I COMMENTED recently on the potential dangers of the raised kerbs now being placed along the sides of reconstructed roads, my reference then being to the way they restricted drivers in an emergency. A few nights ago on a main artery, I encountered a very real peril from these kerbs, although in a different form.

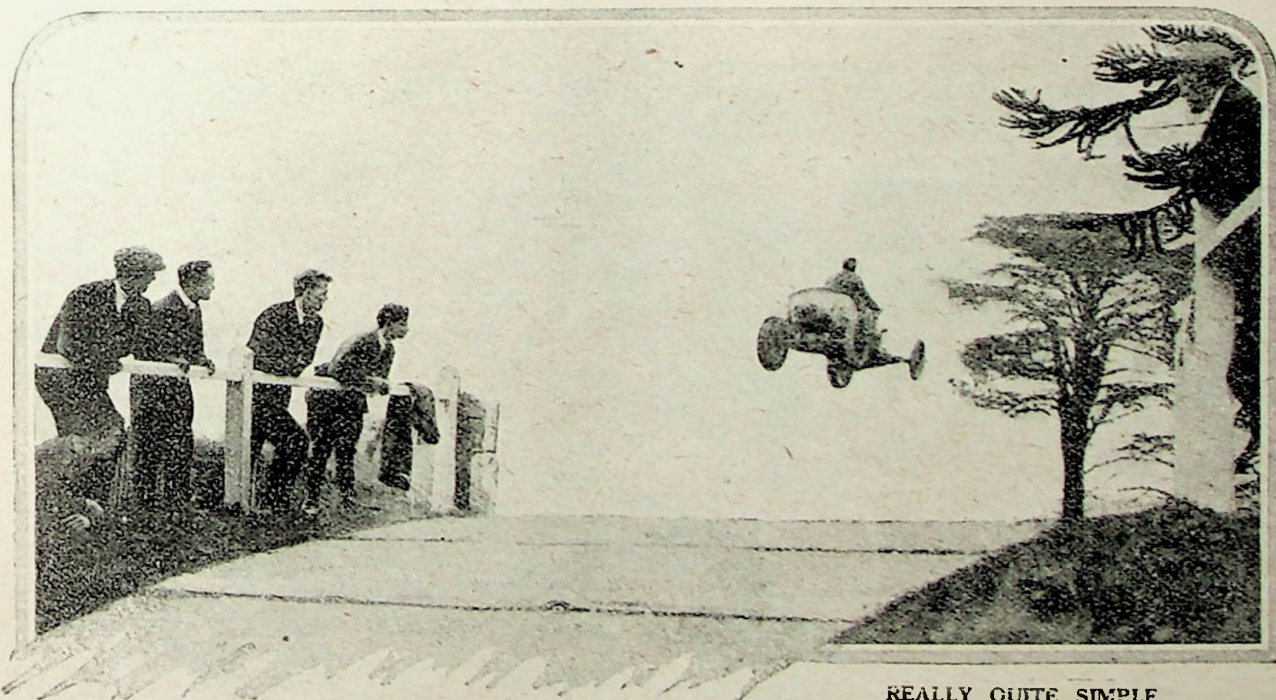
A section of the road had been repaired and raised kerbs, duly whitened, put at the edges. There were several cars with bright lamps coming along, and one was overtaking. Swinging well to the left, I imagined myself safe in going as far as the kerb, but, to my horror, I found I was mounting a mass of debris not yet cleared up. This material extended for two or three feet into the road along the whole section. Apparently the kerb had been whitened before operations were finally finished. The snare thus created might easily have caused a nasty accident.

Farther on half the road was up for a distance of about 300 yards, and a line of red lamps marked the course. There was only room for one car to pass comfortably, yet, although the road was full of traffic, a car had been left outside a house half-way along. Several drivers who viewed this car from the rear must have thought it was moving, for they followed one another confidently into the bottle-neck, only to find it blocked. Meanwhile, drivers about to enter from the other end saw the procession and waited for it to come along. As a consequence, there was hopeless confusion, what time the night watchman—honest soul—got on with frying himself a steak. Taken in the right spirit, a fiasco such as this can be quite humorous, but how few of us do so!

Accidents and Loss.

MOST people are insured under a comprehensive policy, and when someone runs into them and damages the beauty of their cars they are covered so far as the repairs are concerned, but they receive no compensation for the loss of use of their vehicle. In bygone days, when the motor-car was regarded largely as a means to procure pleasure, it reposed in the garage all the time its owner was at business, and hardship involved by it being out of use for a fortnight was not serious.

In these times, however, fourteen days without the use of one's car is a very long time and the cost of railway fares, car hire, or the like may be quite heavy. If one is actually to blame for an accident the expenditure perhaps drives home the lesson somewhat more forcibly, but when one is stationary, for instance, and another car or vehicle runs into and damages one's property, putting it out of action for some time, it is very annoying



REALLY QUITE SIMPLE.

That the skill of motor press photographers is no less than that of those who provide the freak football pictures in the Sunday newspapers is well borne out by this deliberately faked photograph of Joyce's A.C. lowering the Brooklands test hill record last week.

to have to pay out fares day after day, suffer loss of time and so forth for the sake of a foolish action on the part of another, from whom one can derive no recompense.

A cheap insurance for loss of use would, I feel certain, be welcomed by many. At present such cover is obtainable, but the premium is rather high.

Too Many Instruments.

IFANCY we shall shortly see a reaction against the overloaded facia board. It has had its day, and already there is a distinct tendency towards eliminating superfluous gadgets. With fewer instruments a much better balance can be obtained, and the effect is far more pleasing. Of course, there will always be people who prefer to see a facia resembling the switchboard at a power station, but they will have to build it up at their own expense.

On some big cars—especially French ones—this simplification has become a fine art, and only a vandal would wish to spoil it. In time the facia board itself may go, as indeed it has already gone from one luxury model of a famous British make.

A Missing Accessory.

IN these days accessory equipment is extraordinarily lavish, but the fitting of a windscreen wiper is not by any means a standard item of the specification. In some instances such luxuries as cigar lighters and so forth are included in the standard price, but the far more necessary screen wiper is conspicuous by its absence. Surely with modern crowded roads and thick traffic a screen wiper is almost as essential as the brakes? Driving a car at night with a rain-clouded windscreen may be positively dangerous.

Quick Gear-changing.

WHEN a friend complained bitterly of the interminable wait in neutral which was necessary for quiet gear-changing my first question was, "Is there a clutch stop?" to which he replied in the affirmative. "Come and demonstrate, then." I insisted, and we went for a short run forthwith. Pauses certainly were necessary, but the reason was obvious: the driver only just disengaged the clutch. "Put your foot out hard, man!" I commanded when the next opportunity occurred. He did and there emanated from the gearbox that unmistakable "scrunch" which denotes an endeavour to mesh one wheel with another which is travelling at far lower r.p.m. "Now try a quicker change, still putting your foot out hard," I directed, and this time he made a dead silent change in half the time formerly occupied. The moral of the story is: "What is the use of a clutch stop if you don't use it?"

Collisions and Coincidences.

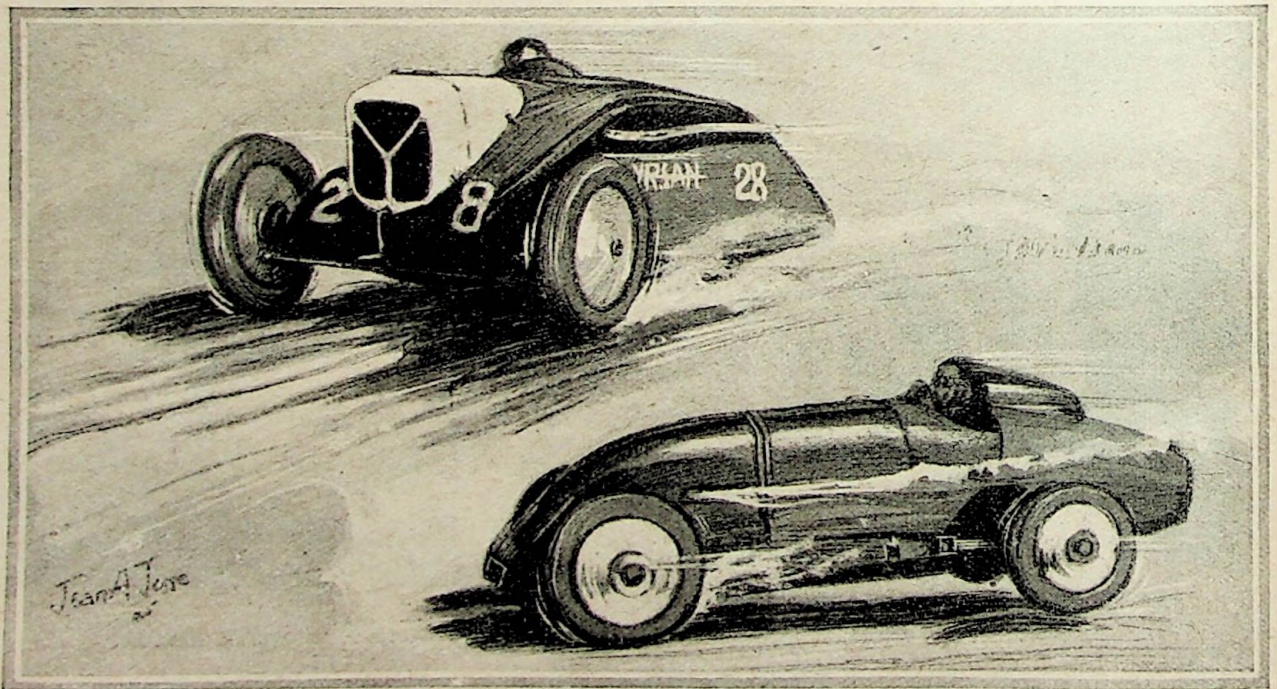
ONE often hears that misfortunes occur in threes, but a strange chapter of accidents appears to have befallen an acquaintance of mine, in that he has had three separate and distinct collisions with a new car in some three weeks; in each case the other vehicle has run into him from behind when stationary, and the make of the offending car has been the same in each case.

Mr. Soakes Writes.

Dear Fokus—

It comes 'ard on a man to 'ave snubs cast at 'is written word, soter speck, so I'm goin' ter arsk for our corrispondence to be kep' privit jest between me an' you. This nowt can be put in yore mixer as a sorter fairwell like. I am tellin' the editer what I think he is and no mincin' of it. Strait hout an' jest as it gits yer, that's me.

W. SOAKES.



SPEEDING AT ARPAJON. Impressions of a D'Yrsan and the Eldridge Special taking part in the Arpajon speed trials on the Orleans road, near Paris. The Eldridge Special has recently lowered four world's records.

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The Light Car and Cyclecar

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"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
TWELVE YEARS.

NO CAR WITH AN ENGINE CAPACITY
EXCEEDING 1,500 C.C. (14 LITRES) COMES
WITHIN THE SCOPE OF THIS JOURNAL,
THAT CAPACITY BEING GENERALLY
RECOGNIZED AND ACCEPTED AS THE
LIMIT FOR A LIGHT CAR ENGINE.

Nobody's Darling.

WHAT the opposition to a 200-Mile Handicap Race is fairly general, as shown by the views of well-known drivers which are given in this issue, occasions us no disappointment. We had no hesitation in framing the possibilities of the idea and presenting it in its most attractive form; but we hold no brief for it. On the other hand, we are interested to see such a uniformity of opinion concerning a proposition which was almost certain to call for comment sooner or later. The sentiment which sums up the situation from the point of view of the majority of the drivers may be put into words by saying that they ask no favours.

The struggle for supremacy in such a gruelling test of mechanical endurance and speed may be very grim, even disheartening, but not one driver, we imagine, fails to cherish the hope that sooner or later he will produce a machine of the wonderful calibre which is demanded of a winner. Such sportsmanship deserves every encouragement. It is a tribute to the never-flagging enthusiasm of the pioneers who are doing so much to further the interests of the small car the whole world over. Finally, we pay an ungrudging tribute to the manufacturers of the French cars which have performed with such singular success in both the 1,500 c.c. and 1,100 c.c. classes of every 200-Mile Race in the series. Without them the spur to greater things would never have existed in such a convincing form; they represent the high-water mark of progress in the construction of small racing cars.

Traffic Problems.

FOR some time past two of London's busiest and often most congested thoroughfares have been open to traffic proceeding in one direction only, and so successful has been the scheme that it has been extended, in a slightly more elaborate form, to another busy area in the Metropolis. Of one development, however, we live in daily fear: it is that the fever of enthusiasm in connection with white safety lines may spread to one-way streets. With pardonable misgiving we visualize every town and village with its own pet "ins" and "outs"—veritable Hampton Court mazes tending to make confusion worse confounded. By all means let us welcome any reasonable steps which may be taken to solve really imperative traffic problems; but let us resist with all our might and main the machinations of

those misguided local traffic committees whose "white line" campaigns have done so much to make a basically good idea farcical and useless.

Whilst we are pursuing the subject of traffic control we would impress upon the authorities in big towns and cities the importance of synchronizing traffic hold ups so that, so far as is practicable, vehicles move forward with as few stops as possible. The experience of negotiating one cross-road after a lengthy wait only to be held up for a similar period a few hundred yards farther on is exasperating, to say the least. It could be avoided if the problem were tackled with the same common sense and determination that has marked the introduction of safety lines and one-way streets. If London leads the way—and shows the way—other big centres will follow.

A Sporting Event.

THE Motor Cycling Club provided a most interesting event at Brooklands in the shape of its 100-Mile High-speed reliability trial last Saturday. The competing vehicles had to average certain speeds, according to the category in which they were placed, three-wheeled cyclecars being called upon to average a speed of 41 m.p.h., cars up to 1,100 c.c. 37 m.p.h., and up to 1,500 c.c. 40 m.p.h. The three-wheelers, incidentally, had to average as high a speed as the "unlimited" sidecar competitors, and despite the alleged unreliability of the cyclecar at speed, 9 of the 11 starters finished on time. The entrants were not in most cases trade men, a number of them being private enthusiasts driving their own machines. That the percentage of premier awards in this class was so high is a very fine testimony to the roadworthiness, speed and reliability of the type.

Among the four-wheelers, 45 light cars started, and of these 35 qualified for premier awards; one gained a bronze medal and 9 retired. The reason for so many retirements was not in all cases because the cars were unable to average their allotted speeds, but because the drivers were having private races with one another and were endeavouring to average speeds as high as 60 m.p.h. An event of this kind would be more informative if it were necessary for the competitors to run to a maximum as well as to a minimum average speed during the trial.

Topics of the Day

THE specifications of the light cars and cyclecars of 1916 show in a very striking manner how small car construction has progressed within the comparatively short period of a decade. The contrast which comparisons present are much more varied in some cases than in others, but a brief résumé of the principal cars which were still being marketed in the first years of the war is very interesting in the light of present-day design.

We find, first and foremost, that the three-wheeled A.C.-Sociable was still a popular seller, but that Auto Carriers (1911), Ltd., the title of the manufacturers in those days, also marketed a four-wheeled two-seater with quite attractive body lines and a specification which proved to be more or less the forerunner of many other cars that were to follow.

This, in brief, incorporated a 1,096 c.c. four-cylinder water-cooled engine, a disc clutch, three-speed gearbox, and final worm drive. It is not until we come to examine details, however, that we realize how very different was the A.C. of those days from the A.C. of 1926. The main features of the equipment, for instance, were the hood, single-panel screen, five lamps (oil and acetylene), and a spare wheel; and what a contrast between the 650 mm. by 65 mm. tyres then fitted to the balloons which we see on so many light cars to-day! The car complete weighed 10 cwt. 1 qr. and the price was £210.

A Successful Three-wheeler.

The A.C.-Sociable had a single-cylinder engine of 723 c.c. capacity, two gears being provided and a final drive by chain; the weight was just over 5 cwt. and the price 80 guineas.

A little machine which created considerable interest was the Aviette; it was rated at 5.6 h.p., its list price being £70. The power unit was a two-cylinder air or water-cooled engine of a capacity of 670 c.c., and the drive from the three-speed gearing was transmitted to the back axle by belts; wire and hobbin steering was utilized, and as a full four-

wheeled two-seater its weight was only just over 4 cwt.

We now come to a machine which created a very fine reputation for itself, namely, the Bedelia. It was unconventional in almost every respect, particularly, however, with regard to the seating, which was of the tandem order, the driver sitting behind the passenger. A two-cylinder engine was installed at the front, and there was no bonnet in the proper sense of the word. Variable pulleys supplied the transmission system and the gear ratios, the final drive being by long outside belts to belt pulleys mounted on the rear wheels in motorcycle fashion. Here again wire and hobbin steering was employed, but, so far as our records go, the equipment included neither hood nor screen.

When Two Gears Were Enough.

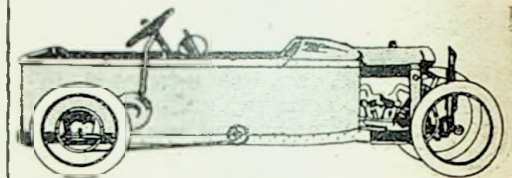
In a somewhat different category, but having much in common, were the Buckingham and the G.N. They had two-cylinder 90-degree engines of under 1,100 c.c. of so powerful a type that it was deemed sufficient to supply only two gears. Both were very fast—as speeds were reckoned in those days—and Mr. Buckingham himself—of tracer-bullet fame—often was to be seen at the wheel of one of his own cars in sporting events.

The G.N. employed a slightly

CHANGES WROUGHT IN A DECADE.

smaller engine which, in contrast to earlier models, was placed transversely across the frame instead of lengthwise, the drive being transmitted by chains to a countershaft upon which were mounted the final-drive sprockets and their dogs.

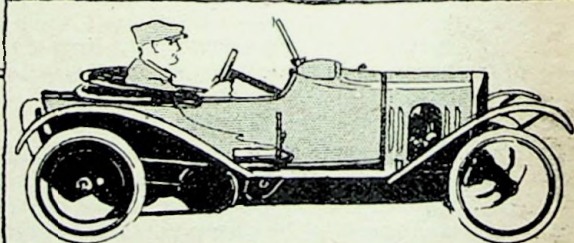
Two outside belts, running over large-diameter pulleys, transmitted the power to the rear wheels, and it is interesting to note a passage in the specification which reads: "Carburettor—Zenith, with pilot jet," indicating only too clearly that the



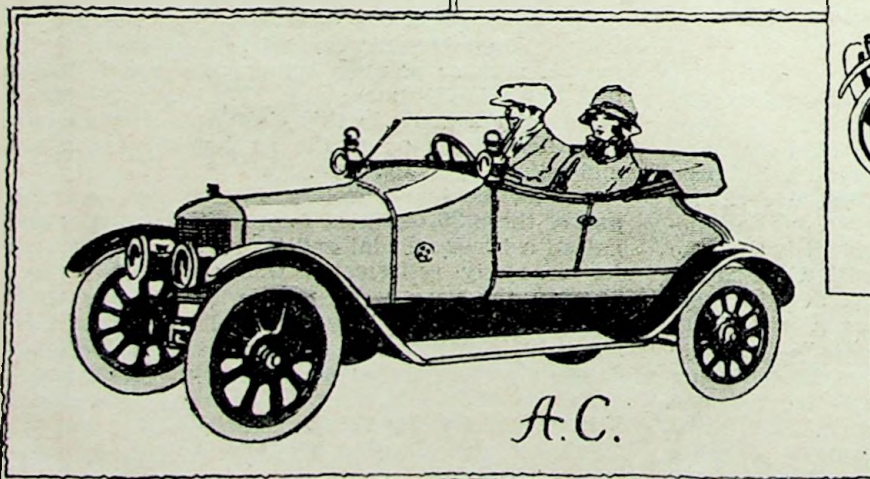
The Bedelia.



Crouch.



The G.N.



A.C.

CARS WHICH HELPED

Up to the year 1916 the motor industry obeyed, as usual, despite the Great War; then, however, the attention of engineers, and cars became difficult to make which may be said to have represented the

A GRAPHIC COMPARISON BETWEEN THE LIGHT CARS OF 1916 AND 1926—TEN YEARS OF PROGRESS STRIKINGLY PORTRAYED BY PEN AND PICTURE.

cyclecars of 1916 usually were equipped not only with motorcycle-type engines, but generally with motorcycle-type carburettors as well. The Buckingham, it may be noted, sold for £138 12s., the G.N. for £117, both having lighting equipment, hood, single adjustable screen, and spare wheel.

At this time the 5 h.p. single-seater Carden was very popular, especially as its purchase price was just under £74, and it is indeed very interesting to note that some of these monoco-

are still to be seen giving good service in the hands of their enthusiastic owners.

Slightly more pretentious in appearance, but equally simple in specification, was the 9 h.p. Globe, which was marketed at £170. This was a "single-lunger," the water-cooled cylinder having a bore and stroke of 105 mm. and 120 mm., giving a capacity of 1,039 c.c. It had foot controls, three speeds and reverse, the transmission being by belt to the gearbox and chain to the back wheel. The manufacturers not only produced a two-seater, but also proudly listed a coupé for £190.

The 1916 Jowett.

We come now to a very interesting connection with the present day; the 8 h.p. Jowett of 1926 may differ outwardly from its prototype of 10 years ago, but the specification is very similar—a striking instance of where a designer hit on a happy combination and maintained the general principles, only improving details here and there as time went on. These cars, by the way, weighed 8 cwt.; the Jowett of 1926 weighs 8½ cwt.

The Morgan, of course, was going strong, and both the standard and Grand Prix models had a very great deal in common with the Morgans as we know them now; in fact, the most noticeable difference is really in con-

nection with tyre size rather than body lines and so forth.

Turning now to the more imposing light cars of a decade ago, and apart from the A.C. which has already been mentioned, we find quite a striking little vehicle in the 10.5 h.p. Calcott. At £135 it represented most excellent value for money, and could be obtained as a coupé with four side windows, double-panel windscreen, and electric lighting, but £15 extra was charged for a dynamo and £25 extra for a starter. A 1,456 c.c. engine was fitted, together with a three-speed gearbox and a final drive by shaft and bevel. This car turned the scales at 11½ cwt.

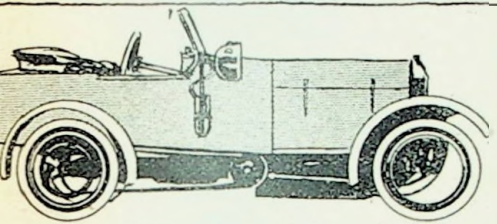
The Calthorpe was an elegant car, one of the outstanding features of which was its Hele-Shaw clutch, alternative gearbox ratios, and semi-elliptic springing all round. The 8 h.p. Charronette also had a four-cylinder engine, but of much smaller capacity, the lubrication being, according to specification, by chains and trough. The list price was £245, which did not include electric lighting, but this could be obtained for £20 extra.

Popular To-day.

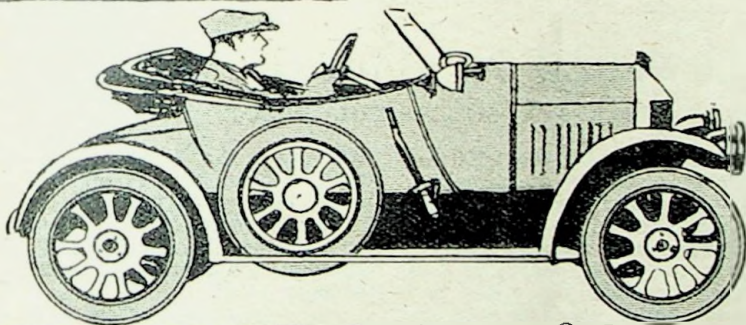
The Day-Leeds was one of several light cars having an engine capacity which figures nowadays in so many "light fours," i.e., between 1,200 c.c. and 1,300 c.c., the actual figure being 1,286 c.c. Lubrication of the four-cylinder water-cooled engine was by chain and troughs, the clutch being of the leather cone type and the drive by a three-speed gearbox to shaft and bevel.

The Deemster was fitted with a four-cylinder engine which was well known for a long time after the war. It was of only 1,086 c.c. capacity, but developed extraordinary power for so small a unit. As a coupé the car sold for £275, extra being charged for electric lighting, and, apart from the lower bonnet line and somewhat odd-looking under-tyred artillery spoked wheels, it was not so much different from coupés of to-day.

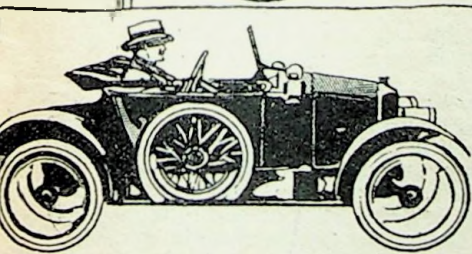
The Douglas was one of the first



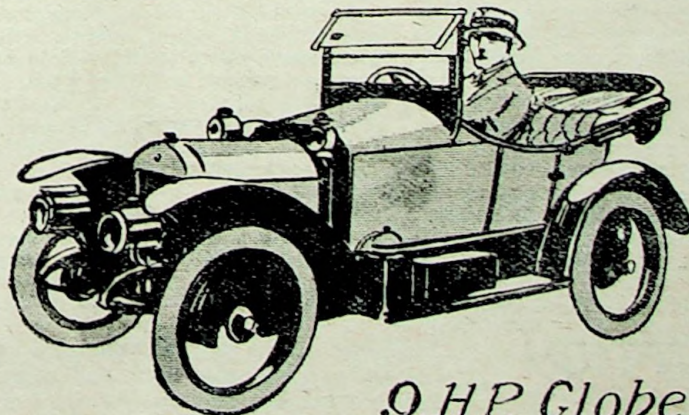
12 H.P. Buckingham.



Morris-Oxford.



The Horstman.



9 H.P. Globe

MAKE HISTORY.

As far as was possible, the dictum "Business growing needs of the country engaged the day." The cars described in this article were latest designs when this era was reached.

CHANGES WROUGHT IN A
DECADE (contd.).

cars to utilize a two-cylinder horizontally opposed engine, and here again we have an example of a car which altered little in its later form. As was usual in those days, however, the radiator was squat and the bon-

netly has proved its worth. So many of these cars are still to be seen on the road that no further reference to them is necessary.

Ten years ago the Horstman already merited the title of a fast car, and it bore a striking resemblance to the modern production. The capacity of the engine, however,

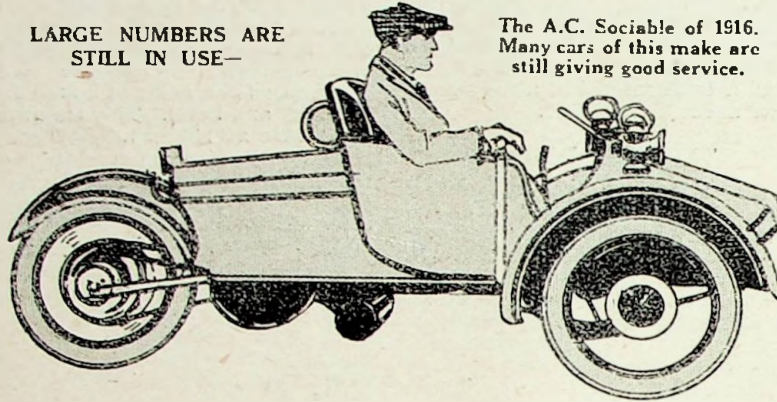
of the few cars having three-quarter elliptic suspension, this being at the rear.

The 11 h.p. Lagonda was a very attractive proposition, and even then the manufacturers had commenced to show their leanings towards attractive closed coachwork. The engine was of only 1,098 c.c. capacity, but it boasted of forced lubrication—a refinement in those days. As a two-seater open car it sold for £165.

Many of the two-seaters of 1916 had bodies conforming to the idea that the tool locker at the rear should be added almost as an afterthought, and as a much narrower part of the body than the driving compartment proper. This was noticeable in the case of the Marlborough, the Morris-Oxford, the Swift, and the Wilton, but some body-builders had already taken a decided step in what they considered to be the right direction by employing flush-sided bodies, examples of these being the Newey, Baby Peugeot, Princess, Ritz, Singer and Standard.

Many of the Singers and Standards of 1916 are in service to-day, and of all the cars of 1916 it might be said that there was none prettier than the first-named, or more practical than the second. As prices went they were moderately expensive, however, both selling in two-seater form for £225.

LARGE NUMBERS ARE
STILL IN USE—



The A.C. Sociable of 1916.
Many cars of this make are
still giving good service.

net only just high enough comfortably to house the engine. This car, by the way, boasted of wire wheels, and sold complete for £184, with dynamo lighting and so on.

A very popular car was the 8 h.p. two-cylinder G.W.K. The engine and transmission were at the rear, a form of construction which undoubt-

ly was only 992 c.c., and it owed its performance largely to its extreme lightness, the vehicle, complete with equipment, weighing only 8 cwt.

The Hurlincar had an engine the title of which was something to conjure with, for it bore the magic name of Ballot. It was a solid-looking car, built as a three-seater, and was one

RECORDS LOWERED AT GAILLON.

SIX-CYLINDER AMILCAR MAKES A SUCCESSFUL DEBUT.

GAILLON hill-climb attained its majority on Sunday last. The famous hill-climb was run for the 21st time during the period which should have coincided with the Paris Motor show. As Paris has no motor show this year the event suffered somewhat in consequence. Entries were fewer in number and the attendance, in spite of the really glorious weather, was not quite up to that of former years. Nevertheless, the event was a great success. Twelve existing category records were broken and four new ones established.

One of the most interesting features of the day was the debut of the six-cylinder racing Amilcar. This car was briefly described in *The Light Car and Cyclecar* so long ago as November 28th, 1924. It had not, however, been seen in public until Sunday last, when Morel gave it a

good start by winning the 1,100 c.c. racing class at Gaillon and breaking the existing class record for the hill. Morel made the climb in 34½ secs. This represents an average speed of 104.046 k.p.h. As the hill-climb was run this year under new rules, and all classes had a standing start instead of a rolling (not flying) start as formerly, the performance of the Amilcar was particularly meritorious.

In the 1,500 c.c. racing class, Chasagne, in the Darracq, bent the existing record, climbing the hill in 33½ secs., an average of 107.784 k.p.h. In the 1,500 c.c. and 1,100 c.c. sporting classes records were established by Celerier (B.U.C.) and Ismalun (Salmon) respectively.

The 1,500 c.c. touring class was won by De Brémond (Mathis), and the 1,100 c.c. touring class by Lepicard (Donnet-Zedel). Japy (Sand-

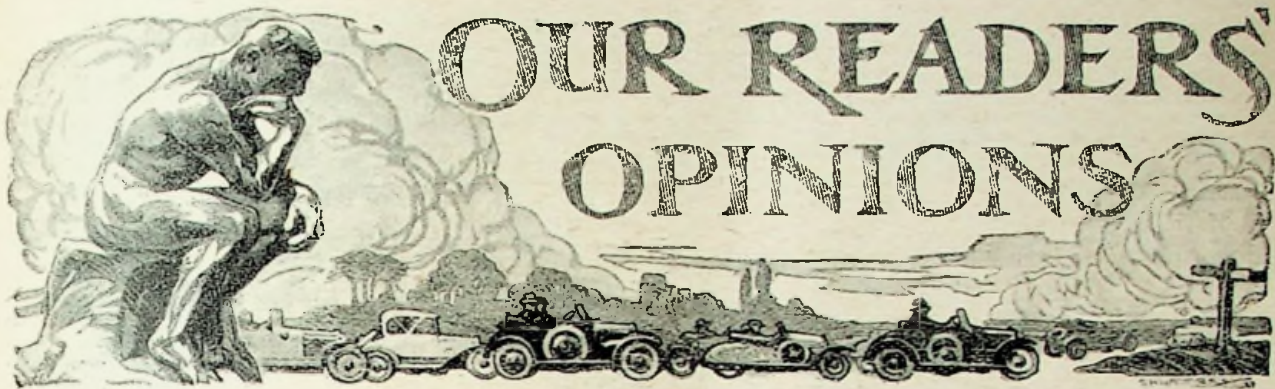
ford) won the 1,100 c.c. cyclecar class, whilst the Sima-Violet, as usual, carried off the 750 c.c. and 500 c.c. cyclecar classes. Meremans, in the tiny three-wheeled Villard, established a record in the 350 c.c. cyclecar class.

The organization of the event was as good as ever. Gaillon is undoubtedly one of the best conducted events in the French sporting calendar, from every point of view. It is worthy of note that in the classification by acceleration light cars triumphed in all three classes—racing, touring and sports, regardless of category. Even the big Delage driven by René Thomas had to take third place after the Darracqs in this particular classification, in spite of the fact that Thomas made the usual Delage demonstration of fastest time of the day and an all-category record for the course.

SCOTTISH
NUMBER.

Published on the day the Scottish Motor Show opens—November 13th—this issue will contain a guide to the light car exhibits, and many articles of special interest to Scottish Motorists. Order in advance from a newsagent.

THE Light Car
AND Cyclecar
3d.



We welcome at all times letters sent us by readers for publication in these columns, and while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted but the writer may use a nom de plume if desired. To ensure publication in the next issue, letters must reach this office not later than Monday morning. We reserve the right to make any alterations or deletions which we deem necessary.

PROBLEMS OF MOTOR RACING.

Views of a Pioneer Motorist Annoying Regulations.

Arranged Finishes in Races.

I agree with the recent letter, signed E. S. L. Croft, and with what he has to say in regard to arranged finishes in motor races. I think this whole principle is utterly wrong and against the best interests of sport, and enclose you a copy of the letter I have written to the Royal Automobile Club on the subject. S. F. EDGE.

The purport of the copy of Mr. Edge's letter to the R.A.C. which he forwarded to us was as follows.—Ed.

"I enclose you a page from a motoring journal, in which it appears to say definitely that a team can enter for a race like the 200-Mile and arrange who shall finish first. Surely the R.A.C. racing rules do not allow this? I thought the whole basis of racing was that every individual would do his best to win. If motor racing is anything other than this, then surely it will soon be greatly discredited.

"I should appreciate the Club's views on this matter."

Red Tape in Racing.

Much has recently been heard about the poor support and lack of interest taken by club members in competitions arranged for their benefit. In several cases events have been abandoned through lack of support.

The cause is not far to seek. A mass of rules, regulations, petty restrictions and red tape supplied by the law, augmented by the governing bodies and completed by the clubs is enough to make any but the keenest condemn entry forms, with their attendant sheets of rules, to the waste-paper basket.

One bright exception, the M.C.C., has been in the habit of running its trials in a most sporting and straightforward manner, and I have always found the interpretation of their rules tempered with sound common sense. Consequently, their events are supported to the verge of overcrowding, and last Saturday's high-speed trial was no exception so far as numbers were concerned, but the usual good-fellowship and sporting spirit between officials and competitors were entirely lacking, due to the former being under the jurisdiction of the Brooklands authorities.

We know that very precise silencing regulations have been drawn up; but, after all, they have been framed with the express object of toning down the penetrating exhausts of modern racing cars. When the track is being used for such events as the High-speed Trial, and a competing car is a touring model fitted with its standard silencer, is it unreasonable to suppose that a little common sense and discretion might be employed? Apparently it is! The test must be one of the silencer, not of the silence.

Having allowed themselves to be bullied into a very unfavourable (for the British manufacturer and private sportsman) agreement with the local residents, the track authori-

ties, in turn, seem to be out to extract the last drop of blood from their victims, and upon this occasion, in particular, the regulations were applied with the utmost severity.

No hill-climbs, few speed trials and the track overruled by the Weybridge residents. What is the result? Our most important race of the year, the "200," is not only entirely won by Continental makes, but for the past two years we have had reason to suspect that they divide the awards amongst themselves beforehand! That is the unenviable position of the sport in England to-day.

On Saturday last several cars, which would have passed any test of silence, had it been oral, were not allowed to run because their "fish-tail" pleased not the official eye. This was bad enough, but was it expecting too much that the lords of the track would treat an old member of the visiting club with ordinary politeness? Apparently so!

It is to be hoped that next year the M.C.C. may find a private road and run off some kind of speed event in their usual sporting fashion. DISGUSTED.

** We believe that when regulations are drawn up and competitors enter an event knowing their nature it is essential for them to be observed to the letter. We do not agree with several points in this letter.—Ed.

Long Distance Handicap Races.

I am writing to express humbly my opinions on the 200-Mile Race problem from a keen motorist's point of view. It will be a sad day when the motorcar is simply a means of conveyance and all form of sport has

left it. Is not to race at Brooklands the ambition of every sporting motorist? At present serious motor racing, with a few exceptions, can only be indulged in by the trade; for the ordinary keen amateur it is an expensive hobby. Not only are there the purchase and maintenance of a racing car, but also the entrance fee for every B.A.R.C. race must be considered.

The trade expects to benefit by the advertisement obtained by a successful car, and surely any advertisement from a win in a handicap race which only proves steady running, and not necessarily very high maximum speed, and consequent strain, cannot compare with the advertisement from a win by a car competing against other makes of same size and calibre, with an equal chance at the start.

The handicap races are good from the spectators' point of view, although Brooklands is, I should say, a very bad racecourse for the public.

It takes a newcomer who simply visits the track to watch the excitement of racing, yet without any personal knowledge of the cars or drivers, at least two visits before he can realize what is going on.

OUR READERS' OPINIONS (contd.).

Could not the first three cars in any race be made to parade, in order, slowly round the track and then line up in the paddock, where they could be examined by all those who were interested in racing-car design?

Apart from the exciting racing gained from handicaps, let us keep one international competitive race, for fear the handicap races only will not offer enough advertisement to encourage the really serious participation on behalf of the manufacturers.

The introduction of road racing conditions is, to my mind, excellent, both from the spectators' point of view and also to help racing "to improve the breed," and thus to give us touring cars which are as efficient and reliable as possible.

RICHARD HALL.

Blackpool Speed Trials.

Will you kindly allow me through your columns to express to the motoring fraternity in general the best thanks of the Blackpool and Fylde Motor Club for their most generous support on Saturday last.

An Appreciation of Support. October 17th, and kind consideration during the gale which prevailed throughout the morning. Unfortunately the

weather prophet decided to be unkind, and he greatly marred what might have been a red-letter day for the town and for the sport of motoring, but to quote the expressions of spectators and competitors alike: "Better luck next time."

We extend a hearty welcome to all car owners visiting Blackpool to drop in at our new club house opposite the Hotel Metropole.

T. SHARPLES, Publicity Representative.

The B. and F. M. Club House.

Motorcycle and Car Speeds

When your contributor "Focus" made his remarks on the speed of light cars and motorcycles he was evidently unaware of the fact that (i) a standard fully equipped S.S.100 Brough Superior still holds the

Record Performances. Test Hill record, in spite of the efforts of the 16-valve A.C. (ii) At Southport a standard S.S.100 beat H. O. D.

Segrave in his two-litre supercharged G.P. Sunbeam (admittedly a faster car than either the A.C. or Alvis). (iii) At Arpaion last week the Darracq covered the flying kilometre at 119.9 m.p.h. against the year-old Brough Superior's speed of 123 m.p.h.

I am certain that the perfect steering and cornering of the S.S.100, together with the acceleration and speed shown by the above results, would enable it to show its rear mud-guard to any of the super sports light cars seen on the road to-day.

E. N. ADLINGTON.

Compulsory Crash Helmets.

I notice Mr. Gordon England's letter in your issue of October 9th recommending that crash helmets should be made compulsory for all car speed events. No doubt many

The A.-C.U. Ruling. of your readers know that for some years past the Auto-Cycle Union has insisted on the wearing of these helmets by competitors in all open speed

events or races, and we have evidence of a larger number of cases where they have been a direct means of saving life, or very serious injury, than most people would be inclined to suppose.

It might be argued that a crash sustained by the rider of a motorcycle and the driver of a car are of a different nature, but it is not only the riders of motorcycles in A.-C.U. events who are provided for, but also sidecar passengers, and both driver and passenger of the only car eligible to compete in A.-C.U. events, namely, the three-wheeler.

I believe it is a fact that just lately the Jockey Club has insisted on the wearing of crash helmets for steeplechasing; and, of course, the Flying Services have had them almost from their inception.

The Auto-Cycle Union feels that a certain amount of credit is due to it for its compulsion in this matter, at the same time giving whole-hearted credit to Doctor Gardiner and others for their recommendations and assistance in the evolution of the almost perfect helmet.

T. W. LOUGHBOROUGH, Secretary, A.-C.U.

B36

Safety First in Races.

On page 652 of *The Light Car and Cyclecar* of October 9th I read with interest the letter of Mr. Gordon England regarding crash helmets. It may interest you to know that

Protecting the Drivers.

we have been making a special crash helmet for car drivers for the past eighteen months. The writer specially designed this helmet originally for Major Segrave, and he has used one ever since, both in England and on the Continent.

So far, the use of these helmets has been restricted, owing to the fact that it is not compulsory to wear them in car races. This particular helmet must not be confused with our motorcycle crash helmet which is approved and recommended by the A.-C.U.

As you doubtless are aware the lives of several motorcyclists have been saved in severe crashes, one of the greatest examples being last year's 200-Mile Race, when Mr. E. B. Ware crashed and his mechanic, Mr. Allechin, was thrown out. Had it not been that he was wearing one of our crash helmets he would probably have been killed.

HAROLD GROSE, Managing Director,

JAMES GROSE, LTD.

Front-wheel Drive—

An interesting point is raised by "Namesake" when he suggests that there should be big prospects for a front-wheel-driven three-wheeler of the Morgan type. The idea, obviously, is worth the most careful

—For Three-wheelers.

consideration, but, as one who has driven many thousands of miles in a Morgan, I feel that more rather than less weight is needed on the rear wheel. In addition to this obvious drawback, would not front-wheel drive be too expensive to incorporate in a popular-priced car? I notice that the special F.W.D. Alvis costs £1,000.

IAN N. PORTLOCK.

Tracing a Faulty Plug.

I see in your issue of October 16th you give one or two very useful tips on tracing a faulty plug. I wonder if the French dodge, which I have only once seen used in England,

A Simple Method.

is as well known over here as it deserves to be? A length of light chain with a wooden handle at one end is allowed to trail on three of the four plugs in turn, the loose end resting on the block or exhaust manifold. So soon as the shorting of three plugs in this way stops the engine the plug which was not shorted then is the faulty one.

This chain is a useful adjunct to one's tool box in these days of hot-stuff small engines, which are greedy on oil and have racing piston clearances, and the whole gadget does not cost more than a penny or so.

R. A. SCALL.

* * Flat-linked brass chain, as used for picture hanging.
* will prove very suitable for this purpose.—Ed.

A Bar to Sales.

The Show is over, but, presumably, another will be held next year, so I may be in time with my little grumble. I visited Olympia primarily to examine the exhibits in the

Valueless Information.

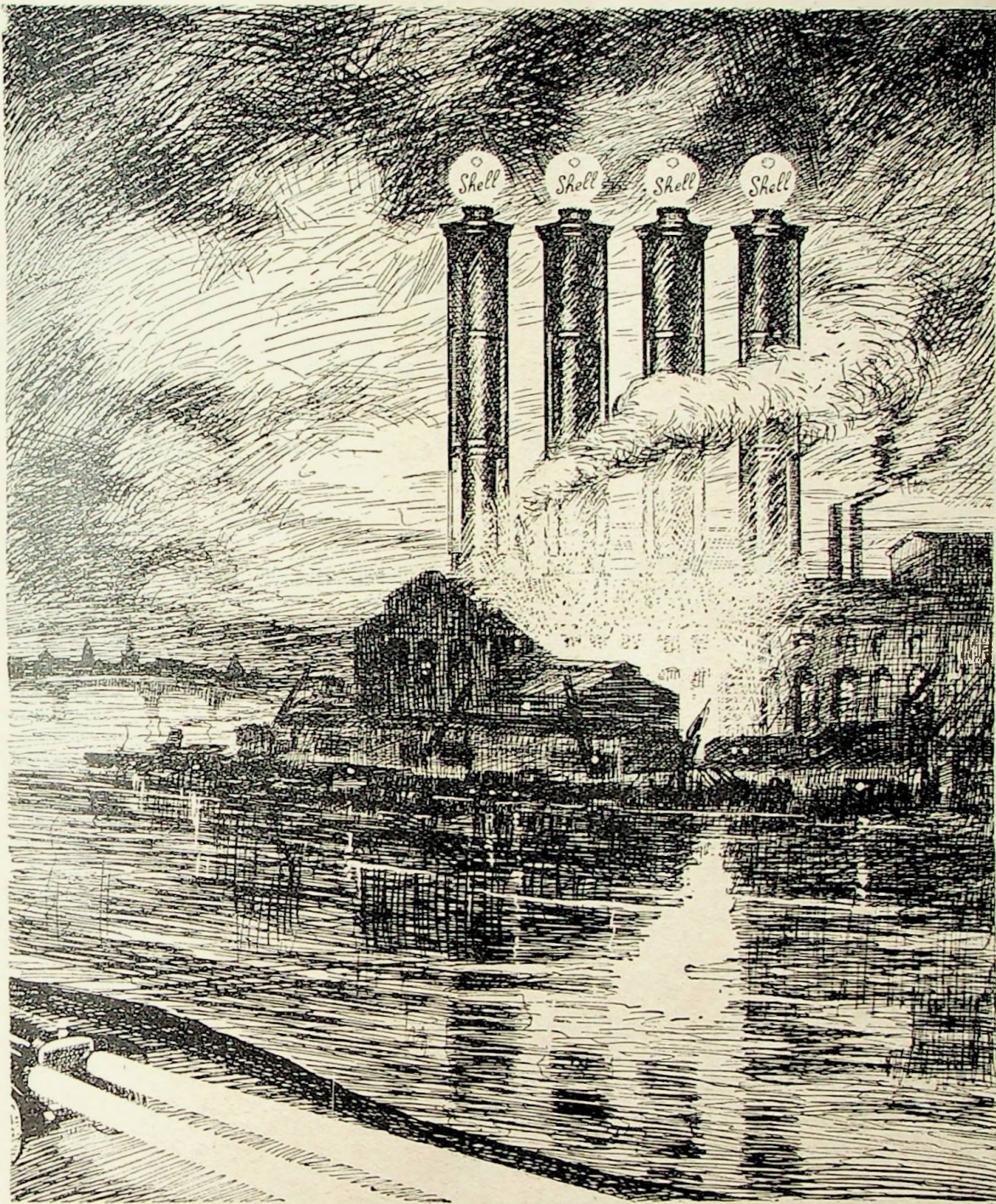
gallery and one engine accessory in particular. Unfortunately I was rather pressed for time and when I came upon the stand which I was seeking I could only glance hurriedly round and seize a booklet from a pile on the counter, with the intention of reading it in the train.

Naturally I expected the booklet to contain information as to the design of the accessory and its price. Imagine, then, my disgust and annoyance to find only a brief foreword setting out several extravagant claims and followed by many pages of glowing testimonials from "highly satisfied users."

I claim the ability to judge for myself how any given fitting will suit my purpose and I am not interested in reading how it behaved on Mr. Blank's — h.p. Mecango.

When, however, I desire the assistance of a reliable and unbiased opinion upon any matter connected with light cars I turn to *The Light Car and Cyclecar*, and this I did in the present instance, gleaming exactly that information for which I was seeking and which the makers of the accessory in question had not thought it worth while to give in their expensively produced booklet. Many thanks.

THE LOOKER-ON.



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

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The Cars of QUALITY.

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The WOLSELEY 11-22 h.p. Model.

*Choice of colours on Two and Four-seaters.
Greatly reduced prices on de luxe models
and Light Saloon. All two-seaters have
two doors and four-seaters four doors.*

Two-seater (two doors)	- -	£235
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Two-seater de luxe (two doors)	-	£265
Four-seater de luxe (four doors)	-	£275
Light Saloon (four doors)	- -	£325
„ „ (with aluminium panels)		£340
Four Wheel Brakes £12-10s. extra to above prices.		

WOLSELEY MOTORS LTD.,
Adderley Park, BIRMINGHAM.

London Showrooms: Wolseley House,
157, Piccadilly, W.

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.).

Wind Wagon Construction.

I have been pondering lately over the construction of a wind wagon and if any readers who have had experience with them can enlighten me on any of the following points I shall be greatly indebted to them. A Request for Help. (1) Which is the best position for the engine, behind or in front of the driver? (2) If it is in front, will the propeller obstruct the view? (3) Would an 8 h.p. twin engine be powerful enough to draw a very light single-seater? (4) What gradient would the machine be likely to climb? (5) Would it be allowed on the road if the propeller were suitably guarded? (6) What would be the best wheelbase and track and size of propeller?

INTERESTED.

Where Are the 1,100 c.c. Cars?

"One big surprise at the Motor Cycle Show was the revived interest in the three-wheeler," said a well-known London daily newspaper. A still bigger surprise at the Car Show was the declining interest, at least on the part of the manufacturers, in the 1,100 c.c. four-wheeler. Apart from the Austin Seven, which is in a class by itself, only five British cars under 1,100 c.c. were shown. The cyclecar, except as a three-wheeler, has been practically dead for some time. Will the 1,100 c.c. light car follow it? One hopes not, for it is a most useful type, and has played a great part in the evolution of economical motoring. But clearly it needs encouragement.

The J.C.C. has excluded three-wheelers. Perhaps it is not very interested in the most economical forms of motoring, or perhaps the makers of the smaller cars are not much interested in the J.C.C.—no British type of 1,100 c.c. car actually in being was entered for the 200-Mile Race. Already the J.C.C. is flirting with cars over 1,500 c.c.; there is no reason why it should not. The "Junior" Car Club is no more limited to light cars under 1,500 c.c. than the Junior Carlton is limited to Conservatives under 15 stone.

Might there not be once again a "cyclecar club," such as the J.C.C. once was, which would encourage all light cars (of any number of wheels), under 1,100 c.c. and with a certain weight limit, according to the old definition of "cyclecar"?

May I assure D'Yrsan, Ltd., that I quite agree with their letter? I acknowledge the advantages which distinguish the D'Yrsan, although I believe that those advantages would, in the case of the Morgan at any rate, be inconsistent with others which, in my opinion, outweigh them. However, I look forward to much friendly rivalry on the track and on the road in the near future. The scarcity of simple four-wheelers gives ample room for us both and for others.

H. GEORGE MORGAN, MORGAN MOTOR CO., LTD.

The Dazzle Problem.

There is still great controversy as to whether headlamps should be left full on or dimmed when two cars are passing at night. The Automobile Association recommend that headlamps be left full on, but it is almost impossible to avoid a temporary blindness if the eye is focused on powerful lights even for one second.

A Suggested Solution.

On the other hand, if headlights are dimmed the eye has to focus itself to the sudden darkness, and while this focusing is taking place there is also a temporary blindness. Accidents from either procedure must be very numerous in the course of a year, so we beg to submit the following solution of the problem to your notice and for the comment of readers.

Suppose every car is fitted with a large diffused light attached to the rear of the car, which throws its light backwards and to the right. At the same time a small coloured light is fixed on the front of the car. When two cars approach in the darkness all headlights are switched out. The lamp at the back is switched on, and also the small coloured light at the front. It would be quite easy to arrange a conveniently placed switch which would control all the lamps with a single movement of the key.

The cars are then thrown into marked silhouette and passing becomes an easy matter involving the minimum of risk.

The large lamp at the rear might also operate in conjunction with the side lights of the car, as an alternative method.

The efficiency of this suggestion can easily be tested by the simple process of reversing two cars past one another in the darkness with all lights ablaze.

J. H. MACIVER, M.B.Ch.B. F. C. SPEECHLY, M.B.Ch.B.

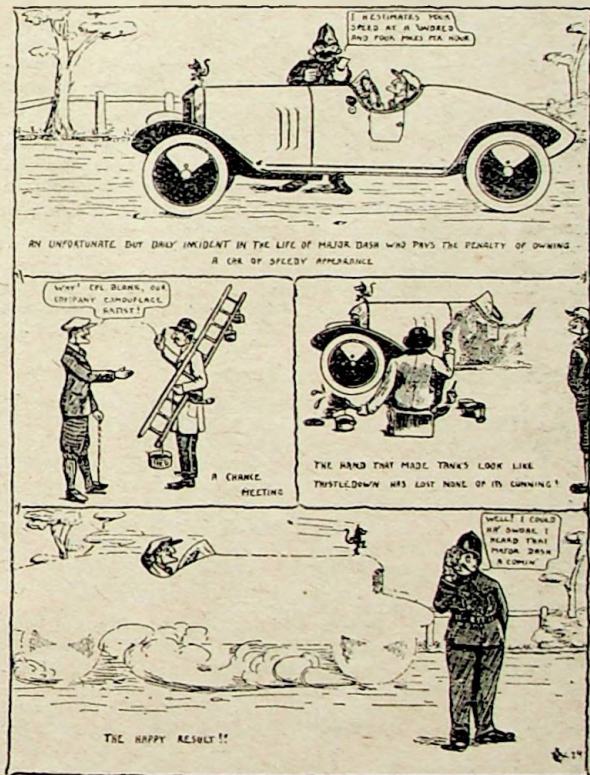
* * A small coloured light of the type mentioned would not reveal an unlighted cyclist.—ED.

Sports Mudguards.

Your correspondent "An ex-Motocyclist" must be acquainted only with very antique motorcycles if he really believes that mudguards attached to the axles, and hence subject to road vibration, are necessarily likely to give trouble. As a light car owner who is also a motocyclist I can vouch for the fact that modern types of motorcycle mudguards give very long service without disintegrating, whilst the protection which they afford is quite equal to that of the conventional type of small car mudguard.

Axle Fitting Reliable.

The reason why running boards appear to protect a car from mud splashes, as "An ex-Motocyclist" suggests, is to be found in the fact that light car mudguards of the



Even in these days of peace the methods of war time may have their uses!

conventional type do not extend far enough downwards. With "close-up" mudguards they can be carried to within a few inches of the ground, whilst, if necessary, leather extension flaps, almost touching the ground, can be fitted in addition.

The reason why sidecar manufacturers are fitting their mudguards to the bodywork instead of to the axle is because a sidecar axle provides a very insecure attachment for mudguard stays, but this does not apply in light car practice, as the brake drum covers provide ideal means for securing wing irons. Mudguards, it should be realized, can never keep the bodywork of a car clean on muddy roads, as passing vehicles are bound to splash the panels with mud.

OUR READERS' OPINIONS (contd.).

Retain Mr. Soakes.

I am quite sure that Mr. Soakes has endeared himself to the vast majority of readers of *The Light Car and Cyclecar*. His adventures cheer us on our way; he has become a *Light Car and Cyclecar* character. Of your charity do not cast him out of your pages.

What about a few more Smith Minor escapades? He serves to revive memories of our schoolboy motor madness.
DAVID DAWES.

Second-hand Prices—

Wishing to dispose of my car (September, 1924, Rover 8 four-seater) I approached one of the best-known London dealers for a cash offer. I received an offer of £55, and if this is the market value it shows a depreciation, after one season's use, of over 60 per cent. Where is the incentive to buy new cars? On looking

—Asked and Offered.

through your issue of October 9th I find that second-hand cars of similar date are offered at an average of £88, and if this is a fair sample of what the dealers give, it shows an average gross profit of 60 per cent.

No MORE DEALERS.

* * Prices asked and prices obtained are very different matters.—Ed.

English Coachwork Superior.

On reading the article by "Focus" in a recent issue of *The Light Car and Cyclecar*, under the heading, "Why Not Smarter Coachwork?" I find that, after my visit to this year's Motor Show, I cannot agree that his remarks are justified, for some very striking examples of ultra-smart coachwork were shown there. Take

A Show Visitor's View.

one example—that of Jarvis and Sons, Ltd., namely, the yacht-type body with the novel windscreen and collapsible hood fitted to the Aston-Martin chassis, and shown on the Aston-Martin stand. This was only one of many similar examples of really smart and up-to-date coachwork.

Regarding the general finish of coachwork, I personally feel that our English coachwork has just that indefinable "something" about its design which our Gallic neighbours seem to miss.
ENGLISH COACHWORK.

Assisting Buyers and Makers.

May I say how much I appreciated your innovation in the shape of descriptions of cars "not at Olympia"? No doubt there are many reasons why some firms are unable to exhibit at Olympia, and as a result these firms seem to drop out, owing to the lack of publicity, although the cars themselves may be first rate. I own a

An Appreciation.

Gwynne 8, which, to my mind, is a most excellent and very reliable little car, and it seems a pity that it is not better known, as I have never spoken to a Gwynne owner without hearing the highest praise for the car.

Incidentally, I may mention that I bought this car from Mr. Chinery, of the Olympia Motor Co., and not only found a very sound vehicle, but also courtesy and every attention, which is by no means always the case these days.

I am in no way connected with the Gwynne, but I should have no hesitation in recommending both the car and the agents.

Finally, I should like to thank you for all the many interesting articles, advice, photographs and so forth in *The Light Car and Cyclecar*, which I certainly would not now go without.
ALAN H. CURTIS, Capt.

A Coachpainting Difficulty.

A short time ago a private motorist wrote to me asking for advice on the question of car painting, and as the trouble is one which may be experienced by a number of motorists I think that the information given might be of service to some of your readers. The difficulty experienced by my correspondent was that "crazy"

How to Overcome It.

lines had appeared on the scuttle and the lid of the dickey seat, and I was asked whether giving a coat of varnish would improve matters.

I replied that giving a coat of varnish only, without previous treatment, would merely accentuate the lines, and what should be done was to rub down fairly strongly with pumice

dust and water on a piece of clean felt, when it might be found that the lines would disappear, if the crazy effect was only slight.

I pointed out that the rubbing down should not be sufficiently hard to cut into the undercoat, as otherwise a patchy appearance would result on account of the undercoat showing through, but that if the rubbing down with pumice dust practically disposed of the crazy lines and did not cut into the undercoat, probably a coat of varnish only would be satisfactory. If, however, the rubbing had to be carried to such an extent as to cut into the undercoat, then, to get a first-class job, the better plan was to give a coat of enamel, flat down lightly with pumice dust and water on a piece of felt, and, when dry, give the coat of varnish.

WM. CRIPPS.

The Leading Light Car.

I am keenly interested in the march of motoring progress, and, in my opinion, all countries which produce motorcars compete on an equal footing. In this country taxation and prejudice act as a drag on the

A Matter of Opinion.

wheels, but abroad we have other and equally serious troubles. As a student of design I have paid several visits to Olympia during the past week and I have very carefully examined all the light cars on show, besides addressing innumerable very pointed questions to the salesman.

In addition to making notes of what I had seen I collected as many catalogues as possible and, at home, spent some hours in bringing my five years' driving experience to bear upon the problem of deciding which is the best 1926 light car.

I was not long in coming to the definite conclusion that the Steyr is, beyond question, the leading car in design, workmanship and finish; there is not a British car to touch it, but a few other Continental makes have some claim to be mentioned with it. What of the slogan "Wake up, Britain"?
J. BLOOMBERG.

CONDENSED CORRESPONDENCE.

A reader in the Federated Malay States writes in appreciation of the service and courtesy given by G.N. Motors, Ltd. The comprehensive spare parts catalogue enables him to write or cable for parts, which are always sent C.O.D. and without delay.

E.J.H. writes to advocate the abolition of bright work on cars. He points out the waste of time caused by constant cleaning, and wishes to know why the exposed metal parts of a car which normally are plated cannot be given a chrome finish. In the opinion of E.J.H. this would look very smart and would require little or no cleaning.

INFORMATION WANTED.

SINGER.—Will someone please tell me what is the correct size of jet to use in the Solex carburettor of a 1924 Singer de luxe and what is the best oil for winter use?—Alfred O'Shea, 2, Shamrock Place, Cork.

CITROEN.—I shall be glad to have owners' opinions as to the speed and general reliability of the 7.5 h.p. Citroen. A. Ayres, 52, Ernest Street, Rhyl.

STANDARD.—I am anxious to obtain a handbook dealing with the 1914 9.5 h.p. Standard. Can any reader oblige by lending me one? Maintenance hints would also be welcome.—Stanley Veysey, 38, Pennsylvania Road, Exeter, Devon.

FRAZER-NASH AND G.N.—I shall be glad of information and general experiences regarding all models and dates of Frazer-Nash and G.N. cars. Full details of reliability, ease of maintenance, starting, hill-climbing and so forth will be of great service to me.—"Frazer-Nash," Angel Hotel, Liverpool.

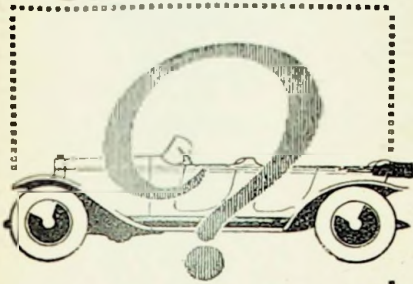
LOST.

HOOD COVER.—On Thursday, October 8th, I lost a black leather Jowett hood cover somewhere between Crouch End, Potters Bar, Hatfield, St. Albans, Barnet and London. I shall be glad to hear from anyone who may have found it. Walter D. Mallett, 33, Wolsley Road, Crouch End, London, N. S.

VIOLIN CASE.—Somewhere between Finchley and St. Albans, on October 11th, I lost a violin case. If found I shall be glad to have news of it.—A. J. Griffin, 12, Highgate Avenue, Walsall, Staffs.

Three World's and 27 Class Records broken on—

WAKEFIELD Castrol MOTOR OIL



WHATEVER the car that you have chosen at Olympia, it will run best upon Wakefield Castrol!

Thirty-one of the 53 British Motor Manufacturers (nearly 60 per cent.) who exhibited at Olympia use and recommend Wakefield Castrol.

Every International Grand Prix (the European, French, Belgian, Italian and Spanish), the 200 Miles Race, and innumerable World's records, have all been won upon this lubricant of International reputation—the product of an all-British firm.

In open reliability trials this year, more than four times as many awards have been won upon Wakefield Castrol than upon all other lubricants together.

The almost universal use of Wakefield Castrol by those whose knowledge and experience enable them to win has been a pointer to thousands of far-seeing motorists, and Wakefield CASTROL has more than satisfied their exacting demands.

There is a Castrol grade specially suited to your needs. The Wakefield Recommendation Chart can be seen at any Garage, or write for a free copy of our Pocket Lubrication Index and an interesting little booklet entitled "Intelligent Lubrication for Car Owners."

C. C. WAKEFIELD & CO., LTD.,

All-British Firm.

Specialists in Motor Lubrication,
Wakefield House, Cheapside,
LONDON, E.C.2.

AT BROOKLANDS, on October 12th, Mr. J. Parry Thomas, driving Capt. Howey's LEYLAND-THOMAS, broke the following World's Records:

50 Kilometres	.. .. .	185'74 k.p.h.
50 Miles	.. .. .	115'41 m.p.h.
100 Kilometres	.. .. .	185'79 k.p.h.

AT the Monthery Track, Paris, on October 5th, Mr. E. A. D. Eldridge, driving his ELDRIDGE SPECIAL, broke the following 1,500 c.c. Class Records:

1 Hour	.. .. .	107'54 miles	50 Miles	.. .. .	109'36 m.p.h.
100 Miles	.. .. .	110'70 m.p.h.	50 Kilos	.. .. .	175'26 k.p.h.
100 Kilos	.. .. .	173'51 k.p.h.			

On October 12th the same driver and car broke the following 1,500 c.c. International Class Records:

5 Kilos	.. .. .	186'97 k.p.h.	10 Kilos	.. .. .	187'09 k.p.h.
5 Miles	.. .. .	116'20 m.p.h.	10 Miles	.. .. .	116'49 m.p.h.

AT Brooklands, on October 7th, Mr. R. Jackson, driving a 1,096 c.c. MORGAN-BLACKBURNE, established the following Records:

Class H.1		Class H.2			
1 Kilo. (S.)	.. .. .	64'30 m.p.h.	1 Kilo. (S.)	.. .. .	64'04 m.p.h.
1 Mile (S.)	.. .. .	69'70 m.p.h.	1 Mile (S.)	.. .. .	71'03 m.p.h.

AT Brooklands, on October 2nd, Mr. Leon Cushman, driving a 20/70 h.p. SPORTS CROSSLEY, broke no less than

SIX International Class Records,
from 1 to 10 Kms., at speeds up to 104'02 m.p.h.

AT Brooklands, on October 5th, Mr. J. B. Barclay, driving a 30/98 VAUXHALL, broke

EIGHT International Class D Records,
from 1 Km. to 10 Miles, at speeds up to 111'85 m.p.h.

(All above subject to official confirmation.)

MONTLHERY GRAND PRIX

October 4th, 1925.

500 c.c. Class.	750 c.c. Class.	1,100 c.c. Class.
1st, Dore. Sima-Violet	1st, Violet. Sima-Violet	1st, Dore. Senechal
2nd, Stanton "	2nd, Hall, Austin-Seven	2nd, De Marnier. Salmson

ESSEX M.C. MEETING,

Brooklands, October 3rd, 1925.

Every one of the five races was won (at speeds up to 107 m.p.h.) by users of Wakefield Castrol, including the

50 MILES HANDICAP.

1 ST. Mr. George Duller 755 c.c. Austin.
Won at the amazing speed of 89'90 m.p.h.

When only the best will stand the test,
all use—



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

You need these on your new car

For the very latest accessories which are not fitted as standard, but which make such a big difference to your motoring comfort and convenience, come to Dunhills. Their comprehensive stock can provide you with just what you need to obtain the utmost enjoyment from your car during the winter months. If you missed getting Dunhills catalogue at the Show, write to-day for a free copy.

Dunhills have supplied everything for the motorist since motoring began. Their long experience is at your service on all questions of car equipment.



DUNHILLS RADIATOR MUFF.

A necessity of winter motoring.

Made specially to suit any type or make of car, they make starting up easy, and save petrol. The Muff follows closely the lines of the radiator, and is fitted with a roll front which can be adjusted to allow of varying temperatures. The material used is our special Black Resistal, treated both sides to ensure absolute resistance to atmospheric influence; it is both damp and rotproof.

The prices from stock, or to special order are:—
Up to 14 h.p. and Fords. Up to 20 h.p. Above 20 h.p.
25/- 28/6 31/6

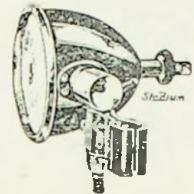
Plain Radiator Muff with roll-up front, 22/6 25/- 27/6

Any of the articles illustrated here may be ordered by mail in full confidence. Dunhills serve you as well by post as if you actually called at their show-rooms.



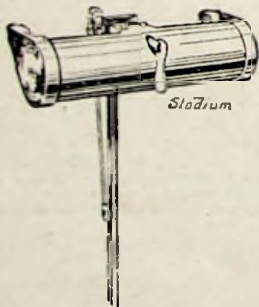
"STADIUM" REEL INSPECTION LAMP.

For the garage or emergency on the road. Fitted with fourteen feet flex. Can be supplied to fit in lamp socket or 2 pin switch plus. 6 or 12 volt. 14/6
Postage 6d.



"STADIUM" JUNIOR SELF-WINDING AUTO SPOOLYTE.

Specially designed for light cars. Diameter of front 5 in. With adaptable windscreen clip to fit any size or shape pillar. Ebony black finish with nickel-plated mounts 39/6



"STADIUM" AUTOMATIC WINDSCREEN WIPER.

Operated by suction from induction pipe. Quiet in action. Easily connected and does not affect engine efficiency.

Nickel-plated with black mounts, 18/-

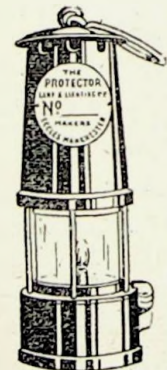
Special adapter for Morris cars, 1/- extra.



DRIVING CUSHION FOR COMFORT.

To fit over squab and prevent strained position when driving. Size 18 in. square, 5 in. deep in centre.

Price in plain leatherette, in green, brown, blue and black 27/6
Antique, in grey, brown, blue and red 30/-
Postage 1/-



"PROTECTOR" SAFETY LAMP.

This lamp is constructed along the lines of a miner's lamp, and is absolutely foolproof. When fixed under bonnet, prevents radiator and engine getting chilled. With one filling it will burn for 20 hours at a cost of considerably less than one penny.

In Turned-in Brass. Weight, 3 1/2 lbs. Size, 10 in. high by 3 1/2 in. diameter. Price 20/-

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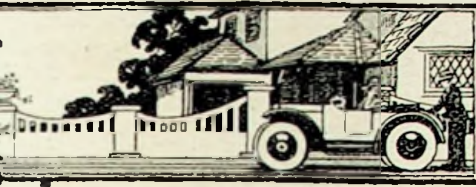
359-361, EUSTON ROAD, LONDON, N.W.1
WEST END BRANCH 2, CONDUIT STREET, W.1
GLASGOW 72, ST. VINCENT STREET.

WRITE FOR DUNHILLS ACCESSORIES CATALOGUE No. A2.

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

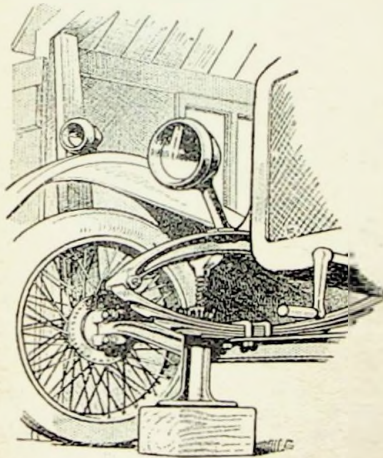
IDEAS FOR OWNERS

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.



Deadening Engine Noise.

When the hood is up it will be noticed that there is a good deal more noise than when it is down. The noises of engine and gearbox can be reduced appreciably by nailing rubber on the floorboards. This scheme was tried with a 1924 light car, and resulted in remarkable silence on low gears; draughts also were stopped. Three or four old inner tubes may be used, and they should be cut as straight as possible round the part opposite the tread. The resulting strips must be cut to the proper length to fit across the bottom of the car. Tacks should then be driven through small squares of



A method of separating the leaves of a spring that is badly rusted up. A piece of wood is placed between the hub cap and a beam of the garage roof and the chassis frame then raised by means of a jack.

cardboard so as to hold the rubber down as taut as possible on the floorboards. Slits must be made to accommodate the pedals. The whole of the floor should then be covered with a mat if one is not already provided.

Cleaning the Hands.

A problem which presents itself after one has finished a dirty job on the car is how to clean the hands easily and quickly. Some motorists favour the use of petrol to remove the grease followed by a wash in hot water, while many use one of the recognized hand cleaners specially sold for the purpose. Few realize, however, that grease may be removed effectively with ordinary soap

and cold water if the operation is carried out in the following way.

First moisten the hands with a little water, taking care not to make them too wet; then thoroughly rub with soap and continue to do so until the hands are covered with a pasty mass of soap. When this state has been reached rub the hands together for some time and the grease will gradually dissolve, after which a thorough rinse in water will leave them fairly clean. A final wash will complete the operation.

Lubricating Springs.

Among the parts of the car that require occasional lubrication are the springs. The task of lubricating the leaves is a rather lengthy one, but the owner will be well repaid by carrying it out in a thorough manner.

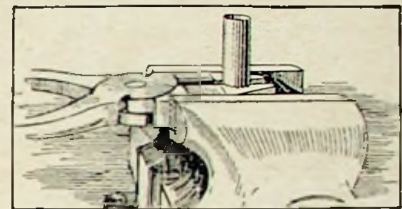
It will be necessary to separate the spring leaves, and, if they have rusted up "solid," this can be accomplished with a jack and a long wooden block. The car should be set in the door of the garage so that one end of the block rests on the wheel hub and the other presses against the upper frame of the door.

The jack should then be placed directly under the chassis frame of the car, when extending the jack will lift the weight off the springs, forcing the leaves apart. With paraffin and a putty-knife the surface rust may be re-

moved, and a piece of paper, saturated and smeared with graphite grease, should be inserted between each leaf. Each of the four springs must be treated in a like manner.

The car should run in this condition for at least a month, giving the graphite-greased paper every chance to work the graphite thoroughly over the rusted surfaces of the springs. At the end of this time the block-and-jack method may be used again to separate the spring leaves for the removal of the graphite-coated inserts.

Before closing the spring leaves it is necessary to work additional graphite grease into the spaces by using the blade of a putty-knife. Further attention should not be necessary for a considerable time; the addition of spring gaiters, however, will considerably lessen the amount of attention required.



How to hold a piece of tubing firmly in a vice without flattening it.

To Hold Piping in a Vice.

A difficulty which often presents itself to the amateur mechanic is that of gripping a pipe or tube firmly in a vice without flattening it. Special jaws may, of course, be made, but this takes some time. A much simpler method is to employ a pair of pliers, holding the tube in their jaws and placing the whole in the vice.



IN ANSWER TO YOUR QUERY.

Enclose stamped envelope, please, for reply by post. We do not answer queries over the telephone.

A.M. (London, N.19).—Try injecting two or three drops of paraffin between the band and the brake drum. This should stop the squeak.

W.E.B. (New Brighton).—When starting up from cold the pressure shown on the oil gauge usually rises almost to the maximum, but when the engine is warmed up it will fall to somewhere about 3 lb. in the case of your car.

N.F. (London, S.W.1).—A dickey seat can usually be fitted to the average two-seater car, but you should obtain the advice of a reliable coach-builder as to whether the body frame at the rear is strong enough, as in some instances the chassis does not extend the full length of the car.

R.L. (Ilkeston).—The trouble which you experience in pumping up tyres is probably due to the leather washer in the connection which screws on to the tyre valve. If this be too thick, a portion of the leather comes into contact with the valve plunger, keeping it partially depressed, with the result that it is difficult to get the valve to close properly, and the air in the tyre blows back into the pump at each stroke.

W.W.A. (London, E.1).—You can obtain the date of manufacture of your car by writing to the manufacturer, giving full particulars as to the chassis and engine numbers.

R.P. (Tewkesbury).—The fact that you are unable to force grease from the gun into the shackle-pin in question is due either to a defective grease nipple or to a choked passage in the pin. Unscrew the nipple from the pin and attach it to the nozzle of the gun. If grease can pass through the nipple the defect lies in the shackle-pin.

F.W.B. (Leshmahagow).—Your complaint that your Jowett car does not climb hills satisfactorily is in all probability due to your not having made full use of the ignition control. The letters A and R on the disc do not represent the limits of travel of the lever; usually the pointer can move through 90 degrees from full retard to full advance.

IN ANSWER TO YOUR QUERY
(contd.)

G.V.P. (Howden).—Why not write to the makers of the wheels fitted to your light car? As a general rule disc, spoke and certain types of wire wheel are interchangeable on standard hubs.

E.M.S. (Portsmouth).—Leaving a car on a hill with the gear lever in one of the notches in the gate is quite all right provided care is taken to see that there is no risk of the engine starting. This method should not be relied upon solely to hold the car, however, as the engine can turn over compression and the car move slowly if the brakes are not applied in addition.

L.K. (Manchester).—There is no regulation such as you suggest. Either a square or a rectangular number plate may be fitted—whichever is preferred.

H.G. (Huddersfield).—Your suggestion of swivelling the headlamps sideways so as to avoid dazzle might prove satisfactory, but you should not overlook the fact that swivelling lamps are at present illegal.

R.W.P. (Denton).—In order to test the correct tension of the distribution chain of your 11.4 h.p. Standard, you should be able to move the magneto coupling to the extent of 1-16 in. to 1/2 in., measurement being made on the periphery of the coupling.

A.T.E. (Maldon).—In order to protect the plated parts of your car during the winter the application of a little Robbialac Transparent is useful. The parts should be thoroughly cleaned before applying the liquid.

N.S. (Strood).—As your light car has to stand in a public thoroughfare at night for a considerable time and you have experienced so much trouble due to discharged batteries, why not obtain a set of auxiliary oil lamps, which could be kept burning all the time the car is standing, the electric headlamps being used only when the car is actually running and better illumination is required? Thus the battery would work only at intervals.

CLUB ITEMS AND SPORTING EVENTS.

M.C.C. LONDON-EXETER TRIAL.

The Motor Cycling Club's annual London-Exeter-London trial will start this year on the evening of Monday, December 28th, the return from Exeter taking place on Tuesday, December 29th. The reason for the date being later this year is that Boxing Night falls on a Saturday. Further particulars of the run will be published shortly.

NORTH LONDON M.C.C.

A social run was held by the North London M.C.C. on October 18th, members meeting at Bushey Church at 2.30 p.m. A run was then made to Uxbridge, where tea was taken at the Victoria Hotel. During the return journey one of the member's machines caught fire, but the outbreak was soon extinguished.

The collection made at the club's speed trials on October 10th yielded over £4, which sum will be handed over to the Herts County Hospital.

KENT AND SUSSEX CLUB'S TREASURE HUNT.

A treasure hunt will be held by the Kent and Sussex Light Car Club on October 25th, starting at the Spa Hotel, Tunbridge Wells, at 2 p.m. A challenge cup as well as the treasure will be awarded to the finder, and there will also be a second treasure. Tea will conclude the event. Full details can be obtained from the hon. secretary of the club, Mr. Lewis Humphries, 12, Malling Street, Lewes. Members intending to take part are asked to notify the hon. secretary beforehand.

SOUTHERN JOWETT L.C.C.

The next rally of the Southern Jowett Light Car Club will be held on October 25th, members meeting at Beaconsfield at noon. A run to Burnham Beeches will be made before lunch. In addition to the usual competition a special contest has been arranged for lady members.

The results of the Mitchell cup trial, which was held by the club on September 27th, are now available. The Mitchell cup and first prize were won by F. C. Everett, whose total time error was 1 min. 1 sec., while the winners of the second and third prizes respectively were L. H. Stokes (time error 2 mins. 32 secs.) and F. J. G. Mason (time error 3 mins. 55 secs.). There were 19 starters, and the course this year proved to be stiffer than that of the previous trial, there being a greater number of observed hills and more exacting regulations.

RILEY CLUB DINNER AND A.G.M.

The Riley Motor Club held its first annual dinner at the Rembrandt Hotel, London, on Friday, October 16th, just under 100 Riley enthusiasts being present. The proceedings were characterized by a delightful atmosphere of good fellowship—this, by the way, being one of the principal themes of Sir J. Percy's witty responses to the toast of the Press, proposed by Mr. Gordon Marshall. The toast of the club was proposed by Mr. Thornton Rutter, after which Mr. Victor Riley, who presided, outlined the brief history of the club and said that the membership was steadily increasing. The somewhat novel plan of combining an annual dinner with an annual general meeting was adopted. Mr. Victor Riley unanimously was elected president for the coming year, but welcomed a proposition which was made after the motion had been put and carried, that his father, Mr. William Riley, should occupy the position. With a delightful disregard of convention, this was also put to the meeting and carried amidst uproarious applause. Mr. Victor, however, consented to be the club's first vice-president. The proceedings were enlivened by Mr. H. Daniel's jazz band, and when the gathering finally broke up it would be safe to say that Riley enthusiasts were even more enthusiastic and that the first annual dinner had effectively sealed the bond of good-fellowship amongst the members of the club.

B44

UXBRIDGE M.C.

An enjoyable social run was held by the Uxbridge Motor Club on October 11th, when members made their way to Ye Meads Hotel, Taplow, where tea was taken. The club will hold a treasure hunt on October 25th; this will be the club's final social run of the season.

DISABLED DRIVERS M.C.

The closing rally of the Disabled Drivers Motor Club will be held on Saturday next (October 24th), when members will meet at the Royal Foresters Hotel, Ascot, at 5.30. There may be a miniature golf tournament before tea in order to amuse the members of the club, and it is hoped that as many as possible will stop for dinner. A novel feature will be a concentrated general efficiency trial, which will take place in the dining-room between tea and dinner.

FORTHCOMING EVENTS.

- October 24.**
Sutton Coldfield and N. Birmingham A.C. Snakes and Ladders Run.
Redditch M.C. and C.C. Reliability Trial.
Knock M.C.C. Reliability Trial.
- October 25.**
Kent and Sussex L.C.C. Treasure Hunt.
Coventry Triangle M.C. Run to Honiley Boot.
- October 31.**
Sutton Coldfield and N. Birmingham A.C. Annual Autumn Trial.
Coventry Triangle M.C. Run to Crick.
- November 8.**
Reading and District M.C. Ming Cup Championship Trial.
- November 15.**
Clapham and District M.C. Semi-social Lun.
- December 28-29.**
M.C.C. London-Exeter-London Trial.

KNOCK M.C.C.

A reliability trial confined to members of the Knock M.C.C. and to cars with an engine capacity not exceeding 2,000 c.c. will be held on Saturday, 24th inst., under permit issued by the Royal Irish Automobile Club. The starting point will be at the rear of the City Hall, Belfast, at 2 p.m., and the course, approximately 120 miles in length, will be through County Antrim. The competition hon. secretary of the club is Mr. Denis Boyd, 10, Cyprus Gardens, Belfast.

SUTTON COLDFIELD CLUB'S AUTUMN TRIAL.

The autumn reliability trial of the Sutton Coldfield and North Birmingham Automobile Club will be held on Saturday, October 31st, starting from the King's Head Hotel, Bearwood, at the corner of Hagley Road and Lordswood Road, Birmingham, at 9 a.m. The route will be about 100 miles in length and will finish near Birmingham. Observed sections will be included and acceleration, brake, and restarting tests will be held. The awards include the Hooper rose bowl for the best performance by a combination or three-wheeler, the Shell cup for the best performance by a car, and the Carless cup for the best performance by any machine under 1,500 c.c. which does not win another trophy. Entries close on October 24th, and should be sent to the secretary of the meeting, Mr. J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

CLAPHAM AND DISTRICT M.C.

The Clapham and District Motor Club will hold a semi-social run, including a speed-judging competition, on November 15th. Details may be obtained from the secretary of the club, Mr. L. Heller, 7, South Side, Clapham Common, London, S.W.4.

DROGHEDA M.C. AND L.C.C.

The second hill-climb of the Drogheda (Ireland) M.C. and L.C.C. was held on October 10th at Kragg's Head Hill, over a distance of about seven-eighths of a mile. The weather was fine and the programme included a class for cars up to 1,500 c.c. The light-car results were as follows:—1, F. McKeever (Little Gregoire); 2, A. R. Ellis (Salmon); 3, G. Daly (Wallis). The winner's time equalled 50 m.p.h.

MORGAN M.C.'S TRIAL RESULTS.

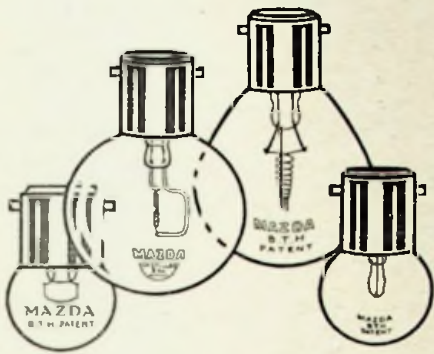
The results of the Dame Cup Trial held by the Morgan Motor Club on October 11th are as follows—Dame cup: S. Hall (100 marks). Special Morgan cup and silver medal, P. L. Wilson (99 marks). Silver medals: J. Rayner (96 marks), W. Stanton (95 marks), H. W. Holmes (94 marks), H. Morgan (93 marks), L. Vieckrage (91 marks), V. A. Saville (90 marks). Bronze medals: A. J. Norman (89 marks), W. J. Burch (89 marks). According to later information J. Barr Hamilton also gained a silver medal, his total marks being 95.

WORCESTER M.C.'S TRIAL.

The annual car and motorcycle reliability trial of the Worcester Motor Club was held on Saturday, October 10th, over a course of 112 miles. The start and finish were at the Fox Inn, Brandisford, and the course included some steep, rough hills in the Aberley and Bewdley districts. Owing to the dry weather, however, the hills were in good condition, while the water-splash between High Oak and Liveridge Hills was not so deep as usual and presented little difficulty. The following are the light-car results:—Badgery shield and gold medal for the best performance by a car over 1,100 c.c., C. Collins (11 h.p. Clyno). Gold medal, G. N. Norris (10 h.p. Lea-Francis). Bronze medal, L. M. Creed (Morgan).

BLACKPOOL SPEED TRIAL RESULTS.

Below are given the results of the Blackpool speed trials held on Saturday last, October 17th. A report of the event appears on another page. Three-wheelers up to 1,100 c.c., general: 1, S. A. Keay (Morgan); 2, A. L. Jackson (Morgan). Three-wheelers up to 1,100 c.c., expert barred: 1, S. A. Keay (Morgan); 2, A. L. Jackson (Morgan). Racing cars up to 1,100 c.c.: 1, E. L. F. Mucklow (Frazer-Nash); 2, W. J. Humphreys (Amicar). Racing cars up to 1,500 c.c.: 1, J. A. Joyce (A.C.); 2, Frazer Nash (Frazer-Nash). Racing cars up to 2,000 c.c.: 1, Major H. O. D. Segrave (Sunbeam); 2, J. A. Joyce (A.C.). Racing cars up to 3,000 c.c.: 1, Major H. O. D. Segrave (Sunbeam); 2, J. A. Joyce (A.C.). Racing cars, unlimited c.c.: 1, J. A. Joyce (A.C.); 2, Major H. O. D. Segrave (Sunbeam) tied with B. H. Daventry (Frazer-Nash). Sports cars, 1,100 c.c. to 1,500 c.c., price not exceeding £550: 1, T. A. N. Leadbetter (Frazer-Nash); 2, F. B. Taylor (Bugatti). Sports cars, 1,500 c.c. to 2,000 c.c., price not exceeding £800: 1, Hon. V. A. Bruce (A.C.); 2, R. F. Oats (O.M.). Sports cars, 2,000 c.c. to 3,000 c.c., price not exceeding £1,150: 1, G. J. Jackson (Sunbeam). Sports cars, unlimited c.c.: 1, G. S. Boston (Vauxhall); 2, George Pemberton (Vauxhall) tied with E. L. Boston (Vauxhall). Touring cars up to 1,500 c.c.: 1, T. A. N. Leadbetter (Frazer-Nash); 2, F. B. Taylor (Bugatti). Touring cars up to 2,000 c.c.: 1, T. A. N. Leadbetter (Frazer-Nash); 2, F. B. Taylor (Bugatti). Touring cars, unlimited c.c.: 1, G. S. Boston (Vauxhall); 2, E. L. Boston (Vauxhall) tied with G. Pemberton (Vauxhall).



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MAZDA
(GASFILLED)
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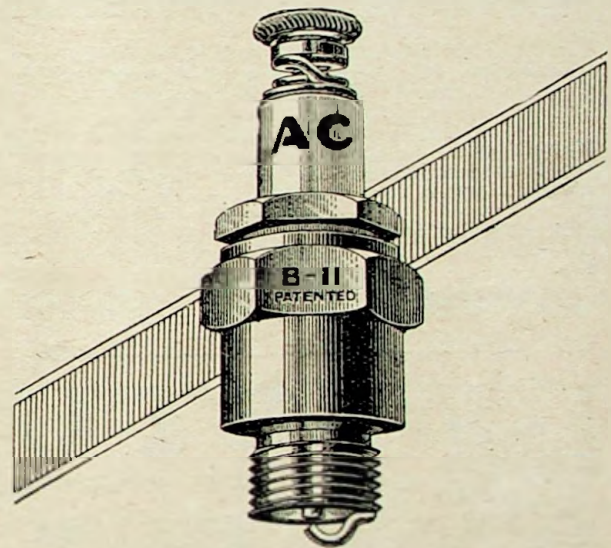
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SPARKING PLUGS



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Detachable
(single point).
For all Touring
Car and Motor
Cycle engines.

5/- each

When you buy sparking plugs insist on AC Sparking Plugs and you will be sure of good performance.

Because AC are better plugs, over 100 British motor manufacturers have selected them as standard equipment.

M.C. AND A.C. 24-HOUR TRIAL
BIRMINGHAM TO HOLYHEAD AND BACK, JULY 18

Driving a Rhode car Mr. H. B. Denley was awarded a Gold Medal.

Equipped with Standard 5/- AC Sparking Plugs

AC-TITAN
Flint,
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British Manufacture by the
AC-SPHINX SPARKING PLUG
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AC-OLEO
Levallois-
Perret,
FRANCE

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.

B45

AROUND THE TRADE.

Messrs. Harris Bros., of Melbourne, and G, Cariton Road, London, N.11, have been appointed agents for the Derek car for Victoria, New South Wales and Tasmania.

Brown Brothers, Ltd., Great Eastern Street, London, E.C.2, have just issued a booklet giving five reasons why it pays to fit Gabriel snubbers. Copies will be sent free to any readers who apply.



Some of the cars which took part in the Bournemouth Lea-Francis rally recently organized by the local agents, Messrs. Primavera and Mauveverer.

Mr. Dan Higgin, managing director of Messrs. Higgin Motor Service, the Liverpool agents for Salmson cars, has bought the reserve car of the Salmson team for the 200-Mile Race, and will be seen at the wheel of it in speed events.

A folder has recently been issued by the Allen-Bennett Motor Co., Ltd., 8-11, Royal Parade, West Croydon, giving particulars and prices of a selection of 1926 cars which may be obtained from this concern on the part exchange system. Copies will be forwarded to readers on request.

C. C. Wakefield and Co., Ltd., inform us that of the 53 British car manufacturers who exhibited at Olympia, no fewer than 31 use and recommend Castrol oil.

The latest booklet issued by Ferodo, Ltd., Sovereign Mills, Chapel-en-le-Frith, is entitled "Should a Woman Drive a Car?" Copies will be sent to any reader on application to the above address.

Owing to the success of the Light Car Company's competition which was announced in our advertisement columns last week, the closing date has been altered from October 19th to October 26th.

Among recent racing successes accomplished on Pratt's Perfection motor spirit are B. S. Marshall's win in the Boulogne Grand Prix, and the 24-hour world's record set up by Capt. J. R. Duff and Woolf Barnato. In addition, Capt. Duff also broke 16 international records and two world's records on Pratt's spirit.

The County Chemical Co., Ltd., ask us to apologize on their behalf for any delay that may occur in despatching copies of their booklet, "Helpful Hints for Trouble-free Motoring," and a sample of Chemico car polish to the many readers of *The Light Car and Cyclecar* who availed themselves of a recent Chemico offer in our advertisement columns.

RESULT OF LIMERICK No. 42.

The winner of Limerick No. 42 is Mr. George Glandfield, 3, Lunden Avenue, Mill Road, Kettering, who submitted the last line italicized below:—

Said Norman, the Novelty King,
"This loud-speaker idea is the thing;
As a warning device
It is tuncful and nice,
To 'car men' opera it will bring."

The runner-up this week was another line by the same competitor, the line in question being, "'Face the music' I can when steering."

A Few Examples from To-day's Stock.

1923 Amilcar, 2-str.	£88
1921 A.B.C. Sports	£58
1922 A.B.C. Sports	£88
1922 A.B.C. Regent	£78
1921 A.C. 2-str., illustrated.	£98
1923 Austin "7," Chummy	£88
1923 Bayliss Thomas, 2-str.	£95
1922 Belsize-Bradshaw, 2-str.	£68
1923 Belsize-Bradshaw, 4-str.	£95
1922 Calthorpe, 2-str.	£88
1922 Calthorpe de Luxe, 4-str.	£95
1921 Citroen, 2-str.	£58
1921 Citroen, 4-str.	£75
1922 Citroen "7," 2-str.	£65
1923 Citroen, 2-str.	£78
1922 Citroen, 4-str.	£85
1925 Citroen, 3-str.	£98
1925 Citroen "7," 2-str.	£95
1922 Coventry Premier de Luxe, 2-str.	£58
1922 Jowett, 2-str.	£78
1921 Lagonda, 2-str.	£88
1922 Rhode Chummy, 4-str.	£75
1923 Rhode Chummy	£95
1923 Rhode, 4-str. All-Weather	£98
1921 Rover "8," 2-str.	£48
1922 Rover "8," 2-str.	£58
1923 Rover "8," 2-str., Dickey	£75
1923 Rover Chummy, 4-str.	£78
1924 Rover "8," 4-str.	£88
1925 Senechal Semi-Sports	£98
1923 Singer, 4-str. (C.P. Model)	£88
1922 Salmson, 2-str.	£78
1922 Short Ashby, 2-str.	£55
1921/2 Standard, 2-str.	£78
1922 Talbot, 2-str.	£98
1923 Wolseley "7"	£85

We also have a few bargains just over £100, including—

1925 Aries Sports	£115
1925 Salmson, 2-str. Sports	£115
1923 Singer "10" de Luxe, 2-str.	£115

Many others, always over 60 odd in stock.

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REGRETTABLY THE PLAINT OF 50% OF THE PURCHASERS OF A SECOND-HAND CAR.

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WHICH IS

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- ☞ This guarantee makes a second hand car almost safer, as it has not the appalling depreciation of the new car.

AN EXAMPLE.

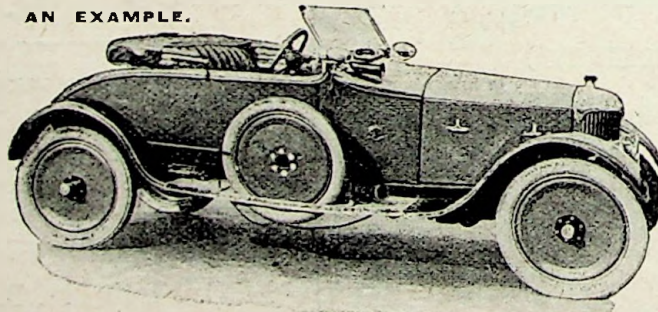


Photo of one of the actual cars (choice of 5).

1921 A-C, 2-seater, Dickey, £9-16-0 down, and 10 equal payments; or cash, £98. Get our Lists and Terms without obligation to purchase. Our ever-changing stock demands fresh lists every two days.

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TERMS.

From ONE-TENTH down and 10 equal payments to 1/3rd down and 18 monthly payments. Just state the sum you wish to deposit, we do the rest.

Any new Cars. Immediate deliveries of almost any make.

Our experience in the Used Car Market permits our giving the very best allowance against any new car.

EXCHANGE.

Definite Allowance per return for your present car or motorcycle on receipt of full particulars, including collection and delivery charged at £2-10-0 extra to any distance. Let us forward lists and terms; you will be pleased and surprised to see how easily and pleasantly the whole transaction can be completed. Right to your very door, no matter what distance.

SPECIAL NOTE.

We do not deal in all types from 40-50 Saloons to Motorcycles. WE SPECIALISE IN SMALL CARS UNDER £100 and UNDER 12 h.p. Therefore you have the FULL ADVANTAGE of our large stock and experience of this class. All cars guaranteed good mechanically, and open to A.A. and R.A.C. examination willingly.

Hours 8.30 a.m. to 7 p.m. Except Sundays.

**SATISFACTION
GUARANTEED.**

CALTHORPE, 1921, 2-seater sports, 10 h.p., dynamo lighting, clock, speedometer, side curtains, polished aluminium body, a really sporty and attractive car, taxed Dec. ... **£64**

STANDARD, 1921, 4-seater 11.6 h.p., long wheelbase model, leather upholstery, starter and lighting, clock, speedometer, exceptionally smart, thoroughly overhauled, taxed December ... **£85**

CITROEN, 1924, 11.4 h.p., 4/5-seater, English body, dynamo lighting and starter, clock, speedometer, rear screen and apron, balloon tyres, upholstery, appearance and condition perfect, an exceptional offer. **£128**

MORGAN, 1924, Family Model, dynamo lighting, speedometer, almost new appearance and condition perfect, taxed December. **£82**

TALBOT, 1923, 8/18 h.p., two-seater and double dickey, dynamo lighting and starter, full dash, very attractive and reliable car, taxed ... **£105**

ROVER, 8 h.p., late 1924, 4-seater, all-weather, dynamo lighting, spare wheel, cord tyres, low mileage, finished blue, exceptional condition, taxed December ... **£84**

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WHY BUY A NEW CAR? OUR USED CARS ARE GUARANTEED!!

This Week's Exceptional Offers—

CITROEN, 3-seater, clover-leaf, 1925 7.5 h.p., all-weather equipment, balloon tyres, taxed Dec., speedometer, mileage negligible, a real bargain ... **£105**
Another, almost equal condition ... **£100**

AUSTIN "Seven", 1923, chummy, dynamo lighting, all-weather screens, spare wheel, good tyres, in extremely nice condition, taxed ... **£85**

TERMS.

Our experience enables us to meet your requirements.

EXCHANGES.

In making any allowance, "not the lowest but the highest" is our slogan.

ROVER, 8 h.p., 1923, chummy, dynamo lighting, self-starter, spare wheel, mechanical condition perfect, re-coachpainted, taxed Dec. ... **£74**

BELSIZE-BRADSHAW, 1922, dynamo lighting, electric horn, speedometer, good tyres, splendidly finished ... **£59**
Another ... **£57**

MORGAN, 1922, model de luxe, J.A.P., 8 h.p., two new tyres, taxed December ... **£52**
Another ... **£45**

STANDARD, 2-seater, 1520, 9 h.p., long wheelbase model, dynamo lighting, self-starter, double dickey, a thoroughly reliable car ... **£64**

SINGER, coupe, 2-seater, dynamo lighting, dickey, re-coachpainted, taxed December ... **£45**

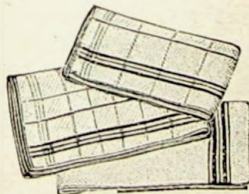
ROVER, 8 h.p., 2-seater, 1922 late, dynamo lighting, speedometer, re-coachpainted, new hood, re-upholstered, excellent mechanical condition, very good tyres, exceptionally smart car, taxed December ... **£56**
Another ... **£49**

ROVER, 8 h.p., 2-seater, 1921, dynamo lighting, spare wheel, thoroughly reliable ... **£45**
Another ... **£39**

"HALL ROLL" For Polishing

A Perfectly soft material; New, White and Clean

2 D. The best in the world for all polishing and cleaning purposes. Does not scratch the most delicate surface. 2d. per yard for 100 yards = 16/8; or 50 yards 8/6, 25 yards 4/6, 12 1/2 yards 2/6. All carriage paid in Great Britain and Ireland.



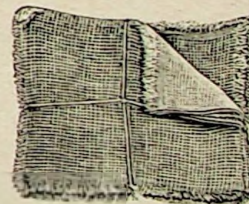
CHAMOIS DUSTERS.

Check 20" x 18" ... 6/6 per doz.
Plain 21" x 21" ... 7/6 per doz.
Check 24" x 21" ... 9/6 per doz.
Carriage paid.



HALSON WIPERS

for washing and cleaning.
6 for 3/- 1 doz. 5/9 3 doz. 16/6
12 doz. 60/-
Carriage paid.



HALSON SPONGE CLOTHS.

22" x 18". For grease and dirt.
1 doz. 2/6. 6 doz. 13/6.
Carriage paid.

SPECIALY SELECTED SPONGES. Full Size 6/- (Usually sold at 8/6.) each.

CHAMOIS LEATHERS. Full size selected skins ... 5/6 each.

MUTAX DRY CLEANING CLOTHES BRUSH. 12/6 With useful book on Dry Cleaning. Post free.

HALL & SON

AUTOMOBILES LIMITED

152-156, Moore St., SHEFFIELD.

Telegrams: "Cylinder, Sheffield."
Telephones: Central 4416.

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

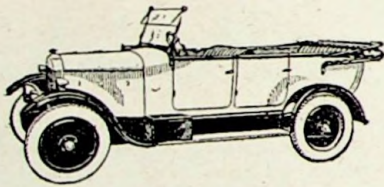


for



The service rendered by the House of Allen - Bennett strikes the right note every time. It maintains a spirit of perfect harmony in each and every transaction and invariably evokes a chorus of praise from a host of perfectly satisfied customers.

1926
NEW **SINGER** MODELS



10/26 H.P. 4-seater "De Luxe" Model .. **£225**

10/26 H.P. 2-seater "De Luxe" Model, fitted with 2 doors and luxurious dickey seat .. **£225**

10/26 H.P. Coach - built Saloon Model with improved type of body **£280**

All the above Models have Four Wheel Brakes.



Ask for a new Folder as simple as

copy of our entitled "It's A.B.C."

Why not investigate the Allen-Bennett Service to-day? Nothing could be simpler! The best way, of course, is to pay a personal visit to our Showrooms at West Croydon—on the main Brighton Road, just a quarter of a mile from West Croydon Station.

There you can inspect a magnificent range of new 1926 models of all the leading makes. You can thus compare the merits of This with the advantages of The Other and choose the one that pleases you most.

We have in stock, the new 1926 Models of

- | | |
|----------|-----------|
| CLYNOS | ROVERS |
| RILEYS | AUSTINS |
| SINGERS | HUMBERS |
| MORGANS | LAGONDAS |
| SALMSONS | STANDARDS |

and quite a number of others all awaiting your critical inspection.

To aid you in your selection, we invite you to make full use of the Allen-Bennett Service—we will gladly give you our expert advice and candid opinion of any purchase you may contemplate because, in our estimation, much more important than the immediate deal is *your entire satisfaction*—we want you to come again and again to the House of Allen-Bennett.

Failing a personal call, however, we will gladly give you the fullest particulars of any Model you may desire and will explain the Allen-Bennett System of deferred payments if you desire to purchase on this plan.

If you wish to dispose of your present Car in part exchange we will quote terms which will convince you that for a fair and square deal the Allen-Bennett Service is unique.

The ALLEN-BENNETT MOTOR Co., Ltd.
8, 9, 10, 11, Royal Parade, WEST CROYDON.

Telegrams: "Track, Croydon."
Telephone Nos.: Croydon 2450, 2451 and 968.
Open every day till 7 p.m. - - Saturdays included.

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

SECOND-HAND
AND NEW
LIGHT CARS, CYCLECARS,
and ACCESSORIES FOR SALE

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 15 consecutive insertions, 10 per cent. for 25, 15 per cent. for 52. Terms: Cash with order, and otherwise not.

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

Cheques, Postal Orders, etc. should be crossed and made payable to Temple Press Ltd.

REGULATIONS WITH REGARD TO ADVERTISEMENTS.

Advertisement orders are subject to acceptance in writing from the Head Office. All advertisements and contracts are accepted and made upon the express condition that "Copy" is subject to the approval of the Publishers generally, who also reserve the right to reject any advertisement, in whole or in part, referring to cars or accessories which in the opinion of the Publishers are outside the scope of the journal, and in such refusal of copy shall not be a good ground for advertisers to stop a current contract, to refuse payment, or to take action for breach of contract. The Publishers will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatever.

Advertisements received too late for insertion in the issue then closing for press will—unless accompanied by express instructions to the contrary—be inserted in the following issue. In the case of definite contracts, copy must be applied without application from the Publishers, and current copy will be repeated if new copy is not received by the published closing time. Series orders are only accepted as firm contracts, and no cancellation will be accepted by the Publishers either on payment of difference in rate or otherwise. Contracts relate to advertisers' own goods or services, and the space may not be sublet or disposed of in any way.

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

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

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made we return the amount deposited. In either case we deduct a commission of 1 1/2 per cent. (3d. in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and 3/4 per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

Copy for, and all matter relating to, advertisements must reach our Head Offices first post Tuesday, and should be addressed to G.P.O. Box 147, "THE LIGHT CAR AND CYCLECAR," 7-15, ROSEBERY AVENUE, LONDON, E.C.1. If proofs of displayed advertisements are required, copy should be forwarded in sufficient time to allow of it being submitted and returned.

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

Other Business and Editorial Notices and Subscription Rates will be found at the end of this section.

NOTICE.

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

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. 'Phone, repairs manager, Esber 540 and 541. Repairs, conversions and renovations to A.B.C. cars carried out by experts at the factory. A.B.C. owners should write for catalogue of improvements. zzz-609

A.B.C. 1922, just repainted, in good order, £60 or offer. North London Garage, Corsica St., N.7. 676-w813

A.B.C. 1924 super sports, special competition car, £275 model, concealed hood, latest engine with sump lubrication, a bargain at £105. 8 Otley Rd., Leeds. 674-525

A.B.C. Regent, 1925, original paint, dynamo, starter, clock, speedometer, etc., £80; exchange B.S.A., A.J.S. 7.10 combination. R. Wills, London House, Hershham, Walton-on-Thames. 674-b456

A.B.C. 1925, Regent, dickey, dynamo, self-starter, side screens, 2-piece windscreen and hood to fit, Exagon system, aluminium bonnet, taxed, perfect condition, £85. H. Pickering, 102 Church Rd., Richmond. Richmond 2111. 674-b413

A.B.C. 1921, 2-seater, large dickey, repainted maroon, dynamo lighting, spotlight, aidescreens, speedometer, oil gauge, spare wheel, tyres good, 9 months' insurance, engine overhauled, photo., best offer accepted. 82 Barking Rd., Canning Town. 674-1404

A.B.C. 1922, 10.4hp, 2-seater, dickey, standard equipment, electric horn, mileage 16,000, recently overhauled, 4 new tyres, £70. 50 Park-chase, Wembley Park. 674-b399

A.B.C. 1922, Regent 2-seater and dickey, in exceptionally nice condition throughout, very fast, £40 recently paid makers for overhaul, insured, 60 guineas. Chester, Mighall, Stonecliffe St., Edgware Rd. Padd. 3553 (4th turn right from Marble Arch). Always open. 674-496

A.B.C. 1926 model super sports A.B.C., in a class by itself, £275. Below.

A.B.C. 1924 super sports, twin carburettors, cast-iron cylinders, Special-loids, 4 to 1 axle, pneumatic upholstery, special lubrication, side screens, balloon tyres, actual car used by Chaplin in competitions, and winner of many awards, in absolutely first-class condition, 100 guineas. Below.

A.B.C. 1922 sports, new tyres, overhauled, repainted, £68. Below. Also several others and wide choice of light cars. Below. Cash, deferred, exchange. Below. Ward and Co., 51 Upper Richmond Rd., East Putney. Putney 2818-19. 674-b392

A.B.C. 49 guineas, 1922, sports 2-seater, dynamo, spare wheel, good tyres, exceptionally smart, very fast, trial, exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. 'Phone 305. 674-702

A.B.C. Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 674-689

A.B.C. 1924, Regent model, 2-seater, sunk dickey, mileage 7,941, superb condition, dynamo lighting, balloons, month old, fully equipped, usual extras, taxed and insured, 78 guineas. Viewed (private). B.D.V. Garage, Genthorne Rd., Hammersmith. 676-b471

A.B.C. Edwards offer 1924 4-seater, fully equipped, excellent condition, 90 guineas. Below.

A.B.C. 1922, Regent 2-seater, sunk dickey, fully equipped, superb condition, 57 guineas. Exchanges or deferred. 175 Gt. Portland St. W.1. Mayfair 6977. 674-659

A.B.C. late 1922, Regent model, 2-seater, sunk dickey, polished aluminium bonnet, very handsome car, 4-speed, dynamo lighting, starter, tyres excellent (1 practically as new, 2 new), disc wheels, spare wheel and tyre, hood, windscreen, Smith's trip speedometer, 4 lamps, electric horns, built horn, aluminium number plates, etc., £10 10s. insurance policy to July 14th, 1925, 58 guineas, cash, deferred or exchange. Open 9 till 9, 7 days a week. Howland Smith, 78 High St., Hampstead. 674-436

A.B.C. Surbiton model, 2 doors, dickey, self-starter, £75. Bartlett's, 93 Gt. Portland St. 674-650

A.B.C. 1925, 2-seater, very good order indeed, £75. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 674-754

A.C. Caithness and Co., Ltd.,

The A.C. specialists.

Have for disposal

Some attractive bargains in shop-soiled and used A.C.s. Full particulars on request.

65 Gt. Portland St., W.1. Telephone, Langham 2172. 674-431

A.C. exceptionally smart and pretty little 2-seater, late model, very carefully driven, fitted with 5 disc wheels, all new tyres, C.A.V. electrical system, clock, speedometer, etc.; this car has a very smart appearance, being coachpainted sage blue, with black domed wings, has recently been to the A.C. works and £30 spent on her, petrol consumption 55 m.p.g.: a delightful little car to drive; any examination welcomed, and the first person paying £90 secures a rare bargain. Seen, 27 Queen's Mess. Queen's Rd., Bayswater (rear Whiteleys). 674-b489

A.C. Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 674-688

A.C. We have several late model A.C. cars for disposal at very low prices. Full particulars sent on request. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 674-752

A.C. 1921, 2-seater de luxe, self-starter, taxed and in very good order, all-weather model, owner purchased a new model, £75. 31a Hyde-thorpe Rd., Balham. 674-519

A.C. Edwards offer 1920 2-seater, starter, clock, speedometer, excellent condition, 80 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-640

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

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

A.C. May, 1925, 2-seater, Anzani engine, aluminium body, perfect condition, clock, speedometer, 9,000 miles, £200. Payne, c/o. W. H. Wilmot, Ltd., 11 Hatton Garden, E.C.1. Phone, Holborn 1016. 674-b283

ALVIS, 12-40hp, aluminium sports, with dickey, starter, 5 nearly new Michelin balloons, £185, no offers. Stevens, 259 Sheen Lane, S.W. 14. 676-b476

AMILCAR.
Sole British concessionaire for Amilcar spares and cars,
Vernon Balls,
25 High St., Fulham, S.W. 6. zzz-834

ARIEL, 1923, occasional 4-seater, starter, etc., as new, £72 10s. Sprosen, Ltd., 111 Gt. Portland St., W.1. Phone, Langham 1212. 674-492

AMILCAR. Boon and Porter, Ltd.,
The Specialists,
Have in stock a selection of guaranteed and recommended second-hand sports models. Within 5 mins. of Olympia, 159-161 Castelnau, Barnes, S.W. 13. 674-607

AUSTIN 7, 1925, Rudge-Whitworth Cup model, delivered August, mileage under 3,000, body covered in grey leather cloth, real leather pneumatic upholstery, cost £220, any trial, £200. Boyer, Highfield, Hillingdon, Middlesex. 674-b459

AUSTIN 7, 1925, sports, exceptional condition, fully equipped and taxed, £115. 40 Aynhoe Rd., W. 14. 674-b458

AUSTIN 7, 1923, chummy, excellent condition, small mileage, 4 new tyres, many extras, taxed, £87 10s. Private. Armstrong, St. Mary St., Whitechurch, Salop. 676-b446

AUSTIN 7, 1924, chummy, large body, speedometer, perfect condition, taxed, £115. Pickworth and Hull, 107 Gt. Portland St., W. 1. Langham 1998. 674-572

AUSTIN 7, 1924, sports 2-seater, electric lighting, starting, painted crimson, very smart and fast, £105; terms or exchange. Chester Mill-hall, Stourcliffe St., Edgware Rd. Padd. 5555 (4th turn right from Marble Arch) Always open. 674-495

AUSTIN 7, 1923, chummy, all-weather screens, splendid condition, equipped, £80; exchanges, terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 674-514

AUSTIN 7, 1923, chummy, 4-seater, dynamo lighting, good condition, insured to June, taxed, speedometer, driving mirror, £75, private owner. 24 Ridgeway, Enfield, Middlesex. 675-517

AUSTIN 7, late 1923, stabilizers, speedometer, exceptional condition and appearance, £85. Hardy, 92 Mayfield Avenue, West Ealing. 676-b477

AUSTIN 7, 1923, nearly new tyres, speedometer, in good running order throughout, £87 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing Dist. Station, Ealing 2985. 674-622

AUSTIN 7, 1923, large tyres, speedometer, nice appearance, £78; another, late 1924, large body model, £105; exchanges. Norrington, 116 Hampstead Rd., N.W. 1. Museum 9078. 674-659

AUTOCRAT, 1924 sports model, 9.8hp, polished aluminium 2-seater body, taxed 1926, perfect condition throughout, any trial, £125, no offers. Box No. 2415, c/o "The Light Car and Cyclecar," zzz-95

A.V. monocars, in good condition, from £20. A.V. Motors.

A.V. bicars, usual equipment, from £28. A.V. Motors.

A.V. runabouts, overhauled, lamps, etc., from £30. A.V. Motors.

A.V. Motors take your old car or motorcycle in exchange. Deferred terms arranged. Write for particulars. A.V. Motors, Park Rd., Teddington, Telephone, Kingston 710. 674-445

A.V. monocars, in good condition, from £20. A.V. Motors.

A.V. monocar, 8hp J.A.P., late 1921, 2 speeds, all-chain, electric, £20; deferred terms and exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 674-609

A.V., about 1921, sports, 8hp, J.A.P., starter, 5 lamps, cheap; exchange motorcycle. 1 Ebner St., Wandsworth. 674-549

BEBE PEUGEOT, 1919, 8hp, 2-seater, 4 cylinders, 3 speeds, reverse, electric lighting, £38; exchanges. Palmer, 81 Stanley Rd., Teddington. 674-b403

BELSIZE-BRADSHAW, 1923, taxed and insured, just completely overhauled, in first-class condition throughout, 65 guineas. 51 Upper Richmond Rd., East Putney. 674-b394

BELSIZE-BRADSHAW, 1923-4, 9hp, coupe de luxe, dickey, in first-class mechanical condition and of smart appearance, painted chocolate and black, taxed December, self-starter and full equipment, a fine little all-the-year-round car, open to any examination, only had one owner, £95; deferred. Harold Simons, 201 Mare St., Hackney, E.9. Chisold 5018. Always open. 674-b551

BELSIZE-BRADSHAW. Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 674-690

BELSIZE-BRADSHAW, 1924, 2-seater, dickey, all-weather equipment, starter and lighting, excellent tyres, low mileage, tip-top condition throughout and fully equipped, any trial or examination, £85. Cartwright, Waverley Hotel, Skegness. 674-b503

BELSIZE-BRADSHAW, 1923, 2-seater, dynamo lighting, taxed, £55. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 674-735

BLERIOT-WHIPPET, late 1923, chain driven, 2-seater, 3 speeds, reverse, Lucas dynamo lighting, speedometer, spare wheel, as new, £45; deferred terms and exchanges. Andrews. Below.

BLERIOT-WHIPPET, 1921, 2-seater, £25; 1923, 2-seaters, £30 and £35; many other makes; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 674-610

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

BLERIOT-WHIPPET, 1920, Blackburne, 9hp, electric lamps, spare wheel, running order, £12 (garaged at Merton). 159 Glencogle Rd., Streatham. 674-b405

BLERIOT-WHIPPET, 1922, good order, new hood and upholstery, bargain, £15. Grafton, Sycamore Grove, New Malden. Phone, Malden 161. 674-450

B.S.A., 1922-23, 10hp, 2-seater, dickey, dynamo, self-starter, clock, speedometer, etc., splendid condition, £65; exchanges, deferred. 63 Solon Rd., Brixton. 674-b487

BUCKINGHAM, £55; exchanges, deferred payments 1922-23 Buckingham 2-seater, dickey, dynamo, detachable wheels, good condition. Keston, 35 Hansler Rd., East Dulwich. Sydenham 2452. 674-523

BUGATTI, 1925, Brescia, 2-seater sports, a very fast and attractive car, mileage only 4,000 £295; exchanges, extended payments. Mears and Bishop, 225a and 227 Hammersmith Rd., W.6. Riverside 2250. 674-553

CALCOTT, 1924, 2-seater, taxed December, £145. B'axton's, 21 Swallow St., Piccadilly, W. 1. Gerrard 5318-9. 674-556

CALCOTT, 1923, 10.5hp, 2-seater, double dickey, dynamo lighting, starter, all-weather equipment, splendid condition, taxed for year, £94 10s. Wilkins, Simpson, opposite Olympia, London. 674-b426

CALTHORPE, 1922, 10hp, 2-seater, excellent condition and smart appearance, fitted Hartfords and many extras, £75 or offer. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 674-606

CALTHORPE, 12-20hp, reg. 1925, 4-seater, all-weather model car, in excellent condition, owner will give any demonstration and deliver 100 miles to genuine purchaser, £125 for quick sale. 31a Hydetheppe Rd., Balham. Phone, Streatham 3440. 674-520

CALTHORPE specialist. Exchanges. Deferred payments 1920 all-weather 4-seater, starter, £69. 1921 all-weather 4-seater, starter, £75. 1923 Calthorpe de luxe all-weather 2-seater, dickey, 4 speeds, £99. Seabridge, 35 Hauser Rd., East Dulwich. Sydenham 2452. 674-521

CALTHORPE, 1921, 4-seater, all-weather, equipped, self-starter, speedometer, tools, taxed year, etc., condition as new throughout, £60; deferred payments. 21 Pennant Mews, Earl's Court. 6684 Western. 674-501

CALTHORPE, 55 guineas, 1921, sports 4-seater, dynamo starter, 2 spare wheels, good tyres, new upholstery, appearance nearly new, this car is exceptionally fast and reliable; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick. Phone 503. 674-303

CALTHORPE, 1919, 4-seater, 10hp, smart appearance, excellent order throughout. Exchange motorcycle with some cash. Newham's Showrooms, Heath Rd., Twickenham, London. 674-717

CALTHORPE bargain. Late 1923 Calthorpe de luxe 4-seater, taxed December, smart appearance and fine mechanical condition, self-starter, dynamo lighting, clock, speedometer, electric and bulb horns, rigid side screens, etc., leather upholstery, only had one owner. £95; deferred. Harold Simons, 201 Mare St., Hackney, E.9. Chisold 5018. Always open. 674-b525

CALTHORPE. Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W. 18. Battersea 1509. 674-692

CALTHORPE. Edwards offer 1924 12-20 2-seater, sunk dickey, starter speedometer, leather upholstery, all-weather equipment, excellent order 120 guineas. Below.

CALTHORPE, 1922, 10-15, all-weather coupe, 2-seater, sunk double dickey, starter, speedometer, superb condition, 89 guineas. Below.

CALTHORPE, 1921, 10hp, 4-seater, fully equipped, leather upholstery, repainted, 65 guineas; exchanges or deferred, 175 Gt. Portland St., W. 1. Mayfair 6977. 674-641

CALTHORPE 10-15hp 1924 2-seater, semi-coupe body by Mulliner, dickey seat, light blue, dynamo stailer, speedometer, mirror, spring gauges, right-hand change, 4 speeds, taxed for year, exceptional condition, £135. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W. 1. Museum 4244. 674-486

CALTHORPE 1920 10-5 sports 2-seater, repainted cream with red wings, new crankshaft, cylinders, pistons, new races in gearbox, almost new tyres, 60 miles an hour, guaranteed throughout, bargain, £70; cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 764-476

CALTHORPE 1920-21 sports, aluminium, red discs (2 spare), copper, petrol tank, Triplex screens, clock, speedometer, etc., decarbonized, new clutch plates fitted September, perfect, 45 m.p.g., urgent sale, nearest £65. Greene, 18 Sedlescombe Rd., Fulham, S.W. 6. 674-b363

CARDEN, 1921, 2-seater, 7hp, 2 speeds, overhauled and in splendid running order, £17; many others up to £30; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 674-611

CARDEN, £19; exchanges, deferred payments. 1921-22 Carden 2 seater, hood, screen, electric lamps, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 674-527

CARDEN, £38, 1924, 4-seater, mileage 700, spare wheel, electric lighting, exchange motorcycle. Empire Motors, 325 High Rd., Chiswick. Phone 303. 674-707

CARDEN, 1921, 2-seater, 7hp, electric lamps, etc., all tyres perfect, smart, reliable and efficient little car, £16. Teddington Garage, 160 High St., Teddington. Kingston 2562. 674-1492

CITROEN, 1922, 11hp, 4-seater, dynamo and starter, £95; 1925 7hp 2-seater, £110; both fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-535

CITROEN 11.4hp, 1924, 2-seater, dickey, English body, year's tax, balloon tyres, very nice order throughout, £135, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 674-507

For immediate attention, address G.P.O. Box 147, "The Light Car and Cyclecar," 7-15, Rosebery Avenue, London, E.C. 1.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN, 1923, 11.4, English body, 2-seater and double dickey, lighting, starting, very nice order, taxed, £100, exchange or terms. Below.

CITROEN, 1923 (late), 11.4, English body, 4-seater, rigid a-w. curtains, excellent order throughout, taxed December, £105. Below.

CITROEN, 1924, 7hp, 2-seater, lighting, starting, very nice condition throughout, overhauled, £80. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3555. (Fourth turn right from Marble Arch.) Always open. 674-497

CITROEN, 7.5, 1923 (July), taxed, starter, speedometer, screens, new tyres, £75; appointment, Taverner, 75 Thornesedge Rd., W. 4. 674-b396

CITROEN, 1923, 4-seater, repainted, new head, good condition, 100 guineas. 51 Upper Richmond Rd., East Putney. 674-b391

CITROEN, 1923, 7.5hp, cloverleaf, full equipment, plus luggage carrier, spare petrol can, etc., new April, 5,000 miles, tyres unpunctured, owner driven, tax December, £110. Cooke, Gattlands, New Barnet, Tol., London Wall 2446. 674-b372

CITROEN, exceptional bargain, 11hp, English body 4-seater, new but slightly shop-soiled, £185; cannot be repeated. Wilkins, Simpson opposite Olympia, London. Phone, Riverside 238. 674-b424

CITROEN, 1925, 7hp, clover-leaf model, very little used, small mileage, absolutely like new, fully guaranteed, balloon tyres, self-starter, brand new late August, £125. Wilkins, Simpson, opposite Olympia, London. 674-b423

CITROEN, 1925, 7.5, 2-seater, £95, in perfect order, taxed, several extras, any trial given, owner buying larger car. 17 Essex Rd., Barking. 674-b437

CITROEN 7, 1925, all-weather 2-seater body, starter, balloons, clock, speedometer, taxed, low mileage, £110. Below.

CITROEN, 11.4hp, 1925, English 2-seater, double dickey, starter, beautiful condition, taxed, £85; exchanges, terms. Aliber Garage, Thornsett Rd., Epsfield, S.W. Latchmere 4385. 674-510

CITROEN, 1925, 7hp, 2-seater, painted maroon, clock, speedometer, windscreen wiper, special rigid side curtains and other extras, car absolutely unscratched, a bargain, £105. Below.

CITROEN, 1925, brand new, slightly showroom soiled, 11.4, English body, list price £270, our price £190. Below.

CITROEN, 1925, 7hp, 2-seater, 11.4hp, mileage only 1,400, superlative condition, £200; exchange; extended payments. Mears and Bishop, 225a and 227 Hammersmith Rd., W. 6. Riverside 2230. 674-552

CITROEN, 1924, excellent condition, 4-seater, balloon tyres, fully equipped, £150. Greenwood, 85 Broomfield Avenue, N. 15. 674-b401

CITROEN, Guaranteed. Terms from one-month down. Exchanges. See our display page 20. Denmotors, 30-32 High St., Wandsworth, S.W. 18, Battersea 1509. 674-691

CITROEN, 1925, 2-seater, 7hp, mileage 2,000, new condition; exchange cheaper car, motorcycle, offers wanted. Newham's Showrooms, Heath Rd., Twickenham, London. 674-716

CITROEN, 1925, 7.5, 3-seater, cloverleaf, new August, 1,000 only, taxed, insured 12 months, £125, no offers. 25 Gearsville Gardens, Great Gearys, Hford. 674-b523

CITROEN 7, 55 guineas, 1922, 2-seater, taxed, good tyres, starter; this car is in beautiful condition and is ready for any journey; exchanges, deferred payments. Empire Motors, 325 High Rd., Chiswick, Phone 305. 674-704

CITROEN 1923 11.4 4-seater, very nice order, £85; extended terms. H. Beasley, late A. P. Rey (Established 1900), 374 Euston Rd., Museum 7600. 674-467

CITROEN, 1925, 7.5, cloverleaf, taxed year, as new, £115. H. Beasley, late A. P. Rey, 374 Euston Rd., Museum 7600. 674-477

CITROEN, £105, 7hp, 2-seater, new March, 1925, mileage 7,000. Britton, Hill House, Sanderstead, Surrey. 674-b110

CITROEN, 11.4hp, 1921, 4-seater, lighting and starting, 4 doors, luggage rack, licence paid, five new Michelin tyres, newly painted French grey, black wings, all-weather equipment, tip-top condition, price £69. 27 Queen's Mews, Bayswater (near Whiteleys). 674-b488

CITROEN, 4-seater, 10hp, new condition, terms £7 and 10 payments of £7, or cash £70. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 674-b499

CITROEN, 1924, late, 7.5, 2-seater, fully equipped, excellent condition, taxed, £79, bargain. James, 34 Chandos Rd., London, N.W.2. 674-b504

CITROEN, 7.5hp, 1922, 2-seater, starting and lighting, in excellent condition, £65; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2985. 674-629

CITROEN, 7.5hp, 1924, 2-seater, starting and lighting, in good condition throughout, £92 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 674-636

CITROEN, Edwards offer 1924 11.4 4-seater de luxe, English body, fully equipped, superb condition, 120 guineas. Below.

CITROEN, 1924 model, 11.4, 2-seater, sunk dickey, de luxe, English body, fully equipped, excellent condition, 115 guineas. Below.

CITROEN, 1925, 7.5, cloverleaf 3-seater, fully equipped, speedometer, etc., condition practically as new, 110 guineas. Below.

CITROEN, 1925, 7.5, 2-seater, fully equipped, superb condition, 98 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-648

CITROEN, £40 down buys a 1924 11.4 English body touring car de luxe, balloon tyres, rear screen, balance of £80 in 12 monthly payments. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 674-593

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

CITROEN 1925 cloverleaf 3-seater, latest model, 100 guineas. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 674-592

CITROEN 11hp 4-seater, shop-soiled only, £195. Smith and Hunter, 90 Gt. Portland St. 674-583

CITROEN, 11.4, 4-seater, 1925, English body, balloon tyres, several extras, taxed December, as new, £175. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 674-554

CITROEN 1925 7.5 2-seater, small mileage, perfect condition, taxed, insured, £100. Williams, 2 Hillersdon Avenue, Barnes, S.W.13. 674-b441

CITROEN, 1925, 7.5, clover-leaf, latest model, splendid condition, small mileage, £115. Owner, 2 Lambie St., Gospel Oak, N.W.5. 674-b444

CITROEN, 1924, 11.4hp, 4-seater, balloon tyres, all-weather equipment, in fine condition, £115; deferred terms. Bartlett's, 93 Gt. Portland St. 674-667

CITROEN 4-seater, 1925, 11.4, taxed, splendid appearance, £85; exchanges. Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 674-655

CULEY, Edwards offer 1922 10hp 2-seater, sunk dickey, starter, speedometer, leather upholstery, excellent condition, 75 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-642

CULEY, 1923, 11.4hp, 2-seater and dickey, dynamo and starter, excellent order, fully equipped, licensed and guaranteed, £100; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-541

CLYDE 8hp 2-seater, demonstration model, used few demonstrations, otherwise as new, 3 years' guarantee, £95; exchanges arranged. Wait and Co., Ltd., Leicester. 674-428

CLYNO, 1924-25, 4-seater, in exceptional order, car has been stored all this season, open to any trial or examination, £97. 31a Hydelhorpe Rd., Balham. 674-518

CLYNO, 1924, 4-seater, fully equipped, licensed, excellent condition, 110 gns. Clark, 225 Hammersmith Rd., W.6. Phone, Riverside 3327. 674-508

CLYNO, Edwards offer brand-new 1925 4-seater, fully equipped, unregistered, 155 guineas. Exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-611

CLYNO, 1925, 11hp, 2-seater, only 3 months old, like new, £130. Newham Motor Co., 245-5 Hammersmith Rd., W.6. 674-736

COVENTRY-PREMIER. Choice of 3. One 1921 3-wheeler, 2 1922 4-wheelers, all dynamo lighting, fully equipped, tax paid, first-class condition guaranteed; one 4-wheeler, equal to new, cost nearly £300, and has had no owner only; trials gladly; prices £43, £50, £70, or near offers. Aveley Motor Works, near Purfleet, Essex. Phone, Rainham 11. 674-b462

COVENTRY-PREMIER (Singer), 1923, 10hp, 4-cylinder, o.h.v., 4-seater, front and rear screens, hood, side curtains, electric lighting and starter, mileage 4,000, tax paid, insured till May, 1926, in excellent condition, £125. 23 Jubilee St., Woodston, Peterborough. 674-b475

COVENTRY-PREMIER sports model 4-wheeler, 1922, power unit and transmission just overhauled, dynamo lighting and all accessories, taxed, £45. Write, P. Bethell, R.N. College, Greenwich. 674-b287

COVENTRY-PREMIER, 1921, 3-wheeler, 3-speed, reverse, dynamo lighting, spare wheel, repainted, overhauled, trial, all-weather equipment, £50. 12 Arside Rd., Southport. 674-b249

COVENTRY-PREMIER, 1922 8hp, 2-seater, good running order, £45. Newham Motor Co., 245-5 Hammersmith Rd., W.6. 674-737

DEEMSTER. Come and test this remarkable little car. 1924 Deemster (with British Anzani engine), 11hp 2-seater, double dickey. This car is one of the most efficient 11hp on the road. Will do 3 to 60 m.p.h. on top gear and has remarkable acceleration. Although it is a standard 2-seater and dickey, it will put up as good a performance as any sports car of similar horse-power, and anyone requiring an all-weather 2-seater, economical to run, silent on all gears, with an amazing performance, would do well to have a run on this car before buying elsewhere. It is of nice appearance and complete with self-starter, dynamo lighting, clock, speedometer, automatic windscreen wiper, etc., Hartford shock absorbers all round, taxed December, 95 guineas; deferred. Harold Simons, 201 Maro St., Hackney, E.9. Clissold 5018. Always open. 674-b529

DEEMSTER, 1922, 9hp Anzani engine, 2-seater, dickey, starter, excellent order, 87 10s. Bartlett's, 93 Gt. Portland St. 674-670

ENFIELD-ALLDAYS, 1922, model de luxe 4-seater, 11hp, tax paid, cost £585, my price £95, very smart car, painted Cambridge blue, paintwork unmarked, adjustable front seats, self-starter and full equipment, tip-top mechanically, and open to any examination, an extremely reliable and economical car of smart appearance, a great bargain, £95; deferred. Harold Simons, 201 Maro St., Hackney, E.9. Clissold 5018. 674-b526

ERIC-CAMPBELL, 1924, de luxe, 10hp, 2-seater, double dickey, electric lighting and starting, clock, speedometer, spring gaiters, boot cover, just repainted and reupholstered, 55 m.p.h., 40 m.p.g., convincing trial run gladly given, £160 or offer. Box No. 2135, c/o "The Light Car and Cyclecar." 674-305

ERIC-CAMPBELL, 1924, chummy model, dynamo lighting, excellent condition, fully equipped, licensed and guaranteed, £105; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-536

ERIC-CAMPBELL, Edwards offer 1925 model, 8-20, chummy, fully equipped, starter, speedometer, all-weather equipment, superb condition, 98 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-643

FIAT, 1923, 2-seater, with double dickey, exceptionally well running, owner sacrificing. Bilson, 843 Harrow Rd., N.W.10. Tel., Willesden 3584. 674-601

FIAT, 1923, 10-15, 4-seater, excellent condition throughout, £195. Smith and Hunter, 90 Gt. Portland St. 674-584

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

FIATS, 1926 models. Old cars, motorcycles accepted now, part cash now, balance credit towards purchase new Fiats for delivery later. Newham's Showrooms, Heath Rd. Twickenham. 674-712

FRAZER-NASH, 1925, 11.9, 2-seater, fast tonner, fully equipped, remains competition car, 20 awards speed and reliability, perfect condition, £220. Hillary, Newtown, Newbury. 674-b467

FRAZER-NASH, 1925, fast tourer, 3-seater, Hartfords all round, clock, rev. indicator and good tyres, only done 5,800 miles, aluminium body, as new, price £245. William G. Thomas and Frazer-Nash, Ltd., London Rd., Kingston-on-Thames. Telephone, Kingston 3610. 676-794

FRAZER-NASH, 1925, 3-seater, fast tourer, ex demonstration model, in perfect condition, speed 75 m.p.h.; any trial run. Black and Finch, Ltd., 222 Gt. Portland St., London, W.1. Phone, Museum 2271. 674-653

HILLMAN, special sports, streamlined body, Aero screen, dynamo, 75 m.p.h., £105; extended terms, H. Beasley, late A. P. Rey (Established 1900), 374 Euston Rd., Museum 7600. 674-468

CALLOWAY, new Queensberry model, very slightly shop-soiled, full guarantee, £175. Box No. 2855, care of "The Light Car and Cyclecar." 674-b484

G.N.s. Vadum Co. for really reliable cars.

G.N., 1922, model Legere G.N., polished aluminium body, blue wings and wheels, fully equipped, very good tyres, bargain, £49.

G.N., 1921 (late), dynamo, black hood, £27.

G.N., 1922, standard touring, dickey, extras, £45.

G.N., 1922, coupe de luxe, very special car, £52.

G.N., 1922, touring, roller bearing engine, very smart and sound, £40.

G.N., 1921, Legere, red wings and wheels, polished aluminium body, £58.

G.N.s. Vadum Co., G.N. Specialists and Repairers, 37 Beaconsfield Rd. (near L.G.O.C. Garage), Willesden Green, N.W.10. Phone, Willesden 692. Deferred terms. Open until 6 Saturdays. 674-478

G.N., 1921, in good condition, £25. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 674-447

G.N., 1925, 9hp, 2-seater, dickey, shaft drive, electrically equipped, speedometer, disc wheels, spare, £50. 32 Woodlands Park Rd., N.15. 676-b526

G.N., 1921, good condition, aluminium bonnet, £25. H.B., 75 Rosendale Rd., S.E.21. 674-b460

G.N. Before deciding to purchase an ordinary second-hand G.N., write for particulars of rebuilt G.N.s in guaranteed condition. Godfrey Motors, Manor Rd., Richmond. Phone 3024. 674-578

G.N., 1925 cloverleaf 3-seater, special sporting model, £75; also 1922 and 1920 model in stock; motorcycles accepted in part payment. Newham Showrooms, Heath Rd., Twickenham, London. 674-721

G.N.s. F.O.C.H., Ltd., have several bargains. 5 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30; Sundays till 2.30. 674-558

G.N., £35; exchanges, deferred payments. 1920-21 G.N. 2-seater, dynamo, spare wheel, speedometer, shock absorbers, repainted saxo blue, smart, good condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 674-525

G.N.s. Earls, Ltd., the leading and cheapest second-hand G.N. specialists.

G.N., 1922, Frazer-Nash o.h.v.s. dynamo, dickey seat, electric horn, dashlamp and mirror, £50.

G.N., 1920, engine perfect, body needs attention, £18.

G.N. 1922 touring model, repainted and taxed till 1926, £42; another at £58.

G.N.s. Earls, Ltd., for spares and repairs. The Vale of Health, Hampstead. Phone, 3287. Open till 9 p.m. Friday and Saturday. Book to Hampstead Tube Station. 674-499

G.N., 1921, 2 seater, extra large dickey excellent condition, dynamo lighting, spare wheel, £50. Clark's, 225 Hammersmith Rd., W.6. 674-511

G.N. Two 1921 G.N.s, 2-seaters, dickey, dynamo lighting, completely overhauled, good tyres, £30 or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 674-b587

G.N. 1924 4-cylinder 2-seater, dickey seat, dynamo lighting, just completely overhauled, repainted, 70 guineas. 51 Upper Richmond Rd., East Putney. 674-b588

G.N., 1922, dynamo lighting, speedometer, spare wheel, 700 by 80 tyres, excellent appearance, any trial, £56. 41 Tavistock Drive, Nettingham. 674-b371

G.N., special 3-seater model, dynamo lighting, just completely overhauled, £39; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 674-625

G.N., 1922, 2-seater, dickey, dynamo lighting, electric and bulb horns, mirror, screen viper, Watford trip speedometer, painted yellow, aluminium bonnet, 5 good tyres, engine overhauled, taxed December, bargain, £58. 40 Ferndale Rd., South Tottenham. 674-b509

GNOME, 1925. If you want a second-hand model try Andrew's Motor Mart, 151 White Hart Lane, Barnes. 674-613

G.W.K., must be sold, room wanted. 1921 4-cylinder chassis, dynamo lighting, £20; another, with box van, £22 10s.; also quantity spares, cheap. W.J.C. Motors, 5 Addison Avenue, Holland Park, W.11. Park 2071. zzz-851

G.W.K., 1925, de luxe model, 4-seater, l.w.b., luggage grid, rear screen with Triplex glass, Smith's cigarette lighter, spare petrol can and carrier, under 4,000 miles, condition as new, any trial, colour crimson-lake, bargain £160. L. Abbott, Somercotes, Derbyshire. 674-a237

G.W.K., 1921, 4-cylinder, 4-seater, good order, snip, £50. Ealing Car Agency, Bolcau Rd., Ealing 3265. Opposite North Ealing Underground. 674-592

SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).

G.W.K., 1922, 2-seater, excellent running order, £60. Smith and Hunter, 90 Gt. Portland St., W. 674-581

G.W.K. 1924 2-seater coupe, taxed, insured, new tyres, £120. Hart, Trencrom, Reigate Rd., Ewell. 674-b402

G.W.K., £55, 1920-21, 4-seater, 4-cylinder, good running order and condition, many spares, full instrument board, a.w. hood and curtains, rear windscreen, photo. with pleasure. G., 55 Parrock Rd., Gravesend. 674-b406

GWYNNE, Comerford's 1925-4 sports Gwynne, 8hp, 2 seater, perfect, £88; exchange chummy or other tourer. Motor Exchange, Portsmouth Rd., Thames Ditton. 674-b206

GWYNNE 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialist, 1 Hammermith Rd., Kensington. Phone Western 3568. zzz-929

GWYNNE 8, 1925-24 chummy, starter, speedometer, all-weather equipment, many extras, whole car in excellent condition throughout, taxed and guaranteed by us, £87 10s.; exchange cheaper car or motorcycle. Terrace Garage, Park Rd., Teddington. 674-x679

HUMBER, 1925, 8hp, chummy model, dynamo and starter, fully equipped, licensed and guaranteed, £125; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-543

HUMBERETTE, 8hp, very nice 2-seater, repainted, 3 speeds, reverse, lighting, £25; many other makes; deferred terms and exchanges. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 674-612

JOWETT Main Agents, Specialists and Jowett Service Station. Reliable second-hand cars. Westminster Bridge Garage, S.E.1. Hop 5279. zzz-464

JOWETT, 2-seater, 1925, £85. Paulton's Garage. Telephone, 1355 Wolverhampton. zzz-398

JOWETT, 1925, June, 2-seater, dicker, balloon tyres, self-starter, mileage under 1,200, taxed, bargain, £115. The Chester Engineering Co. (1918), Ltd., City Rd., Chester. 674-618

JOWETT, 1924, balloons, dickey, extras, unscratched, £110. Braddon, 29 Fort St., Barnstaple. 674-b452

JOWETT, F.O.C.H., Ltd., the London Depot and Service Station, hold a large stock of new and second-hand Jowetts. 5 Heath St., Hampstead (near Tube). Weekdays, 9 till 8.30. Sundays till 2.30. 684-559

JOWETT, 2-seater, double dickey, late 1922 model, first-class condition in every way, 100 miles' trial willingly given, accept 60 guineas. 75 Warwick Rd., New Southgate, N.11, or phone, Mountview 3294. 674-b568

JOWETT, 4-seater, 1925, balloons, small mileage, as new, taxed, £145, 58 Woodside Court Rd., Addiscombe. Phone 1129. 674-b407

JOWETT, 4-seater, latest type, on balloons, cost £190, our price £120; payments from 10 per cent. down; exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 674-7480

JOWETT, Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 674-693

JOWETT, R. G. Gamble, The Specialist, offers 1924 2-seater, dickey, all good tyres, everything in sound condition, taxed December, £92 10s.; exchanges, deferred, 16 Gipsy Hill, Crystal Palace. Phone, Sydenham 3379. 674-708

JOWETT, 1922, 2-seater, dickey, taxed, £65; exchanges. Norrington, 116 Hampstead Rd., N.W.1. Museum 9078. 674-658

JOWETTS, Lovatt for Jowett. Several 2 and 4-seaters, second-hand, from £85. Lovatt, Streatham Rd., Mitcham 1597. 674-663

KINGSBURY JUNIOR light cars. Three in stock from £35 to £50, fully equipped and in good running order. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 674-614

KINGSBURY JUNIOR, sports model, 2-seater, 9hp, excellent condition, any trial, £45. 23 Aysgarth Rd., Dulwich Village. 674-b451

LAGONDA, 12hp, 1924, K.K. model, 2-seater, dickey, dynamo starter, speedometer, disc wheels, spare, £60. 32 Woodlands Park Rd., N.15. £135. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 674-482

LAGONDA saloon, 1925, in beautiful condition, licensed, scarcely used, £290. Below.

LAGONDA coupe, 1925, small mileage, many extras, taxed year, £235, perfect throughout. Smith and Hunter, 90 Gt. Portland St. 674-579

LAGONDA, 12-24hp, type LC, tourer, balloon tyres, f.w.b., slightly shop-soiled, list price £295, our price £265. 7 Market St., Leicester. 674-b463

LAGONDA, 1924, 4-seater, dynamo and starter, excellent order, £145; fully equipped, licensed and guaranteed; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-539

LAGONDA, 1921, 11hp, coupe and dickey, starter, etc., £77 10s. Bartlett's, 93 Gt. Portland St. 674-668

LEA-FRANCIS, 1924, small 4-seater, all-weather equipment, dynamo, starter, tax paid, really sound and smart, £115. Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W.1. Baker St. Station. Phone, Langham 2953. 674-673

MATCHLESS (October, 1924), 4-5-seater, perfectly equipped, faultless condition, dynamo lighting, 5 lamps, 5 detachable wheels, speedometer, etc., present owners' since new, taxed until 1926, £70 or near. Taunton Works, Lee, S.E.12. Tel., Leo Green 1759. zzz-447

MATCHLESS, 1925, 4-5 seater, 10hp, a.w., 4-wheel brakes, spare wheel, fully equipped with many extras, taxed to end of year, excellent order and smart, £75. Box No. 2815, c.o. "The Light Car and Cyclecar." 674-b112

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning.
2s. net. 2s. 3d post free.

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- MATHIS** saloon, one only, M model, f.w.b., slightly shop-soiled, list price £275, our price £225 or very near offer. 7 Market St., Leicester. 674-b482
- MORGANS**, James and Co. (Sheffield), Ltd., 261-7 Eccleall Rd., Sheffield, official agents. Good stock of spares carried. New and second-hand machines nearly always in stock. When in difficulty telephone 2460 Central, or wire "Tact, Sheffield." zzz-441
- MORGAN** Service Depot. Official appointed repairers by the Morgan Motor Co. for London. Full range of spares carried. New and second-hand machines always in stock. Trade supplied. Official agents, Homac's, 243 Lower Clapton Rd., E. 5. Clissold 2408. zzz-840
- MORGAN**, 1925, de luxe, 8hp, water-cooled, speedometer, tax paid year, £75. On view, *Parlors*, 49-55 Sussex Place, South Kensington. 'Phone, Ken. 8558. zzz-498
- MORGANS**, new and second-hand; cash exchange, deferred. We buy Morgans. Olympia, Walsford. 684-a52
- MORGAN**, 1924 Aero, specially tuned o.h.v. racing Blackburne, 26-in. by 34-in. S.S. Duple, straight-through pipes and Carburetors, Binks mousetrap, electric lighting, Cowey speedometer, spare Amac sports, chain wheel, racing cams, exceptionally fast, mileage 7,500, £110. North Larcheship. Full particulars, Box 2778, care of "The Light Car and Cyclecar." 674-a920
- MORGAN**, 1921, G.P., w.c. M.A.G. engine, taxed, 2 new tyres, speedometer, repainted, overhauled, new hood, £55. Wilde, Willesboro', Ashford, Kent. 674-b644
- MORGAN**, G.P., 1921, grey and red, super condition, £48. The Cottage, Stanwell Rd., Ashford, Middlesex. 674-b288
- MORGAN**, de luxe, 1921, J.A.P., w.c., excellent running condition, rigid side screen, midget brake, speedometer, clock, drop-out fork ends, £55. Bossom, Hartley, Cranbrook, Kent. 674-b296
- MORGAN**, 10hp o.h.v. Blackburne engine, very fast, special body, smartest machine in Sheffield. Further particulars, Baines, Parkhead, Sheffield. 674-449
- MORGAN** Service Depot, North Yorkshire. Officially appointed repairers by Morgan Motor Co. Spare stockists. New and second-hand models. North Riding Haulage Co., Ltd., Clarence St., York. zzz-471
- MORGAN**, family, 1925, w.c. J.A.P., small mileage, carefully used, dynamo lighting, oversize Stearns all round (good), windscreens wiper, petrol can carrier, 2 jacks, numerous spares, spring cushions, chassis and steering column, specially strengthened, finished maroon, £90 or nearest. 50 Buxton Rd., Luton, Beds. 674-b561
- MORGAN**, Aero, w.c. J.A.P., new June, 1,200 miles, f.w. brakes, S.T. exhausts, speedometer, hood, taxed, insured, perfect, 60 m.p.h., £115. Earlsdon Queen's Rd., High Wycombe. 674-a470
- MORGAN**, 1924, family, w.c., dynamo, taxed, equipped, £72 10s. 36 Harchills Lane, Leeds. 674-b472
- MORGAN**, 1925, Aero, blue, red wheels, Anzani engine, f.w.b., mechanical giling, electric horn, spotlight, Cowey trip speedometer, hood and cover, aluminium number plates licensed, cost £175, absolutely unscratched, accept £125; cash, terms or exchange. A. Williams, Portland St., Cheltenham. 674-b475
- MORGAN** de luxe, June, 1924, 8hp J.A.P., dynamo lighting, speedometer, disc wheels, unscratched, as new, unused last 5 months, any trial, private owner, bargain, £85 cash, no offers; delivered free 100 miles. Box No. 2854, c/o. "The Light Car and Cyclecar." 674-b455
- MORGAN**, Edwards offer 1925 8hp G.P., fully equipped, dynamo, superb condition, 97 mph; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-644
- MORGANS**, Homac's have for disposal the following guaranteed Morgans:—
1924 Grand Prix 8hp w.c. J.A.P., dynamo lighting, speedometer, etc., £100.
1924 De Luxe (October), w.c. J.A.P., dynamo, speedometer, s.s. Dunlop tyres and rims, tax paid £105.
1918 Grand Prix, 8hp J.A.P., w.c., fully equipped, £47 10s.
1922 Popular, a.c. M.A.G., fully equipped, just overhauled and repainted, perfect, £42 10s.
Exchanges or deferred terms arranged on any of the above. Homac's, Official Morgan Service Depot, 243-247 Lower Clapton Rd., E. 5. 'Phone, Clissold 2408. 674-652
- MORGANS**, 1924 de luxe J.A.P., water-cooled, speedometer, dynamo lighting, red finish, £100. Below.
- MORGAN**, 1925 de luxe water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £80. Below.
- MORGAN**, 1921, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, £70. Below.
- MORGAN**, 1924, 8hp de luxe J.A.P. engine, water-cooled, Lucas dynamo lighting, finished grey, £100. Below.
- Maudes' Motor Mart for second-hand Morgans. List continually changing. Further particulars on request. 100 Gt. Portland St., London, W. Museum 7676. 674-620
- MORGAN**, F.O.C.H., Ltd., have several, all bargains. 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30, Sundays till 2.30. 674-571
- MORGAN** de luxe, 1922, M.A.G. water-cooled, dynamo lighting, electric horn, new tyres and hood, spring gaiters, speedometer, petrol gauge, mirror, mascot, splendid condition throughout, 67 guineas. 53 Milton Rd., East Sheen, S.W.14. 674-b466
- MORGAN**, £88; 1925 G.P. Anzani, dynamo, speedometer, diars, taxed, oversize tyres. Bartlett, Peterhouse, Cambridge. 674-b442
- MORGAN** de luxe 8hp a.c. J.A.P., 1925, wide body, speedometer, tyres sound, mileage 13,000, £55. Morse, Thornbury, Bristol. 674-b465
- MORGANS**, 1920 Aero model, J.A.P. engine, lighting set, £55; also several others. Write for list. Elce, Ltd., 11-15 Bishopsgate Avenue, Camomile St., E.C.3. 'Phone, Avenue 5548. 674-491
- MORGAN**, 1924, speedometer, very many extras, as new throughout, £70. 51 Upper Richmond Rd., East Putney. 674-b395
- MORGAN** de luxe, 1925, in first-class condition, £65, or exchange motorcycle part. 51 Upper Richmond Rd., East Putney. 674-b390
- MORGAN**, June, 1924, fitted water-cooled M.A.G. engine, H. F. S. Morgan's trials body, lighting set, mileage 4,000, in perfect mechanical condition, £75. S. Hall, 91 St. Peter's St., St. Albans. 674-548
- MORGANS**, exchanges, deferred payments, 1922 G.P., water-cooled, 6 lamps, speedometer, taxed, smart, fast, £65. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 674-522
- MORGAN**, 1923, Grand Prix, water-cooled 10hp Blackburne, lightning, side screens, tax paid, excellent condition throughout, £67 10s. Wilkins, Simpson, opposite Olympia, London. 674-b450
- MORGAN**, £46; 1920, Grand Prix, red, disc wheels, electric lighting, special new hood, black. 51 Bollo Bridge Rd., Acton. 674-b415
- MORGAN**, special racing Aero, 1925, o.h.v. J.A.P. engine, any examination, £65, or motorcycle and cash. Haydens, The Uplands, Loughton, Essex. 674-b412
- MORGAN**, J.A.P. air-cooled, running order, £36. Hart, 27 Walpole Rd., New Cross, S.E. 674-b410
- MORGAN**, Maynard's have for sale:—
1925 Aero Blackburne Morgan, run but 2,500 and positively as new, fitted with every conceivable extra, including the speedometer, hood, s.s. tyres, Lucas dynamo set, etc., costing to-day over £150, this car, at the price of 98 guineas, is a rare bargain. Below.
- 1925 family model, water-cooled J.A.P., exceptionally neat and well-kept machine, colour blue, lined white, Rapsons all round, price £67. Call or 'phone, 368 Hornsey Rd., N.19. 'Phone, 3294 Mountview. 674-b400
- MORGAN**, 1924, late Grand Prix, dynamo lighting, Anzani engine, in perfect condition, £79. 31a Hydehorpe Rd., Balham. 'Phone, Streatham 3440. 674-701
- MORGANS**, several in stock; motorcycles accepted part payment; list on request. Newham's Showrooms, Heath Rd., Twickenham, London. 674-718
- MORRIS-OXFORD**, 9hp, 2-seater, dicky, engine overhauled, repainted, new tyre, speedometer, taxed, excellent little car, £35; exchanges, deferred. Ealing Car Agency, Boileau Rd., Ealing 3265. Opposite North Ealing Underground. 674-599
- NEW CARDEN**, 1925, 2-seater, 7hp, electric lighting, tools, pump, jack, etc. in condition equal to new, £45; deferred payments if desired. Arnott and Harrison, Ltd., 22 Hythe Rd., Willesden. 674-446
- NEW CARDEN**, Special offer. 1924 family model, fully equipped and in wonderful condition throughout, £40. This car will accommodate 2 adults and 2 or 3 children under same hood; others up to £60. Many other makes. Andrew's. Below.
- NEW CARDENS**, 2-seaters and family model, on the very easiest of easy terms. Call, write or 'phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 674-515
- NEW HUDSON** 3-wheeler, electric lights, 10hp water-cooled M.A.G. engine, spare wheel and interchangeable, licensed December, £65. V. H. R. Brewster, Sparhawk St., Bury St. Edmunds. 674-5502
- PEUGEOTS**, in good condition, from £29. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 674-448
- RENAULT**, 1925, 8.5hp, occasional 4-seater, all-weather side screens, front-wheel brakes, balloon tyres, speedometer, very small mileage, £170. Coe's Garage, Ipswich. 674-523
- RENAULT**, 1925, 48.5, 2-3-seater, very small mileage, lighting, starting, rigid a-w. curtains, excellent order throughout, £120; exchange or terms. Chester Mighall, Stourcliffe St., Edgware Rd. Padd. 3555. (Fourth turn right from Marble Arch.) Always open. 674-494
- RHODE** 1925 (March), sports chassis, touring 4-seater body, leather upholstery, 4-wheel brakes, 4-speed, wire wheels, all-weather, Hartford, 65 m.p.h. with 4 passengers, cost £320, perfect condition and appearance, taxed, £229. Dr. Breese, Stafford Avenue, Melton Mowbray. 674-b295
- RHODE**, 11hp, 1924, light 4-seater, maroon, black wings, dynamo starter, speedometer, clock, mechanical windscreens wiper, mirror, step mats, spare petrol can and carrier, tonneau cover, excellent condition throughout, £145. Mebes and Mebes (Est. 1893), 144 Gt. Portland St., W.1. Museum 4244. 674-484
- RHODE**, Edwards offer 1923 all-weather saloon, starter, clock, speedometer, aluminium body, 2 spare wheels, excellent order, 110 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-645
- RHODE**, 1924, chummy, splendid condition, done 7,000 miles, mechanically perfect, 4 new tyres, insured, first offer over £100 secure. Optician, 151 Linthorpe Rd., Middlesbrough. 676-b478
- RHODE**, 1922, chummy model, dynamo and starter, fully equipped, licensed and guaranteed, £75; exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-538
- RHODE**, Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 674-694
- RICHARDSON**, 1921, 2-seater, 9hp, 4 speeds and reverse, dicky seat, electric lamps, horn, etc. mechanically perfect and just repainted, £17. Teddington Garage, 160 High St., Teddington. Kingston 2562. 674b493

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).**

RICHARDSON Car Co., Millthorpe, near Sheffield. Spare parts in stock. zzz-881

RILEY. Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

RILEY 1925 saloon, on special sports chassis, fitted with f.w.b., pistol-type spotlight, petrol gauge, luggage grid, dimmer switch, internal light, step mats all round, mechanical and external condition as new, total mileage 2,200, any trial or inspection, £380. 51 Upper Richmond Rd., East Putney. 674-5393

RILEY 11hp 4-seater, August, 1922, all-weather, fully licensed and insured, any examination, £145. 30 Brynmawr Place, Maesteg, Cardiff. zzz-8575

ROVER, 1923, 8hp, 2-seater de luxe coupe, d. l. and s., leather upholstery, speedometer, clock, condition throughout as new, taxed December, £95. A. Green, Water St. (opposite Chapel St. Police Station), Salford, Tel., 2191 Cent. zzz-149

ROVER, 9-20hp, 4-seater, blue, 1925 (new August), tax paid, mileage only 2,108, various accessories, including hood envelope, absolutely as new, any inspection or trial, £167 10s. Harvey, Hudson and Co. (next George Hotel), South Woodford, E.18. Phone No., Wanstead 2393. zzz-524

ROVER 1924 8hp 4-seater, Nile blue, dynamo lighting, all-weather equipment, speedometer, etc., etc., excellent condition, £90; terms if desired. Lovetts, 418 Romford Rd., Forest Gate, E.7. 675-511

ROVER 8, 1925, 4-seater, balloon tyres, self-starter, taxed and complete with many extras, guaranteed in brand-new condition throughout, bargain, £85, cash, deferred or exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 674-475

ROVER 8, 1924, starter, lighting, dickey, taxed, splendid condition throughout, 58 guineas. 40 Aynhoe Rd., W.14. 674-b289

ROVER, 8hp, 1923, chummy, speedometer, balloon tyres, as new, £85. Humbert, Brayden Rd., Stamford Hill, Tel., Clissold 1962. zzz-429

ROVER, 1922, 8hp, 2-seater, re-coachpainted and overhauled this July, splendid condition, any trial, 56 guineas. 156 Archway Rd., Highgate, N. 674-b248

ROVER 8, in good condition, £40. A.V. Motors, Park Rd., Teddington, Telephone, Kingston 710. 674-446

ROVER 9, 1924, 4-seater, £135; Rover 8, £45; payments from 10 per cent. down; exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 674-b479

ROVER, 9hp, 1925, 4-seater, in perfect condition, mileage under 5,000, exceptionally fast and economical car, very carefully driven, taxed and insured, £150. Phone, Owner, Streatham 4466. 674-b481

ROVER, 4-seater, 1924, 8hp, terms £9 and 10 payments of £9, or cash £90. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 674-b497

ROVER, 2-seater, 1922, 8hp, £6 10s. and 10 payments of £6 10s., or cash £65. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 674-b495

ROVER, 2-seater, 8hp, £5 and 10 payments of £5, or cash £50. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 674-b496

ROVER 8, 1923 model saloon coupe, starting and lighting, clock, speedometer, dashboard, interior lamp, leather upholstery, Bedford cord lining, an ideal car for winter for a lady £87 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 674-624

ROVER 8, 1924, 4-seater, in excellent condition throughout, £87 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 674-626

ROVER 8, 1923, 2-seater, in good condition throughout, £67 10s. deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing District Station. Ealing 2983. 674-625

ROVER, Edwards offer 1924 8hp de luxe 4-seater, clock, speedometer, leather upholstery, superb condition, 85 gns. Below.

ROVER, 1924, 8hp, 4-seater, fully equipped, starter, excellent condition, 85 gns. Below.

ROVER, 1924, 8hp, 2-seater, double dickey, starter, excellent condition, 85 gns. Below.

ROVER, 1923, 8hp, de luxe 2-seater and dickey, starter, clock, speedometer, leather upholstery, superb condition, 79 gns.; exchanges or deferred, 175 Gt. Portland St., W.1. Mayfair 6977. 674-649

ROVER, 8hp, 2-seater, dynamo lighting, good tyres, guaranteed £65. Pewtress, Compaspe, Walton-on-Thames. 674-x680

ROVER, July, 1921, splendid 2-seater, 8hp, hood, screen, side screens, spare wheel, 2 new tyres, taxed, property of lady, 49 guineas; motorcycle part; easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 674-551

ROVER, K.J. Motors Bromley, have a new but slightly showroom-spilled, £200 model, 9-20hp Rover de luxe 4-seater, fitted with 4-door body, £178. 676-545

ROVER 8, 1924, all-weather 4-seater, starter, speedometer, clock, low mileage, excellent tyres, taxed, £85. K.J. Motors, Bromley. 676-547

ROVER 8, 1924, 2-seater, dickey, starter, speedometer, splendid condition, taxed, £75; exchanges terms. Allber Garage, Thornsett Rd., Earlsfield, S.W. Latchmere 4388. 674-575

ROVER 8, 1921, 2-seater, dickey, exceptional condition throughout, insured March, any trial, £45. 31 Lily Rd., Leyton, E.17. 674-b436

ROVER 8, 4-seater, speedometer, clock, etc., £85; after 8 p.m. Bland, 44 Berrylands Rd., Surbiton. 674-b398

**SECONDHAND
LIGHT CARS AND CYCLECARS FOR SALE
(continued).**

ROVER, 8hp, 1921, 2-seater and dickey, dynamo lighting, speedometer, side curtains, mirror, aluminium plates, screen wiper, engine overhauled by makers, coachwork and upholstery like new, tax paid, bargain, £47 10s. Wilkins, Simpson, opposite Olympia, London. 674-b431

ROVER 9, nearly new, 4-seater, perfect condition, shock absorbers, low-pressure tyres, £130; no dealers. Hooper, 32a Thurloe Place, South Kensington. Phone, Kensington 4578. 674-b416

ROVER 8, 1923, chummy 4-seater de luxe, leather upholstery, clock, speedometer, dynamo lighting, all-weather screens, tools, splendid condition, not done 6,000 miles, £70. Write, Laurence Ansell, 32 Tallet St., London, E.1. 674-b408

ROVER, 1922, 2-seater, dynamo lighting, tools, taxed year, perfect throughout, bargain, £58; deferred payments. 21 Pennant News, Earl's Court. 6684 Western. 674-503

ROVER 8, 1923, chummy, fully equipped, excellent condition, 65 guineas; exchanges or deferred. Clark, 223 Hammersmith Rd., W.6. 674-509

ROVER 8, chummy, 1923 model, in exceptionally well-kept condition, original owner will exchange for Morgan in equal condition. Particulars by letter. Flat 7, 56 Tollington Park, N.7. 674-b569

ROVER 8, Finchley Motors offer 1922 de luxe, clock, speedometer, leather upholstery, excellent condition, £55. 132 High Rd., F. Finchley. Phone 2338. 674-487

ROVER, 1924, 8hp de luxe, one owner only, in perfect condition throughout, insured, fitted with shock absorbers, cash or deferred, £85. Dulancey St. Garage, Camden Town, N.W.1. Hampstead 2012. 674-486

ROVER 8, 1923, 2-seater, dickey, numerous extras, £56. 51 Upper Richmond Rd., East Putney. 674-b589

ROVER, Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 674-695

ROVER 8, 1923, £54, 2-seater, dickey, taxed, a thoroughly good car in every way, a real bargain. 16 Gipsy Hill, Crystal Palace. 674-709

ROVER 8, 49 guineas, 1922, 2-seater, dickey, dynamo, spare wheel, good tyres, smart appearance, runs splendidly, trial, exchanges, deferred payments. Empiro Motors, 325 High Rd., Chiswick. Phone 303. 674-705

ROVER 8, 59 guineas, 1923 chummy, dynamo lighting, self-starter, new tyres and upholstery, mechanically perfect, smart appearance, exceptionally reliable; exchanges, deferred payments. Empiro Motors, 325 High Rd., Chiswick. Phone 303. 674-706

ROVER 8, late 1923, 2-seater, in perfect condition, only had one owner, £57 10s.; or deferred to suit buyer; 1921 Rover 8, 2-seater, taxed, fine condition, £58; deferred. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. Always open. 674-b530

ROVER 8, 1923, 2-seater, very nice condition, balloon tyres on the back, taxed to December, £75; exchange motorcycle and cash. Newnham's Showrooms, Heath Rd., Twickenham, London. 674-722

ROVER 8.9hp de luxe 2-seater, double dickey, self-starter, speedometer, spare wheel, side screens, licensed, insured July, 1926, tyres and condition excellent, painted blue, mileage 4,500, £85. Perseverance Hotel, Fenwick St., Woolwich, S.E.18. 674-b464

ROVER 8, 1924, self-starter, de luxe equipment, excellent condition, £90. Sargent, 91 Main Rd., Sidecup, Kent. 675-b454

ROVER 8, 1921, Triplex screen, nearly new hood, good tyres, smart appearance, £43 10s. 134 Brownlow Rd., Bowes Park, N.11. 674-b455

ROVER, 9hp, July, 1925, 4-seater, taurer, 4-door, all-weather equipment, as new, £180. Savages Garage, Brentwood, Essex. 674-b443

ROVER, 1925 (July), 9-20hp, de luxe 4-seater, clock, speedometer, a-w curtains, small mileage, as new, tax and insurance, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 674-573

ROVER, 1922, 8hp, in splendid condition, good tyres, any trial, deferred, 48 guineas. Makin and Harrison, King's Place, 327 High Rd., Chiswick. Phone 558. 674-b468

ROVER, 1924, 8hp, 4-seater, good order, £78; also 1924 8hp coupe, repainted, good condition, £98. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 674-733

SALMSON, 1925, 10hp sports 2-seater, fitted with Hartford shock absorbers, driving mirror, etc., tax paid end of year, splendid condition, very fast, £129. Taylors, 49-53 Sussex Place, South Kensington. zzz-108

SALMSON. Apply to the London distributors, Gordon Watney and Co., Ltd., for second-hand Salmson cars. Several always in stock. Part exchanges and special deferred terms arranged. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-283

SALMSON, 1925, 10hp, sports 2-seater, special finish, electric lighting and starter, Triplex windscreen, speedometer, etc., etc., as new throughout, £135; terms if desired. Lovetts, 418 Romford Rd., Forest Gate, E.7. 675-510

SALMSONS. Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 674-696

SALMSON. Edwards offer 1925 model 10-15 4-door saloon, fully equipped f.w.b., balloon tyres, superb condition, 285 gns. Below.

SALMSON, 1925, 10hp, sports 2-seater, fully equipped, V screen, exceptional condition, 112 gns. Below.

SALMSON, 1924 10hp de luxe 2-seater, English body, sunk dickey, all-weather equipment, superb condition, 93 gns. All the above equipped with starter, clock, speedometer. Exchanges or deferred, 175 Gt. Portland St., W.1. Mayfair 6977. 674-646

SALMSON, 1923, English body, 2-seater and dickey, first-class running order, £87 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing Dist. Station. Ealing 2983. 674-635

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- SALMON** 2-seater, dickey, excellent condition, £8 10s. and 10 payments of £8 10s. or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 674-b498
- SALMON**, sports, 1924 model, fast, taxed, nice appearance, £85; exchange. Norrington, 116 Hampstead Rd., N.W. 1. Museum 9078. 674-657
- SALMON** 1922-3 2-seater, English body, a-w. equipment, speedometer, clock, very sporty. £75. Strong, 7 Pownall Gardens (Tel. 1502), Hounslow. 676-b448
- SALMON** 1924 model 3-seater, dynamo and starter, £85; fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-542
- SALMON**, 1924, 10.15 sport, fitted with special 2-seater and dickey, English body, painted blue with black wings, good and all-weather equipment, front-wheel brakes, 5 new semi-balloon tyres, taxed, £190. K.J. Motors, Bromley. 676-546
- SALMON**, 1924 English 2-seater body, starter and lighting, excellent condition, 95 guineas; exchanges or deferred. Clark's, 223 Hammer-smith Rd., W.6. 674-510
- SENECHAL**, 1925, 8hp, sports, cost £225, painted blue with red panels, polished aluminium dashboard, dynamo lighting, starter, Hartford shock absorbers, Dunlop cord tyres on 4 wheels, spare wheel and tyre, black hood, V windshield, speedometer, clock, 6 lamps, electric horn, aluminium number plates, etc., tax paid, £129 10s., cash, deferred or exchange. Open 9 till 9, 7 days a week. Edward Smith, 78 High St., Hampstead. 674-437
- SENECHAL**, 1925, super sports, over 70 m.p.h., special engine, Hartford, perfect, £167 10s. London Auto Sales, Pembroke St., King's Cross. North 2716. 674-597
- SINGER**, 1925, 3-seater demonstration car, small mileage, £170. Sumner Bros., Barrack Sq., Coventry. zzz-192
- SINGER**, 1924, 2-seater, exceptionally nice order, any inspection or trial, £120. Harvey, Hudson and Co. (Next George Hotel), South Woodford, E.18. Phone No., Wanstead 2355. zzz-890
- SINGER**, 10hp, 2-seater, dynamo lighting, engine and gears overhauled, guaranteed perfect order, complete equipment, £35. Wait and Co., Ltd., Leicester. 674-427
- SINGER**, 1924, 10hp, 2-seater de luxe, dynamo starter, dickey as new, £135; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 674-423
- SINGER**, 10hp, bargain, 2-seater, dynamo lighting, good condition, quick sale, 30 guineas or near offer. 52 Sheen Park, Richmond. 674-b43
- SINGER** car, 1925, 10hp, self-starter, dynamo lighting, 2-seater and dickey, new condition, £125. Edwards Bros., New St., Salisbury. Phone 199. 674-b253
- SINGER**, late 1920, 10hp, drop-head coupé, dynamo, self-starter, unscratched condition, £50; exchanges, deferred. 63 Solon Rd., Brixton. 674-b486
- SINGER**, 1919, 10hp, 2-seater, dickey, dynamo lighting, clock, speedometer, etc., magnificent condition, £30; exchanges, deferred. 63 Solon Rd., Brixton. 674-b486
- SINGER**, 4-seater, late 1924, taxed, small mileage, like new, £125; exchanges, deferred. Norrington, 116 Hampstead Rd., N.W. 1. Museum 9078. 674-660
- SINGER**, 1924, 4-seater model de luxe, blue, mileage 5,000, licensed December, £140. Sheenham 2014. French's, High Rd., Balham. 674-664
- SINGER**, 1924, 10hp, de luxe, 4-seater, fine condition, £125. Bartlett's, 95 Gt. Portland St. 674-671
- SINGER**, 1922, 10hp, all-weather collapsible coupé, double dickey, de luxe model, with leather upholstery, sliding windows, etc., chassis has just been completely overhauled at cost of £30, and paintwork, hood, etc., is unmarked, self-starter, dynamo lighting, clock, speedometer, etc., tax paid, any trial with pleasure, £78; deferred. Genuine little bargain and a smart and reliable car. Harold Simons, 201 Mare St., Hackney, E.9. Clissold 5018. Always open. 674-z527
- SINGER**, 1924, de luxe models, several 4-seaters in stock; list on request; motorcycles, cars accepted part payment. Newham's Showrooms, Heath Rd., Twickenham, London. 674-719
- SINGERS**, 1926 models: old cars, motorcycles accepted now; part cash now, balance credit note towards purchase new Singer for delivery later. Newham's Showrooms, Heath Rd., Twickenham, London. 674-715
- STANDARD** 2-seater, 9.5hp, long wheelbase, terms £8 10s. and 10 payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N. 16. Clissold 6628. 674-b494
- SINGERS**. F.O.C.H., Ltd., have several 4-seaters, excellent condition, bargains. 5 Heath St., Hampstead (near Tube). Weekdays 9 till 8.30, Sundays till 2.30. 674-560
- SINGER**, 1920, 2-seater, dickey, dark blue, dynamo, starter, electric and bulb horns, plating and coachwork perfect, engine in good condition, new Dunlops rear, taxed, smart, well-kept car, £55. Ings, 29 Cambridge Park, Wanstead, E.11. 674-b418
- SINGER** 1920-21 2-seater, dickey, dynamo lighting, self-starter, speedometer, nearly new tyres, tax paid, bargain, £47 10s. Wilkins, Simpson, opposite Olympia, London. 674-b421
- SINGER**, 1925, latest model 4-seater de luxe, only used few times, small mileage, absolutely like new, fully guaranteed, brand new in July, £175. Wilkins, Simpson, opposite Olympia, London. 674-b425
- SINGER**, exceptional bargain, 1925, latest model 4-seater de luxe, fully guaranteed, new but slightly shop-soiled, £195, cannot be repeated. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 258. 674-b434

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE

(continued).

- SINGER** de luxe 1924 2-seater, dickey, dynamo lighting, starter, excellent condition, tax paid, £112 10s. Wilkins, Simpson, opposite Olympia, London. 674-b427
- SINGER**. Safety First! Ernest Grimaldi, Ltd., authorized Singer agents, offer 1924 Singer de luxe 2-seater, year's tax paid, fine condition, £115. Ernest Grimaldi, Ltd., 87-88 Gt. Portland St., W.1. Museum 3931. 674-530
- SINGER**. We have a number of really good second-hand models from 1920 to 1925 at exceptionally low prices. Full particulars sent on request. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 674-753
- SINGER**, 1925, 10hp, 4-seater, dynamo and starter, excellent condition, £95, fully equipped, licensed and guaranteed. Exchange or hire purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-537
- SINGER**, 1924, 4-seater de luxe, mileage 3,000, exceptional condition, year's tax, £135. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 674-574
- SINGER**. K.J. Motors, Bromley, have a new but slightly showroom-soiled £225 model 10.26hp 4-seater Singer, finished in the smoke blue colour, £198. 676-544
- SINGER** 1925 de luxe 2-seater, fullest equipment, excellent order, taxed, £165. Smith and Hunter, 90 Gt. Portland St. 674-580
- STANDARD**, 1924, 4-seater de luxe, very smart and in exceptionally fine order, £135; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing Dist. Station, Ealing 2983. 674-627
- STANDARD**. Edwards offer 11.4 2-seater, sunk dickey, fully equipped, excellent condition, 115 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-647
- STANDARD**, 4-seater, 1925, brand new, unregistered, shop soiled only, £175; exchanges, deferred. Norrington, 116 Hampstead Rd., N.W. 1. Museum 9078. 674-656
- STANDARD** 1925 11.4hp 4-seater, just as new, £155. Bartlett's, 95 Gt. Portland St. 674-672
- STANDARD**, 1924, 11.4hp, 2-seater, dickey, in excellent condition, £125; deferred terms. Bartlett's, 95 Gt. Portland St. 674-669
- STANDARD**. Moores, Presto, Croydon agents for Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-756
- STANDARD**, £145, 1924, 11hp, 4-seater, taxed, splendid condition, Arthur Stuart and Co., 16 Little Portland St., W.1. 674-473
- STANDARD**, 11.4hp, 1924, Canley 2-seater, dynamo starter, speedometer, buff colour, black wings, mechanical windshield wiper, electric and bulb horns, taxed for year, £150. Mebes and Mebes (Established 1893), 144 Gt. Portland St., W.1. Museum 4244. 674-483
- STANDARD**, 1925, 11.4, 2-seater, all-weather, splendid condition, £95. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 674-500
- STANDARD**, 1920, 9.5, 2-seater, dickey, long wheelbase, starter, condition perfect, £75. Napthine, 5 Mackeson Rd., Hampstead. 674-b414
- STANDARD**, 1924, 11.4hp, all-weather 4-seater, £135, fully equipped, licensed and guaranteed; exchange or hire-purchase. The Light Car Co., 404, 410-414 Euston Rd., London. 674-540
- STANDARD**, 1924, 4-seater, 11.4hp, excellent condition throughout, all-weather equipment, tax paid for year, £130; exchanges, cash or easy payments. Wilkins, Simpson, opposite Olympia, London. 674-b429
- STANDARD**, 1924, 11.4hp de luxe 2-seater, balloons, taxed, splendid mechanically, many extras, including special hood for dickey, bargain for quick sale, 100 guineas; terms arranged. Makin and Harrison, King's Place, 327 High Rd., Chiswick. Phone 558. 674-b466
- STANDARD** 1925 11hp Piccadilly saloon, balloon tyres, perfect condition, taxed December, £215. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 674-575
- STANDARD**, 11.4hp, 1924, 2-seater, dickey, excellent condition, taxed, £115. Ealing Car Agency, Boileau Rd. Ealing 3265. Opposite North Ealing Underground. 674-600
- STANDARD**, 11.4hp, 1925, 4-seater, all-weather, new last month, small mileage, taxed December, £170; deferred terms or exchange. Eagles and Co., 275 High St., Acton. 674-700
- STANDARD**, 11.4, 1924, 4-seater, mileage 7,000, owner going abroad, nearest offer £140. Reed, Fairholme, Hampton Rd., Teddington. 674-b536
- STANDARD**, 11hp, 4-seater, 1925 de luxe model, practically new, £175. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 674-739
- STONELEIGH**, 1925, 3-seater, speedometer, 3 new Dunlop tyres, excellent condition, £75. 52 Princesway, Walsley. 674-b286
- SURREY**, 1922, 4-seater, dynamo lighting, speedometer, tools, tax paid, perfect condition, £47 10s. 21 Pennant Mews, Earl's Court. 6684 Western. 674-502
- SWIFT**. Moores Presto, Croydon agents Swift cars. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-755
- SWIFT**, chummy, 1925, tax paid, 5 new Dunlops, 100 guineas; no dealers. The Den, Crescent, Bassett, Southampton. 674-b420
- SWIFT**, £22; exchanges, deferred payments. 1914 Swift, 10hp, 2 cylinders, 2-seater, 5 detachable wheels, hood, screen, 5 lamps, domed wings, shock absorbers, spring gaiters, paint, upholstery and tyres perfect, car in excellent condition. Scabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 674-524

SECONDHAND LIGHT CARS AND CYCLECARS FOR SALE (continued).

- SWIFT** 1923 9hp light 4-seater, starter and lighting, new hood, all-weather equipment, painted maroon, very nice order throughout, £100; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 674-505
- SWIFT** 1922 all-weather, 2-seater, electric lighting and starting, balloon tyres, £87 10s. Sprosen, Ltd., 111 Gt. Portland St., W. Phone, Langham 1212. 674-493
- TALBOT** 1924, 8-18, first-class mechanical condition, new tyres, starter, taxed, insured, £115. White, Berkeley Court, Leinster Gardens. 675-6417
- TALBOT** 1925, 10-23, 4-seater, many extras, like new, £295. Smith and Hunter, 90 Gt. Portland St. 674-582
- TALBOT** 1924, 8hp 2-seater, balloon tyres, nice condition, £130. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 674-740
- TALBOT**. Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 674-697
- TALBOT-DARRACO**, 1923, 10-23hp, chummy, balloons, starter, clock, speedometer, Hartfords, beautiful condition, taxed, £105. Below.
- TALBOT-DARRACO**, 1922, 8-18hp, 2-seater, starter, equipped, splendid condition, £75; exchanges, terms. Allbar Garage, Thorsett Rd., Earlsfield, S.W. Latchmere 4588. 674-516
- TAMPLIN**, 1920, 2-seater, 8hp J.A.P. engine, Sturmer-Archer 5 speeds, electric lamps, horn, etc., in very good running order, sporting appearance, £15. Teddington Garage, 160 High St., Teddington. Kingston 2562. 674-6490
- TAMPLIN**, 1923, 2-seater, 8.9hp J.A.P., 5-speed, reverse, electric lighting, good condition, £30. Abbott, 48 Mark Lane, E.C.3. 674-b373
- T.B.** 1925, w.c., £45. Stubbs Garages, Ltd., Leicester Rd., Loughborough. 674-b439
- T.B.** 8-10 J.A.P., w.c., 1923, spare wheel, completely equipped, dynamo lighting, taxed and insured, all-weather equipment, excellent condition throughout, gilt, £50. Willets, Lanceshed, Ettingshall, Wolverhampton. Phone, 61 Sedgley. 674-675
- T.B.** 3-wheeler, spare wheel, well equipped, £39 10s.; deferred terms and exchanges a speciality. South Ealing Garage, 2 mins. South Ealing Dist. Station. Ealing 2983. 674-628
- WOLSELEY** cars. Moores Presto, Croydon agents. Promptest delivery new models with efficient service to follow; large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-500
- WOLSELEY**, 1922, 10hp, coupe de luxe, electric starter, speedometer and numerous refinements, coachwork and mechanical condition perfect, £130; terms if desired. Lovetts, 418 Romford Rd., Forest Gate, E.7. 675-512
- WOLSELEY**, £135, 1924, 10hp, 2-seater, like new, taxed. Arthur Stuart and Co., 16 Little Portland St., W.1. 674-472
- WOLSELEY** 10, 1924 2-seater and dickey, starter and lighting, fully equipped, mileage 5,000, perfect condition, £145. Killo, 39 Market St., Torquay. 674-b566
- WOLSELEY**. Edwards offer 1924 10hp de luxe 2-seater and dickey, fully equipped, leather upholstery, 130 guineas. Below.
- WOLSELEY**, 1923, 10hp, 2-seater and dickey, fully equipped, excellent condition, 109 guineas; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 674-650
- WOLSELEY**, 10hp, 2-seater de luxe double dickey, all-weather equipment, lighting and starting, small mileage, condition like new, bargain, £115; cash, deferred or exchanges. Plater, 376 High Rd., Streatham. Phone, Streatham 488.
- WOLSELEY**. Guaranteed. Terms from one-tenth down. Exchanges. See our display page 20. Benmotors, 30-32 High St., Wandsworth, S.W.18. Battersea 1509. 674-698
- WOLSELEY**, 1925 (July), 4-seater, makers' guarantee, perfect, taxed, £185. Bridge, Florist, Finchley 3458. 676-b397
- WOLSELEY** 10 1922-23 2-seater, dickey, de luxe model, starter and lighting, taxed year, painted blue, exceptional condition throughout, £98. Below.
- WOLSELEY** 10 1924 (late) 2-seater, dickey, starter and lighting, taxed year, all-weather equipment, painted maroon, very nice order throughout, £125, cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5391. 674-504
- WOLSELEY**, 1925, 11-22hp, 4-seater, unused, makers' guarantee, painted brown, latest type engine, £205. Stubbs' Garages, Ltd., Loughborough. 674-b440
- WOLSELEY**, a great bargain. Late 1923 Wolseley 10, de luxe model, 2-seater and dickey, perfect mechanical condition throughout and very smart appearance, leather upholstery, taxed December, open to any test and examination, complete with self-starter and very full equipment, 100 guineas; deferred. Harold Simons, 201 Maro St., Hackney, E.9. Clissold 5018. Always open. 674-b528
- WOLSELEY**, 1925, 11hp, 4-seater, in almost new condition, taxed, £180. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 674-741
- WOLSELEY**, £25 will see you on the road with new 11-22hp £235 model, tax and insurance paid for one year. Before buying a second-hand car write or call for details, "Motoring Out of Income." Kingsway Motor Co., 69 Gt. Queen St., Kingsway, W.C.2. Holborn 3972. 674-685
- LE ZEBRE**, £45, exchanges, deferred payments, 1921-22, 2-seater, dickey, £8 tax, 4 cylinders, dynamo, starter, speedometer, dash lamp, 5 detachable wheels, exceptionally silent engine, good condition. Sea-bridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 674-528

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- CARDEN** and New Carden spare parts supplied solely by us. (Trade supplied.) Overhauls and repairs a speciality. Andrews Motor, Mart, 151 White Hart Lane, Barnes. Phone, Putney 1827. 674-616
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- ELEPHANT** service for lamps, horns, dynamos, accumulators, magnets, carburettors, Ferado, Whittle belting, wings, spare wheels, tyres, etc., at lower prices than elsewhere.
- ELEPHANT MOTORS, LTD.**, Elephant House, 97-101 Newington Causeway, London, S.E.1 (1 minute Elephant Tube Station). Telephone, Hop 3161-2. 674-678
- D.F.P.** spares and repairs. Sole concessionaires and specialists. R. S. Marshall, Ltd., 17a Hanover Sq. Mayfair 5906-7. zzz-938
- G.N.** spares. Every part in stock; trade supplied; overhauls and tuning; results guaranteed. Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. Phone, Headingley 480. Wire, "Trubric, Leeds." zzz-497
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- MORGAN**. Metropolitan Area Service Depot, Elco, Ltd., oldest and largest firm (pre-war) handling Morgan runabout. Specially appointed distributors of spare parts, all models; enormous stocks. List free. 11-15 Bishopsgate Ave., Camomile St., E.C.3. Phone, Avenue 5548. zzz-118
- SCOTT SOCIABLES**. Scott Sociables. We are the only expert repairers and spare parts stockists in the South. Satisfaction guaranteed. Wellford St., St. James St., Brighton. 682-771
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(continued).

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AUSTIN, 7hp, latest model all-weather, £149. Immediate delivery; exchanges and deferred payments arranged. Taylor's, Ltd., 49-53 Sussex Place, South Kensington. Phone, Kensington 8558. zzz-200

AUSTIN, Western Motor Works, Chislehurst. Authorized agents. Delivery from stock; distance no object; exchanges, cash or purchased on deposit system if desired. Sidcup 160. zzz-875

AUSTIN, Expert advice; easy deferred terms; second-hand cars and motorcycles taken in exchange. Youngs, Ltd., The Parade, Kilburn, N.W.6. zzz-137

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AUSTIN, Car Mart, Ltd., are London Distributors and can give earliest deliveries of all Austin 7 models. Part exchange and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1. and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-814

AUSTIN 7s for very early delivery. Accredited London agents. Part exchange and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., Leicester Sq. zzz-767

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AUSTIN 7hp Burghley sports model 2-seater. The prettiest sports car on the road. Call or write for pamphlet to Wilson Motors, Austin Agents, 7 Eccleston St., S.W.1. Victoria 1366. 675-913

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AUSTIN 7. Finchley Motors, authorized agents. Exchanges, deferred payments. 152 High Rd., E. Finchley. Phone 2338. 674-489

AUSTIN 7. New 1926 models delivered from works this week, in stock for immediate delivery. Family 4-seater, £149; Sports 2-seater, £159; both complete with speedometer; motorcycles taken in part exchange; balance cash or easy payments. Buy your new Austin from the city where it is manufactured. Colmore Depot, 31 Colmore Row, Birmingham. 674-457

AUSTIN, Jackson's Garage, Guildford. Phone 345. Immediate delivery from stock 1926 models. zzz-452

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AUSTIN, Boon and Porter, Ltd. 1926 models in stock for immediate delivery. Improved family model, 7hp, £149. Exchanges and deferred terms to suit your convenience. Within 5 mins. of Olympia. 159-161 Castelnau, Barnes, S.W.15. 674-603

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AUSTIN 7, 1926, chubby, £149, immediate delivery, cheaper car, motorcycle accepted part payment, balance deferred, old cars, motorcycles accepted now; part cash now, balance credit towards purchase new chubby Austin 7 for delivery later. Newham's Showrooms, Heath Rd., Twickenham, London. 674-710

AUSTIN agents and stockists. Good range of 1926 models on view, including 7hp models. Newham Motor Co., 245-5 Hammersmith Rd., W.6. 674-722

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NEW LIGHT CARS AND CYCLECARS

(continued).

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CLYNO cars. New and second-hand models in stock; inquiries invited. Bablake Garage, Queen Victoria Rd., Coventry. zzz-618

CLYNO cars. South London. Tiltan and Hillier, authorized agents, 110 Woodvale, Honor Oak, S.E. 25. Sydenham 2432. 1926 cars from £162 10s. Repairs and service after purchase; exchanges and deferred terms. Call and inspect the latest models. zzz-170

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CLYNO agents. Early delivery of all models; exchange and deferred terms. The Nightingale Garage and Engineering Co., Ltd., Western Lane, Nightingale Lane, Balham, S.W.12. Phone, Latchmere 4394. 679-459

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NEW LIGHT CARS AND CYCLECARS (continued).

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CWYNNE S. Earliest deliveries of 1926 models can be obtained from Chinery, Gwynne specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 3568. zzz-564

HUMBER. Official agent, Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersen 1528. zzz-930

HUMBER. Car Mart, Ltd., are Humber specialists and can give earliest delivery of the new 9-20hp models. Part exchanges and deferred payments. Car Mart, Ltd., 46-50 Park Lane, W.1, and 297-9 Euston Rd., N.W.1. Phone, Grosvenor 1620. Museum 2000. zzz-816

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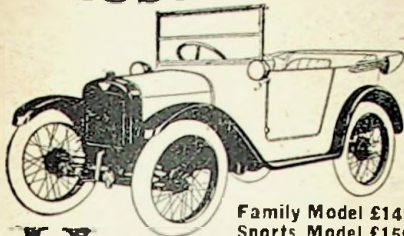
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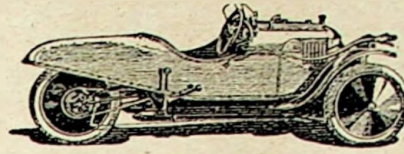
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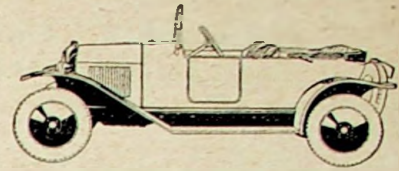
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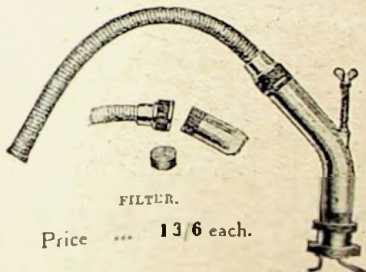
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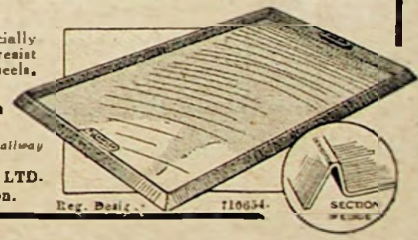
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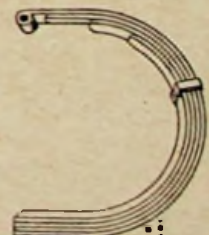
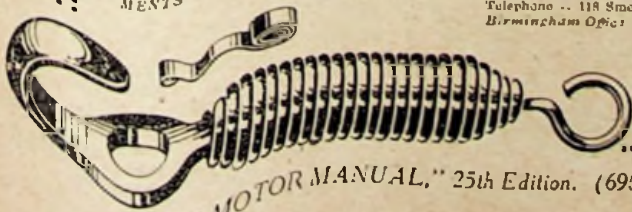
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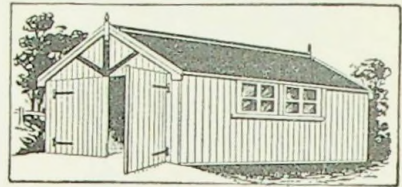
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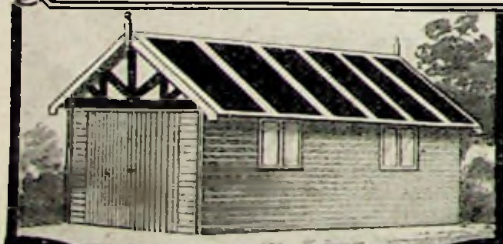


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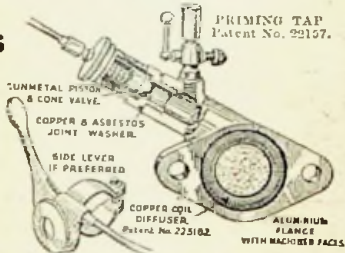
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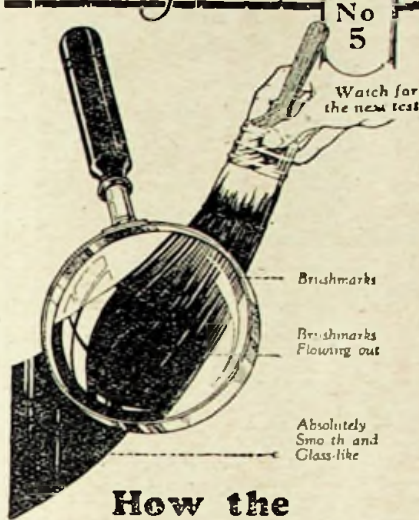
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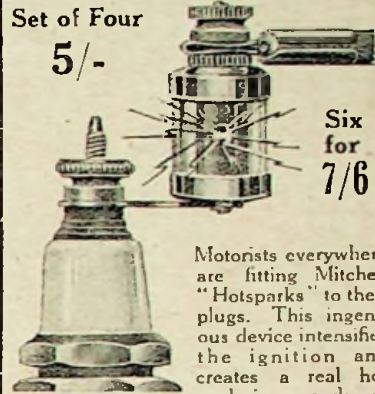
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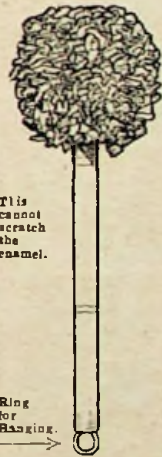
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— very many thanks

"Yes, a great success! Thanks for putting me on to it.

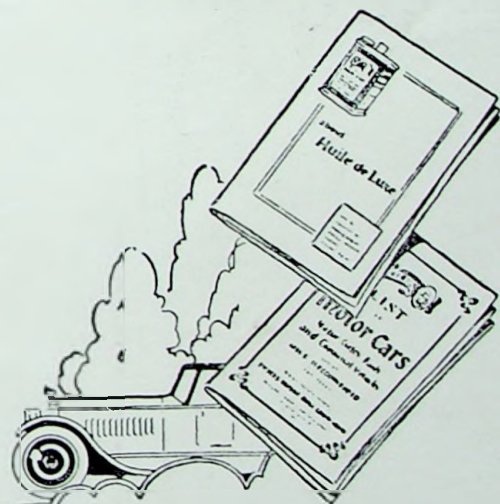
"I had been harbouring suspicions against those pure mineral lubricants for some time. Now I *know*. The first thing I noticed about this Huile de Luxe was that although it circulates freely when cold—far more so than pure mineral lubricants—it retains its 'body' when hot.

"That is because of the neutral fatty oils that are blended with pure hydrocarbons in its composition.

"It is a great discovery for me. Oh, I know I ought to have tried it years ago; but it's never too late to mend!

"Good-bye, and again many thanks."

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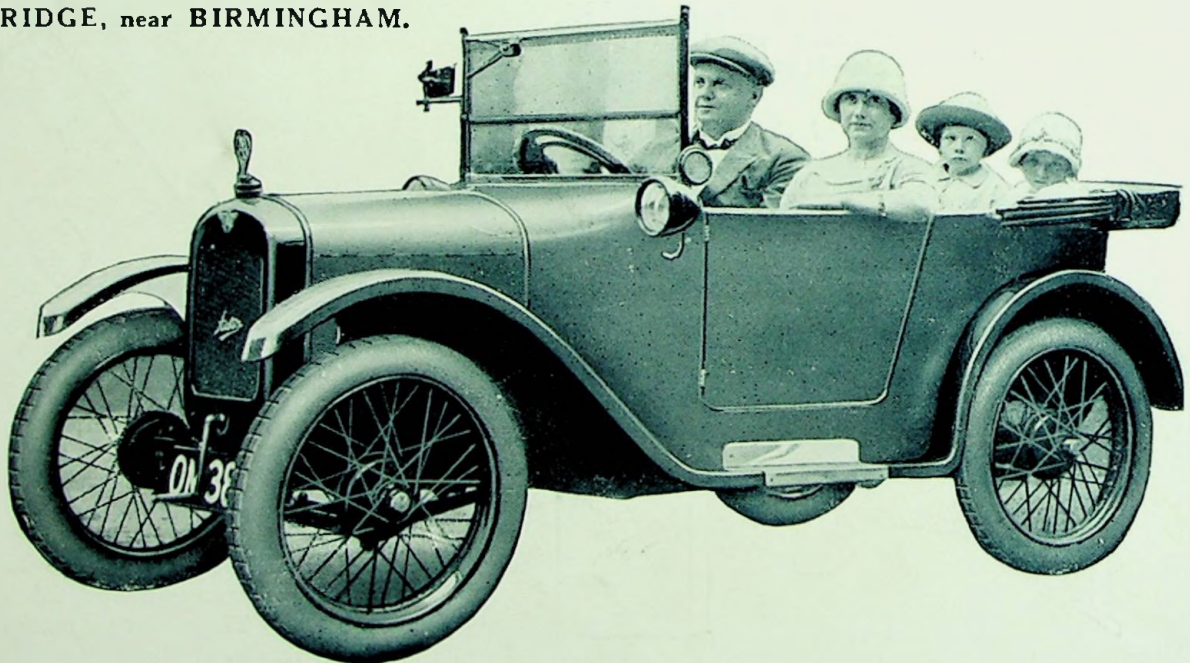
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