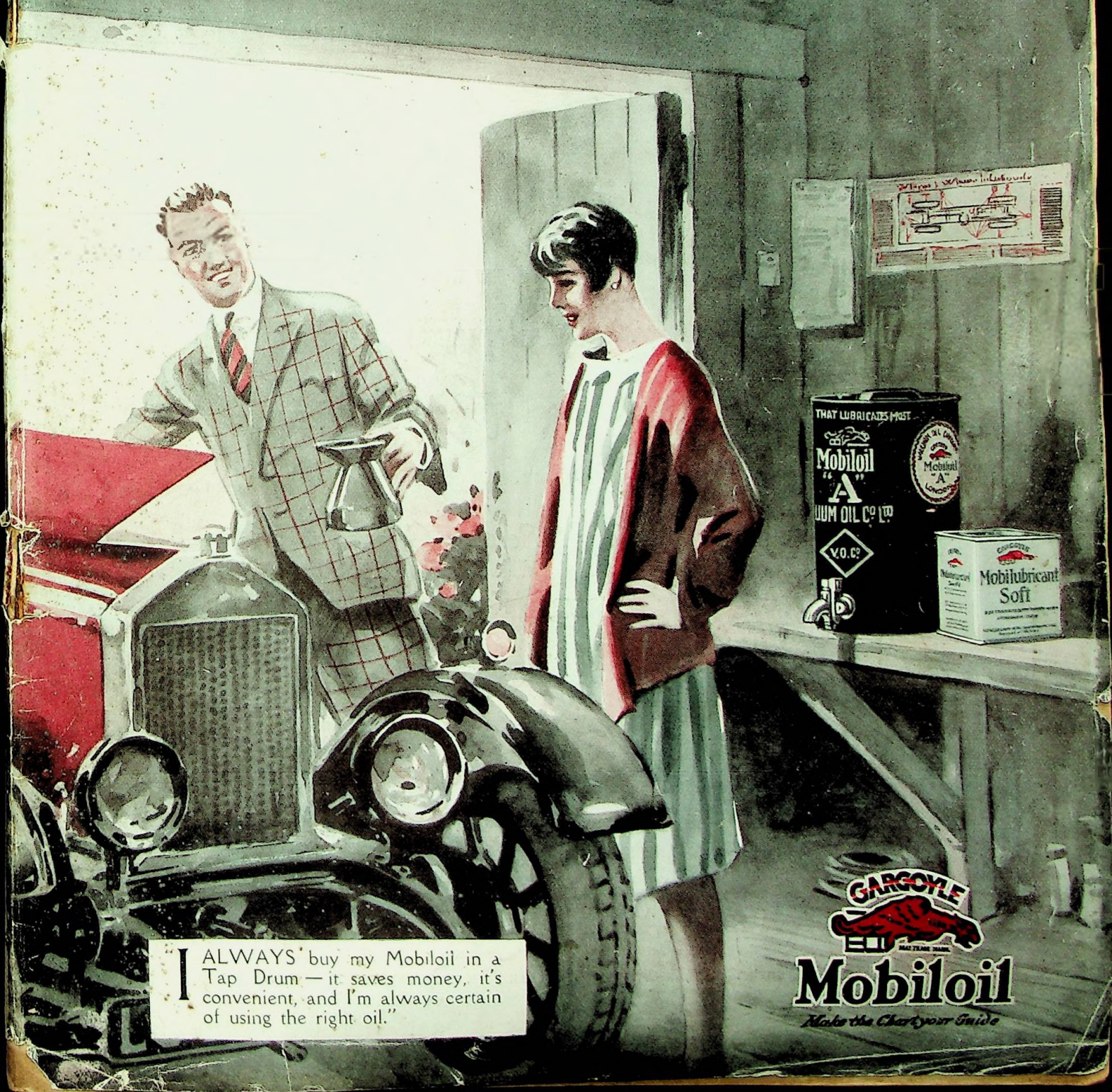


"THE LIGHT CAR & CYCLE CAR" March, 19th 1926.

# The Light Car and Cyclecar

3<sup>rd</sup>

SPECIAL  
SPRING  
NUMBER



"I ALWAYS buy my Mobiloil in a Tap Drum — it saves money, it's convenient, and I'm always certain of using the right oil."

GARGOYLE  
EQU  
MAG TRADE MARK  
**Mobiloil**  
Make the Check your Guide

**40 Cars in Stock for  
Immediate Delivery**

**LIGHT CAR  
SPECIALISTS**

Authorised Agents for

**AUSTIN  
CITROEN  
CLYNO  
JOWETT  
LEA FRANCIS  
WOLSELEY**

**10 Cars  
UNDER £250**

BY PAYING

**£38 DOWN**

you can drive a car  
away, fully taxed and  
insured. Balance pay-  
able over 12 months.

*All Makes  
of Light Cars  
Supplied on  
Deferred  
Terms*

You want  
the best Light Car—  
We have it!

**IN STOCK**

THE

*Austin  
Seven*

NEW MODEL .. **£149**

FREE SERVICE FOR SIX MONTHS.  
GOOD PRICES IN PART EXCHANGE.

**Low Deferred  
Payment Terms**

**3 $\frac{3}{4}$ %**

Our "Service Guarantee" is unique.  
WRITE FOR PARTICULARS.

Open until 6 p.m. on Saturdays.

**NORMAND  
GARAGE LTD.**

**489, Oxford Street, W.1**

(Near Marble Arch).

Telephone: Grosvenor 3256/7

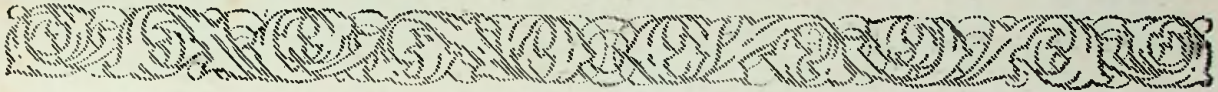
And at 92, Gloucester Road, S.W.7  
(5 doors from station).

Telephone: Kensington 8940/1.

Open until 1 p.m. on Saturdays.

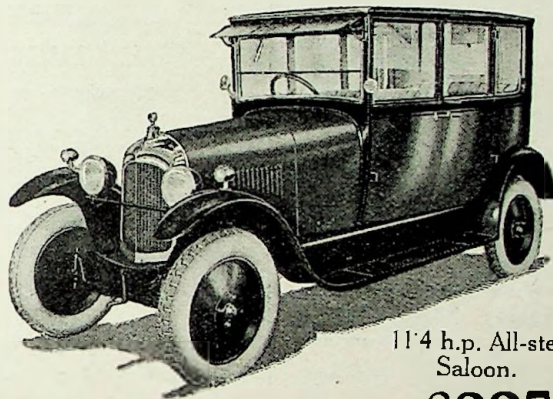
**TRIAL RUNS — ANY TIME — ANYWHERE**

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



# CITROËN

*Works at Slough now open!*



11.4 h.p. All-steel Saloon.

NEW REDUCED PRICE **£225**  
WITH FRONT WHEEL BRAKES **£245**

*Order Now for Easter.*

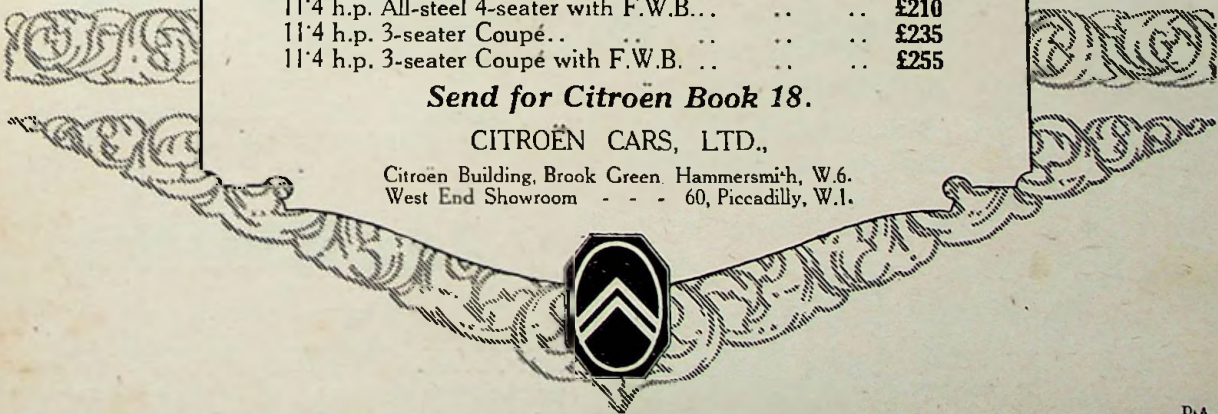
## *The World's Supreme Value*

7.5 h.p. 3-seater Cloverleaf .. .. .	£145
11.4 h.p. 4-seater .. .. .	£190
11.4 h.p. All-steel 4-seater with F.W.B. . . . .	£210
11.4 h.p. 3-seater Coupé. . . . .	£235
11.4 h.p. 3-seater Coupé with F.W.B. . . . .	£255

**Send for Citroën Book 18.**

CITROËN CARS, LTD.,

Citroën Building, Brook Green, Hammersmith, W.6.  
West End Showroom - - - 60, Piccadilly, W.1.



D.A.

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

A1

# This time — the best comes from MANCHESTER

Manchester is noted throughout the world for the high-grade commodities she sends to all parts of the globe. Manchester has contributed, by the superiority of her manufacturers, largely to the reputation for quality held by British goods in foreign countries.

In Manchester is established one of the oldest British firms of lubricating oil manufacturers, with a great business built up during nearly 70 years, almost exclusively by recommendation for quality. This old-established house has developed an "Improved Process," which definitely marks a new phase in Motor lubrication, and offers to motor owners of every make of car a motor oil possessing new properties of far greater lubricating qualities than experiment in the refining of motor oils has ever previously produced.

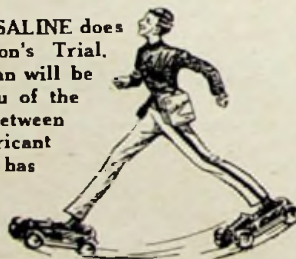
Manchester  
**Wellsaline**

## 'Improved Process' Motor Oils

possesses a lubricating value from 35% to 50% greater than that of other motor oils. It contains not a vestige of wax. Wax drags down the lubricating value of an oil. The 'Improved Process' successfully extracts every trace of wax and removes all carbon and all acids from the oil.

### A Gallon Can Will Convince You.

Manchester WELLSALINE does not need a Season's Trial. Your first gallon can will be a revelation to you of the wide difference between this perfect lubricant and that your car has been receiving.



**MATTHEW WELLS & Co., Ltd.**  
'Wellsaline' Oil Works,  
Hardman St., MANCHESTER.

London Office :  
317, High Holborn, W.C.1.



# £25 DOWN

WHICH INCLUDES :

**TAX &  
INSURANCE**

FOR 12 MONTHS,

**NUMBER PLATES,  
LICENCE HOLDER,  
DELIVERY TO YOUR DOOR,  
FREE TUITION,  
12 MONTHS' SERVICE,**



secures

# Jowett

2-SEATER

2 - SEATER £150	LIGHT FOUR £160
FULL FOUR £167	SALOON .. £200

## JACKSONS

OF  
CROYDON, LTD.

OFFICIAL SERVICE DEPOTS AT :  
**KINGSTON & CROYDON**

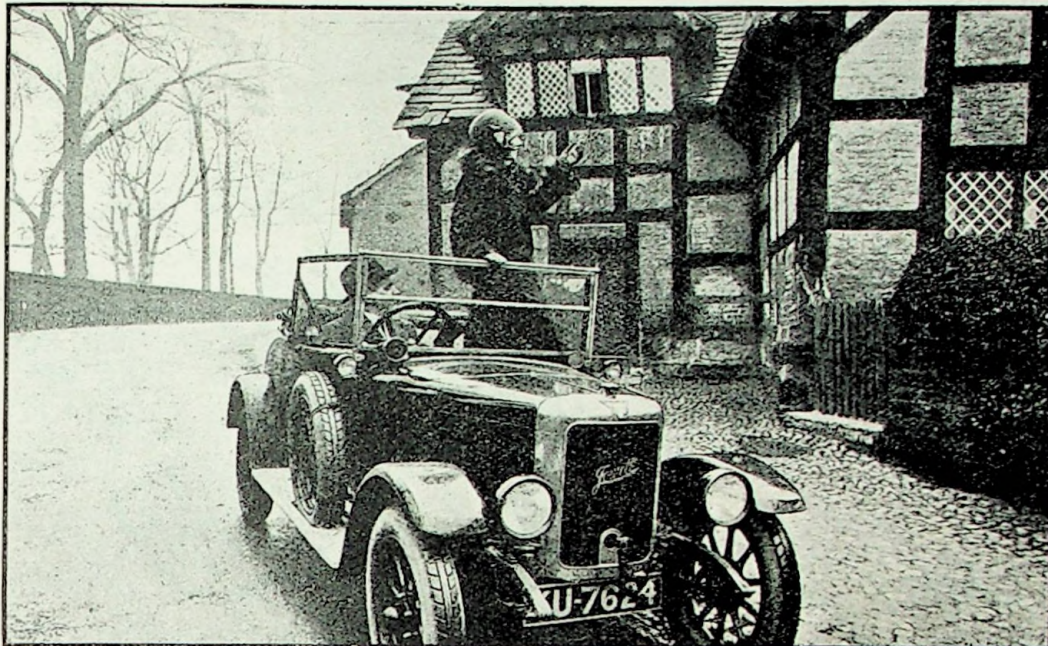
35, Surbiton Rd.

Park St. & George St

Phone: 2815.

Phone: 2023.

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



## JUST LOOK AT THIS

Miss Jowett is admiring the quaint half-timbered house, but we want you to look at this latest product of the house of Jowett—a new 2-Seater, and hope you will admire it also.

Built on our long chassis, fashioned on luxurious lines, yet capable of that unique economy and performance which characterises all our products, and which is so aptly described in our 1926 Catalogue, "This Freedom."

May we send you a copy of the new and revised edition - de - luxe, free?

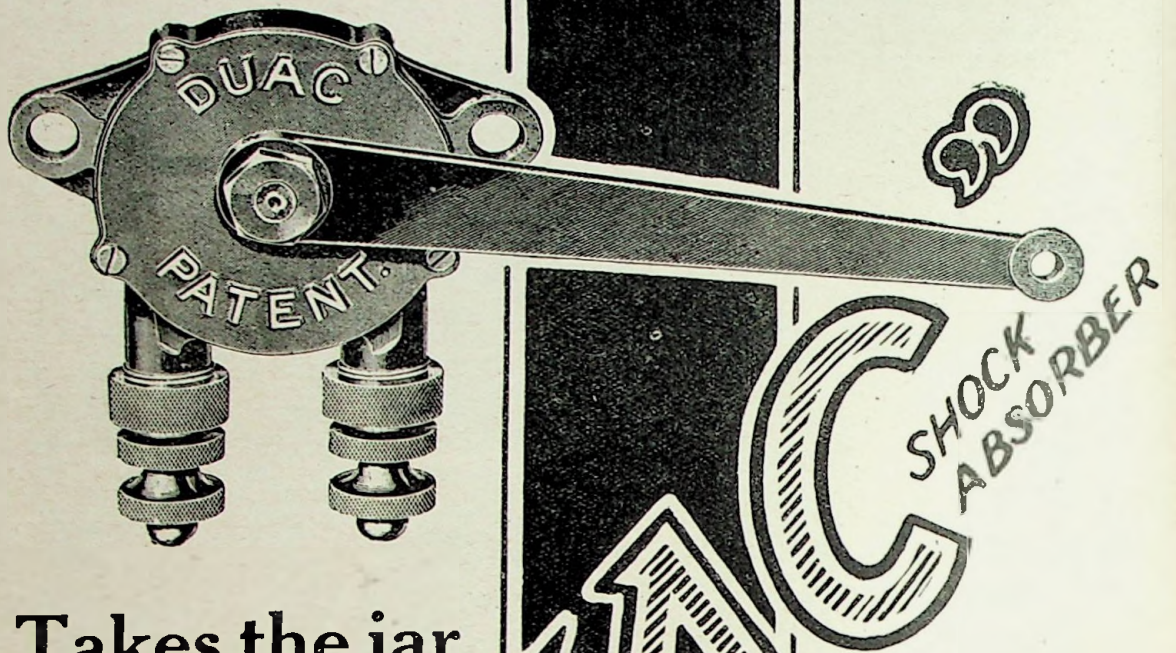
JOWETTS ARE BUILT  
TO LAST A  
LIFETIME,  
AND DO.

Short wheelbase  
2-Seater - £150  
Long ditto £165

Light Four £160  
Full Four - £167  
Saloon - - £200

# JOWETT CARS, IDLE, BRADFORD

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



Takes the jar  
from the  
Car.



By the Makers  
of the Carter  
Gearcase, 1892.

Reasons you should fit **DUACS**

British Patent, British Materials, and British Labour throughout. 12 Months' Guarantee.

Both Actions Independent and Independently Adjustable. Progressive in Action.

Write for Booklet to  
**F. HARRISON CARTER, LTD., DUNSTABLE.**



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



## A Hundred Years Ago

**A** CENTURY ago, on June 16th, 1825, Michael Faraday discovered Benzole, but little did this Blacksmith's son dream of the far-reaching effects and consequences of his remarkable disclosure, and indeed very little was done with this by-product until the Great War made such a demand on men, brains and munitions. During hostilities the production of Benzole was absorbed entirely for the manufacture of explosives. But, to-day, in the form of National Benzole Mixture this powerful agent—originally created by the sun in the Palaeozoic age—is at your service for the betterment of motoring. It is essential to ask in full for National Benzole Mixture, the motor spirit, unrivalled for performance.

A test will convince you. Fill up to-day!

No. 4.

## Scrubbing

The gases from the coke ovens (described in Advertisement No. 2) are passed into the hydraulic main and then freed from Tar and Ammonia by being passed through Tar and Ammonia Scrubbers where these are extracted. The gas, now free, goes into the Benzole Scrubbers. These are generally Tower Scrubbers (as illustrated above) filled with boards. The gas passes up the Towers and meets a stream of creosote oil which flows down. This oil dissolves the Benzole out of the gas and flows away at the bottom of the Tower, whilst the gas, free from Benzole passes out at the top. In order to obtain complete extraction several towers are used in series. In the next advertisement we will deal with the Benzolised oil from the Scrubbers and its subsequent stages.

# National Benzole Mixture

*"The world's best motor spirit"*

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

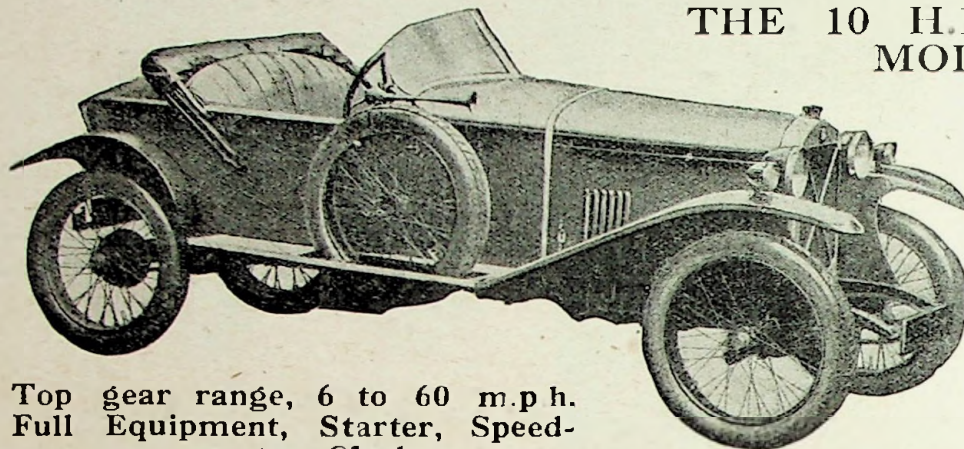
E.O.H.4

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.

B1

# THE CAR THAT WINS

The Fastest Light



THE 10 H.P. SPORTS MODEL

**£165**

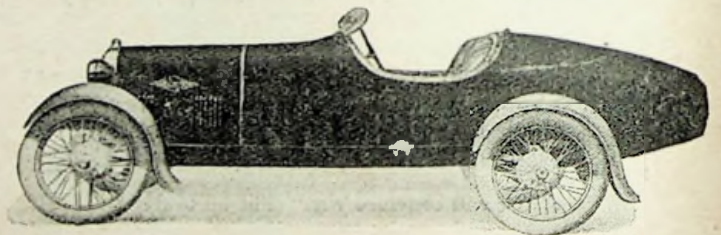
Top gear range, 6 to 60 m.p.h.  
Full Equipment, Starter, Speedometer, Clock.

Any Salmson Model may be purchased on Deferred Terms.

De Luxe 2-seater and dickey, £175

—Read what the Critics say.—

"Runabout" in the "Autocar" of March 12th, 1926, in describing the wonderful performance of a 1923 Salmson Sports in the Alps, goes on to say: "The Salmson under discussion dwells on hills that cannot be paralleled anywhere in this country.— Tornapress itself is a bowling green by comparison with them I CONSIDER ITS CONDITION AT THE END OF THREE YEARS' MOUNTAINEERING IS MARVELLOUS."



Grand Prix Model, 75 m.p.h. Special Body, £300 (Front wings move with wheels.)

*A fine Car with a brilliant rec*

SOLE LONDON DISTRIBUTORS :

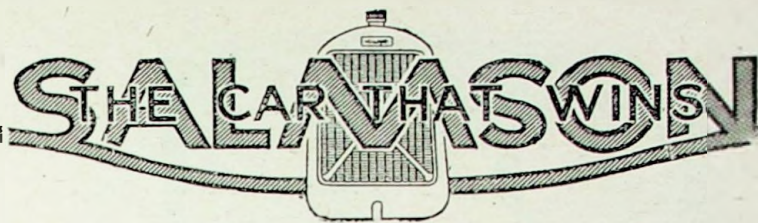
ALL MODELS ON VIEW.

**Gordon Watney & Co Limited**  
*"Part Exchange House"*

31, Brook Street, Bond Street, London, W.1.  
Mayfair 2965-6



World's  
1,100 c.c.  
Car



# OPENING OF NEW



# SERVICE DEPOT

AT

CHURCH WHARF, CHISWICK, W.4

Phone: Chiswick 3531/2

ON MONDAY, MARCH 22nd.

(All communications to be addressed to Church Wharf on and after this date)

20,000 Square Feet. Comprising  
Extensive Repair Shops, Stores,  
Assembling Shops, and Special  
Service Depot.

A good Service Station adds materially  
to the value of your car—another reason  
why your new car should be a

## SALMSON.

---



---

*ord—backed up by good service*

---



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SOLE CONCESSIONAIRES  
FOR UNITED KINGDOM  
AND BRITISH DOMINIONS:

**S.M.S., LTD.,**  
17a, Motcomb Street, (after March 29th)  
Belgrave Square, S.W. (at above address.)

AGENTS FOR SURREY  
AND SUSSEX:

**E. J. BAKER & CO., LTD.,**  
33, High Street, DORKING,  
Surrey.

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.

# HUILE DE LUXE

*Prepared in three Grades*  
ZERO - WINTER - SUMMER



— very many thanks

"Yes, a great success! Thanks for putting me on to it.

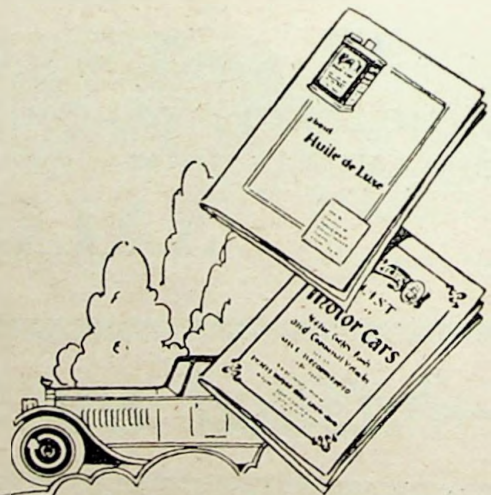
"I had been harbouring suspicions against those pure mineral lubricants for some time. Now I *know*. The first thing I noticed about this Huile de Luxe was that although it circulates freely when cold—far more so than pure mineral lubricants—it retains its 'body' when hot.

"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!

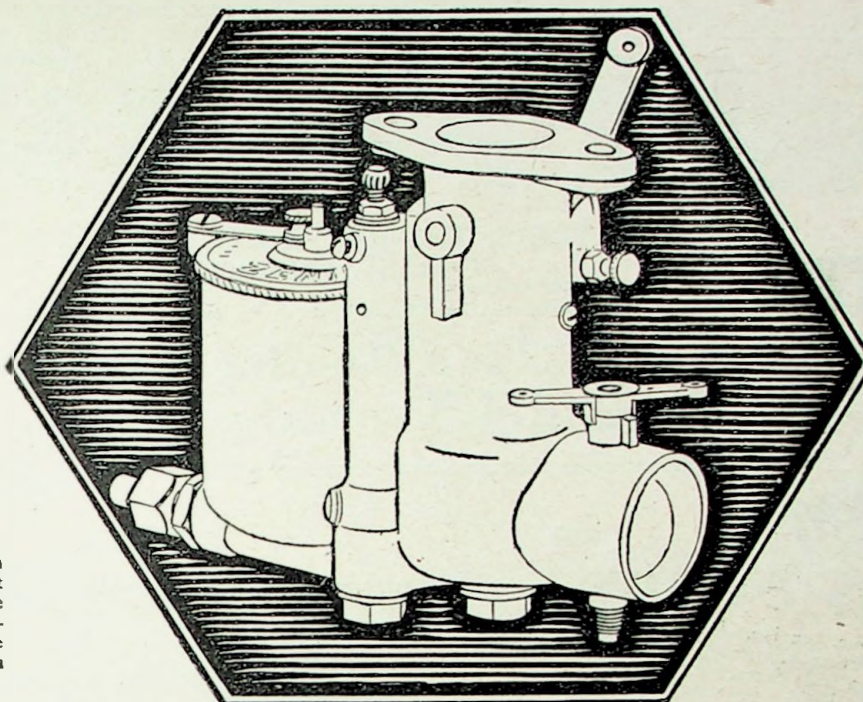
"Good-bye, and again many thanks."

Huile de Luxe is made in three grades—Zero, Winter, and Summer—differing only in viscosity (fluidity). Advice and price list free for the asking.



Let us send you copies of our booklets dealing with every variety of lubricating problem. They will assist you to secure better results.

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



That the Zenith principle is correct is endorsed by the 680 leading automobile makers of the world who fit Zenith as standard.

One month's trial  
So that you can prove our claims for greater economy are amply justified we will let you have any Zenith on one month's trial. Write for particulars and quote the year and make of your car.

## Air costs nothing — Zenith uses plenty of it

EVERY time the piston goes down and draws a great gulp of petrol vapour into the cylinder-head ready for the next explosion, a wonderful thing has happened.

Within its Zenith carburettor a few tiny drops of petrol have been mixed with fifteen times their weight of air and converted into a highly explosive gas. Too much air or too much petrol would destroy the correct balance of the mixture and impair the efficiency of the engine.

Peep inside a Zenith and appreciate something of the miracle of its wonderful Compensating Jet—the only device of its kind in the world. No matter how the running conditions vary, only the correct amount of petrol is fed simultaneously through its two nozzles. Not too much and not too little.

Two nozzles? Yes, that is how

Zenith uses its great fundamental principle of the Compensating Jet. For while the engine speed is high and its increased suction would normally create too rich a mixture, the second jet automatically thins it down. On the other hand, when the engine speed is low and the suction from the main jet is weak, the second jet supplements it.

And so it goes on—a lynx-eyed magician watching to see that every drop of petrol is diluted with the maximum amount of air.

Petrol costs money—air costs nothing. Fit a Zenith and immediately you'll appreciate its greater economy. More miles to every gallon—because it uses more air. And what enjoyable, exhilarating miles, too, with the knowledge that carburettor troubles are things of the past.

British-made

# ZENITH

Carburettor

Advertisement of Zenith Carburettor Co., Ltd.  
40/44 Newman St., London, W.1.

4900

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

B5

# Bayliss Thomas



**R**OAD performance — lively spurt, or steady pull; four up or running light; speedy cornering with perfect safety—and always sweet running with finger-light control.

Economy — Bayliss Thomas is simply another way of saying low upkeep costs! Petrol consumption astonishingly low—oil about 2,000 m.p.g. and an initial outlay entirely discounted by Bayliss-Thomas efficiency.

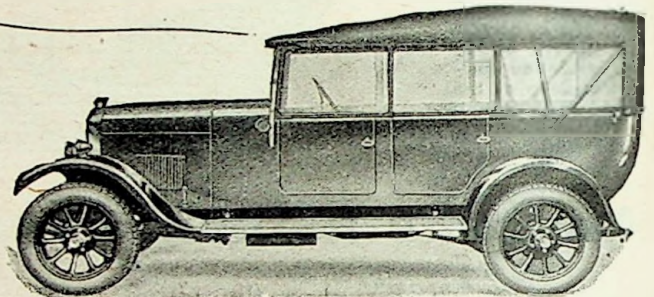
**BAYLISS, THOMAS & CO.,** Proprietors: The Excelsior Motor Co., Ltd.,  
**TYSELEY, BIRMINGHAM.**

Phone: 277-8 Acocks Green. Wires: "Monarch, Haymills." Irish Representative: Geo. Ellis, Cabra Motor Works, Everton Avenue, N.C.R., Dublin.

**10/22 h.p. Touring 4-Seater.**  
**£235** *Write for details of all models.*

## SPECIFICATION

OH.V. 1247 c.c. engine, Lucas electric lighting and starting. Extremely comfortable body with three wide doors. Dunlop cord balloon tyres. Rigid side screen opening with doors. Self-starter, speedometer, spare wheel and tyre, windscreen wiper, grease gun, electric horn, tin of Castrol, inspection lamp and complete kit of tools.

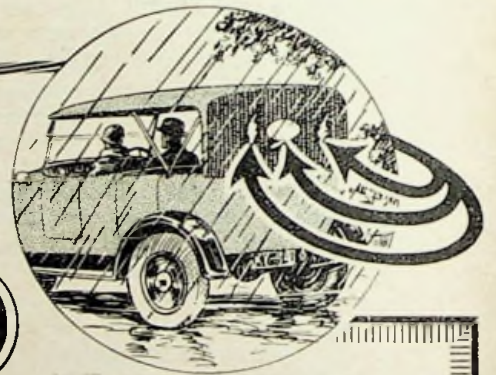


*Half-a-No!*

That Hood leaks and makes it mighty uncomfortable in wet weather.



# OSCO



*Makes old hoods new again.*

## RENOVATOR PAINT

**ABSOLUTELY WATERPROOF**

Made in

Khaki, Grey, Black and Navy Blue.

One coat of Osco Renovator Paint will make your old hood as good as new again. Easily and quickly applied, it gives a smart appearance.

It is flexible, washable and **ABSOLUTELY WATERPROOF**  
2 to 3 Seater, Quarter Gallon 9/3; 4 Seater, Half-Gallon 18/-; Large Cars and Side Curtains, 35/-  
**ASK YOUR GARAGE-OWNER FOR IT.**

*If unable to obtain, write direct to the manufacturers, enclosing the necessary remittance and your order will be sent by return of post.*

SOLE MANUFACTURERS:

**OWEN BROTHERS & Co., Ltd., HULL, Eng.**

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

8.3

# RENAULT



8.3 h.p. 4-seater Torpedo, £219

## “Power-Weight Ratio”

THE 8.3 h.p. Renault is not a pound heavier than it need be. But it is not an ounce too light. Some cars weigh surprisingly little in proportion to their horse-power. But this must mean some sacrifice of safety.

The Renault has never been pared down merely to save weight. It has an engine which develops and retains plenty of power, transmission capable of turning all that power into useful work, and a chassis that does not wince when severely stressed. We feel strongly that these things matter most.

The fact that some car has a startling power-weight ratio—on paper—isn't much help to a driver stranded on Salisbury Plain through serious mechanical trouble. But you can always rely on the Renault—implicitly

*Price (including four-wheel brakes):*

8.3 h.p. Two-seater with dickey	£219	8.3 h.p. Four-seater Torpedo	£219
8.3 h.p. Clover-leaf	£219	8.3 h.p. Saloon	£269

*Literature may be had free on request.*

RENAULT, LTD. Showrooms: 21, PALL MALL, S.W.1.  
Head Office and Works: 14, SEAGRAVE ROAD, WEST BROMPTON, S.W.6.



### Special Renault Local Shows

Special Shows of latest Renault models will be held at the following Agents:

*Until March 20th*

THEO & CO.,  
32, Tarleton Street, Liverpool.  
CAVENDISH MOTOR CO.,  
Holywell Road, Chesterfield.

*From March 15th to March 27th*

*inclusive*  
ROCK, THORPE & WATSON,  
62, Cravenor Rd., Tunbridge Wells.  
ADAMS & GIBBONS,  
St. Thomas St., Newcastle-on-Tyne.  
R. BAMBER & Co., Ltd.,  
33, Liverpool Rd., Birkdale,  
Southport.

*From March 29th to April 10th*

NORMAN COATES,  
Market Street, Leicester.  
KING & VOKE,  
Henleaze Rd., Westbury-on-Trym.  
JAMES VINCENT,  
Market and Vicarage St., Yeovil.

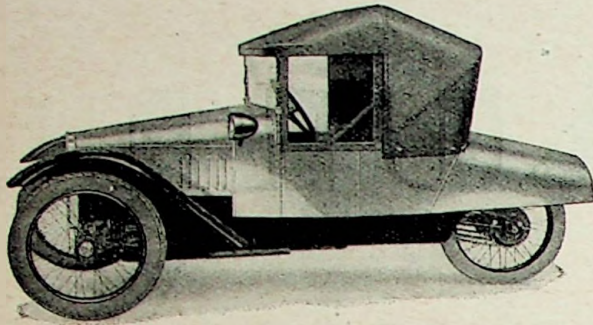
*Watch Renault advertisements for dates of Special Shows in your district.*

An additional Service Station of 64,000 square feet floor space is now open at Westfield Road, Acton, W., for the benefit of Renault owners.

\*Phone: Chiswick 3250-3251

## BUILT TO LAST A LIFETIME

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



# A Trial run

which we will gladly arrange to suit you, is proof that we have confidence the

## OMEGA THREE-WHEELER

will live up to the claims we make for it. Wherever you may live we will arrange a demonstration. You can then prove for yourself that the Omega is built on sound lines and is a great improvement on anything previously offered in this class of car. Among the outstanding features which you will notice are the

**WEATHERPROOFING**  
**ROOMINESS**  
**PERFECT SPRINGING**  
**CONVENIENT CONTROLS**  
**EFFICIENT BRAKES**  
**HANDSOME APPEARANCE**

50 miles an hour and on a gallon of petrol. Surely the last word in economy consistent with absolute reliability and comfort. Why spend Easter at home thinking where you would like to go—jump in the Omega and go where you wish. Get busy on that trial run to-day. A postcard will bring you our catalogue.

Popular Model £95  
De Luxe „ £110  
Family „ £115

You will be satisfied if you decide to pin your faith on

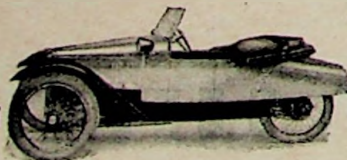
THE

# OMEGA

THREE-WHEELER

MAY WE ARRANGE A  
DEMONSTRATION FOR YOU?

W. J. GREEN  
LTD.



Omega Works,  
COVENTRY.



## Power AND Comfort

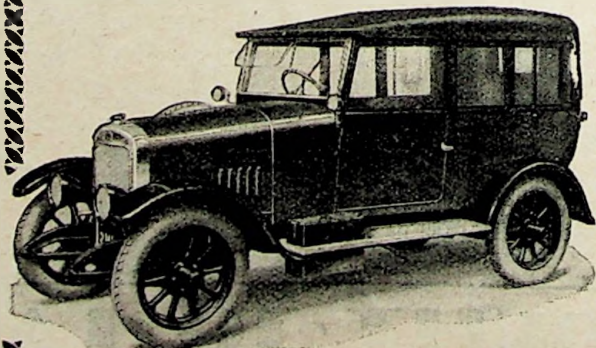
The moment you enter a 10-30 h.p. Cluley Four-seater you sense the difference from other cars—the seats look more comfortable—more length for the tall man and width for the big man. Those who are accustomed to a light car are always astonished at the power the Cluley engine gives—there is no need to coax the Cluley up any hill—there is ample power for any test you care to give it. That is why a Cluley is so delightful to drive—there is always ample power in reserve. The car is always steady and under control at all speeds. For these and other reasons—not least its engineering excellence—the Cluley has established a reputation as a “class” car, and yet it costs little more than the mass-produced article. Wouldn't YOU like a car of distinction like the Cluley? Write for a Catalogue and get to know more about it. CLARKE, CLULEY & CO., GLOBE WORKS, COVENTRY. London Agents: Hayes Ltd., 342 & 344, Euston Rd., N.W.1.



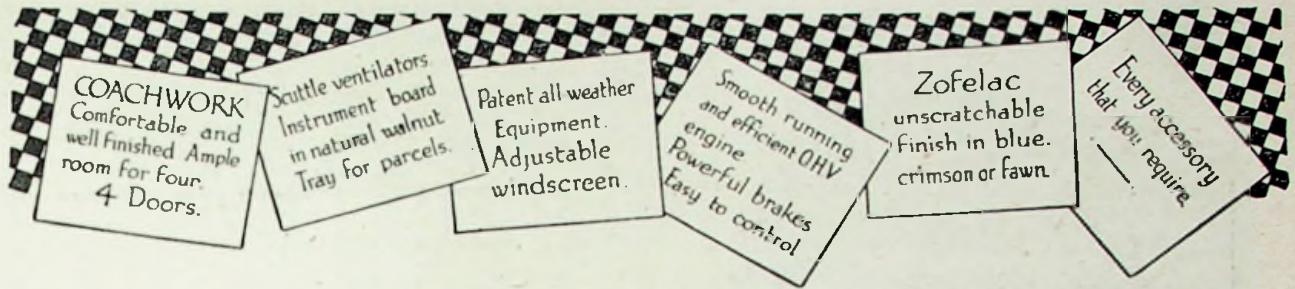
10-20 h.p. 4-cylinder, Two-Seater, £225.

10-20 h.p., 4-cylinder, Four-Seater, £235.

Dunlop Tyres fitted as standard.

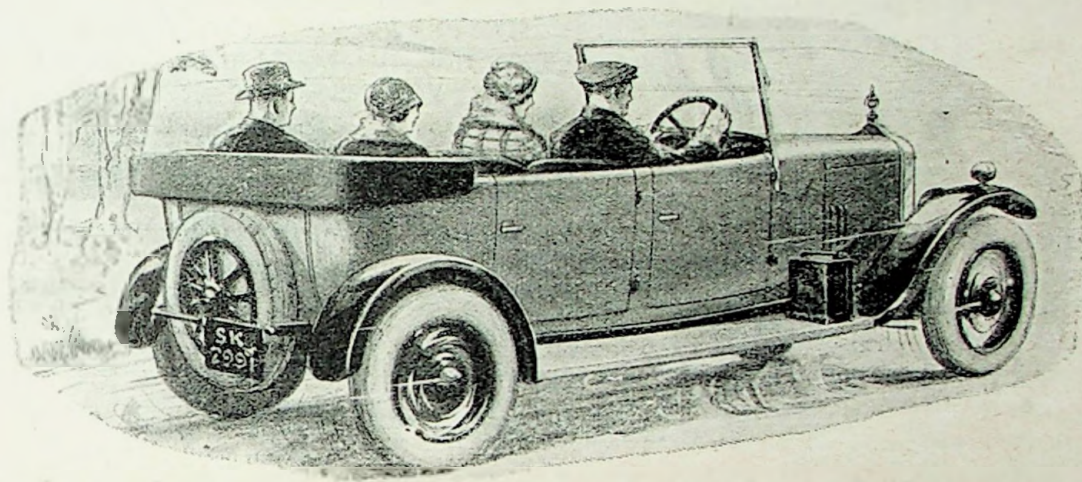


READERS, NOTE.—It assists the small car movement and the advertiser, and ensures you prompt attention, to mention “The Light Car and Cyclecar” in your enquiries.



# No Equal in QUALITY

at the price—£225



EVERY detail of it makes the 'Knowle' 4-Seater "Standard" a car that looks and performs like a car of much higher cost. It has no equal in quality at its price—£225. Study its features. Chassis

and coachwork alike reveal thoroughness in design and workmanship. And behind it stands the "Standard" reputation for long life, no trouble, and low upkeep expense. Write for particulars or ask your agent.

# The All British Standard

11 h.p. 'KNOWLE' 4-SEATER

Other 11 h.p. models from £225.  
Dunlop Cord Tyres (Balloon or Standard).  
All Standard Open Cars are now finished in the Zofelac Cellulose Process. Colours: red, blue and fawn.  
The Standard Motor Co., Ltd., Coventry.  
London Showrooms: 49, Pall Mall, S.W.1.  
Agents Everywhere.

“COUNT THEM ON THE ROAD”

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



# EWART WHEEL DISCS

Made to suit all cars

AUSTIN SEVEN,  
SALMSON, STANDARD,  
CLYNO, JOWETT,  
WOLSELEY, etc.

Illustrated Booklet showing complete  
range and prices sent on application  
FOR YOUR NEW CAR SPECIFY  
EWART WHEEL DISCS

## EWART & SON LTD

346-50 EUSTON Rd LONDON N.W.1  
Established 1834

## THE MERITORIOUS

# GWYNNE CARS


**GWYNNE 8/24 H.P.**

WINNER OF THE PREMIER AWARD  
ROYAL AUTOMOBILE CLUB'S  
1,000 MILES SMALL CAR TRIALS.

Petrol, 45 m.p.g. Oil, 1,000 m.p.g.  
Speed, 55 m.p.h.

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**GWYNNE CARS Ltd.,**  
Church Wharf, Chiswick,  
LONDON, W.4.



**GWYNNE 8/24 H.P.**

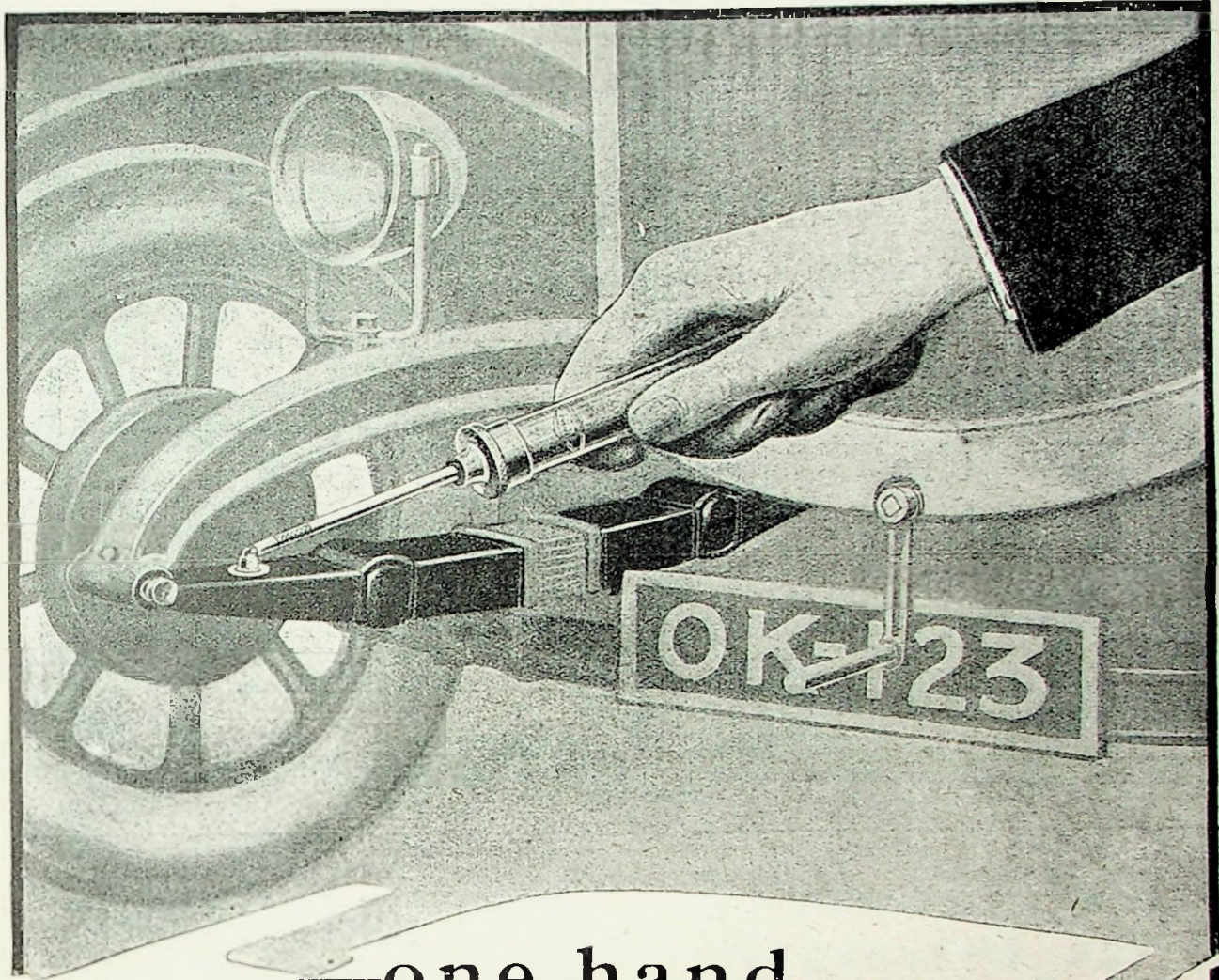
4-Seater de Luxe - £225  
2-Seater de Luxe - £225  
Special Sports - £285

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'Grams - "Gwynne Cars, Chiswick."  
'Phone - - - Chiswick 1780-1781.

*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.*





—one hand  
 —one push  
 —that is all  
 to Lubricate the entire Spring  
 THE WICK TUBE DOES ALL THE REST.

Keep Your Car  
 in Perfect trim  
 by Fitting—



Our FREE Illustrated  
 List, No. 45L, gives  
 the reasons—  
 —Send for it NOW.

**RAMSDENS (HALIFAX) LIMITED,**  
 147/9, GREAT PORTLAND STREET, LONDON, W.1.  
 Telephone—Langham 3122-3123 (Two Lines.)      Telegrams—"Jeavogaita, Phone, London."  
**FACTORY — HALIFAX — ENGLAND.**

As Manufacturers of the following, we should be pleased to send particulars on request, for Fabram Radiator Covers,  
 Tool Bags and Rolls, Dust Sheets, Wheel Covers, etc

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

Buy  
British  
Goods  
for  
they are  
the  
BEST  
◆  
"CHEMICO"  
Car Polish

—still stands alone  
as

1.  
A Car Cleanser and Polish combined.
2.  
A time saver. A car can be cleaned in 20 minutes.
3.  
An economical polish. A 2/- bottle will clean and polish a car 30 times.
4.  
A brilliant polish and especially suitable for cellulose finishes.

◆  
*If you have not tried this speedy, brilliant polish, send direct to us for a liberal testing sample sent POST FREE.*

THE COUNTY CHEMICAL CO., LTD.,  
CHEMICO WORKS,  
BIRMINGHAM.

## With Crowds of New Drivers on the Road

—you need more than the protection of your own safe driving. Fit a Ber-kel Spring Bumper and save your car from damage in minor collisions through others' negligence. The Ber-kel is sprung to absorb the shock of an impact. It will save many a damaged Radiator—and it gives a note of elegance to any car.

### The BER-KEL BUMPER

can be fitted in 15-30 minutes without drilling. Obtainable direct from the manufacturers. Models suitable for MORRIS and AUSTIN '7' actually in stock. Others to order. Write for prices.

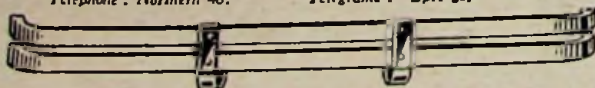
**Richard Berry & Son**  
SPRINGING (COMFORT) SAFETY

(Proprietors: J. Brockhouse & Co., Ltd.)

Alma St., Birmingham.

Telephone: Northern 48.

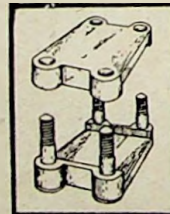
Telegrams: "Springs, B'ham."



## Save the springs - Save the Car.

E. C. R. writes from Dulwich:

*"The 'Anti-Bounce' Clips have now been fitted and the results are excellent. Have given the car a good trial over rough and bumpy roads. It is now a pleasure to take these roads. The Clips are splendid."*



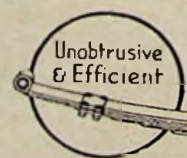
### The STOTT ANTI-BOUNCE

Shock Absorbers not only improve the riding comfort of the car, they increase the effective efficiency of the Springs and lengthen the life of the car. The Stott Anti-Bounce is the simplest form of shock absorber, 50 to 75% cheaper than the ordinary types. Built by spring experts—and, therefore, fundamentally right. Send for interesting Booklet with full information free on application.

Prices from 11/6 per pair 1½" wide. Mention make and year of car when ordering.

**Richard Berry & Son**  
SPRINGING (COMFORT) SAFETY

Mafeking Rd., Smethwick.  
(Proprietors: J. Brockhouse & Co., Ltd.)



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

# SWIFT

"Ivaleo,"  
24, Sandford Street,  
Swindon,  
Wilts.

It will take  
some  
beating !

4th November 1925

Messrs. Swift of Coventry Ltd.,  
C O V E N T R Y

Dear Sirs,

I am the proud possessor of a 1925 model 10 h.p. Swift four-seater Car which I purchased in March last. As a motorist of over 20 years, I feel I must compliment you on having turned out such a fine production. The general running of the car gives every satisfaction. Already I have done 3,500 "trouble-free" miles. The Engine has behaved perfectly under all conditions. Its power is amazing, it fairly "eats" hills on second with full load. I have "decarb'd" at 3,000 but really I believe that it would have gone on for double that distance.

I am really enthusiastic about my car and can thoroughly recommend it (as I have already done with fruitful results) to any motorist who appreciates a comfortable, speedy and thoroughly efficient yet economical Family Car. It will take some beating.

Yours faithfully,

(Signed) C. W. KNIGHT

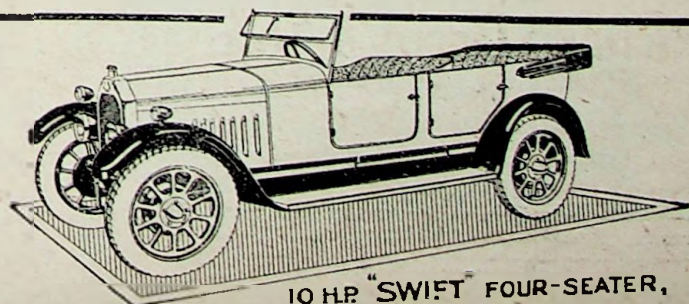
This is typical of the enthusiasm which the Swift inspires in all motorists. Let your next car be a Swift and you will realise why owners are so completely satisfied.

10 h.p. Four-seater .. £235  
10 h.p. Two/Three-seater .. £235  
10 h.p. "Quinton" Saloon £285

Ask for Illustrated Art Catalogue and name of our nearest Agent.

Manufacturers:  
SWIFT OF COVENTRY, LTD.,  
COVENTRY

London Showrooms, Repair & Service Depot:  
134-5, Long Acre, W.C.2 (one minute from Leicester Square Tube Station).



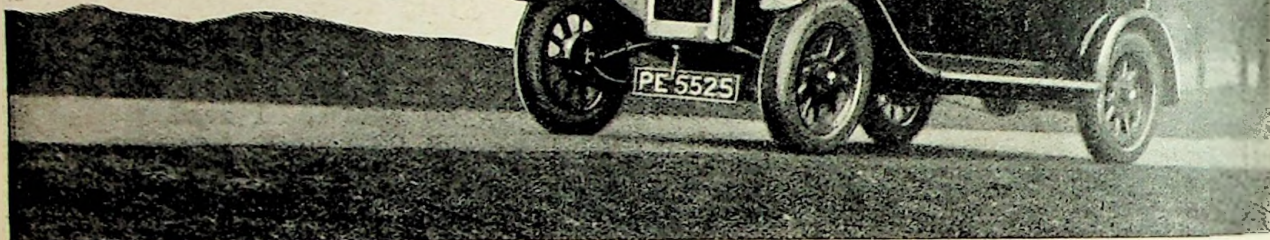
10 HP "SWIFT" FOUR-SEATER,

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

# Lagonda On Top—always—

**I**N comfort—in reliability—in performance—and as a value-for-money proposition the All-British 12/24 h.p. Lagonda is unequalled in its class. Its wonderful "top" gear performance renders it a delightful car to drive under all conditions—either in traffic, where its flexibility reduces gear changing to a minimum—or on the open road, where its hill-climbing abilities enable a higher average speed to be maintained over long distances.

Write for Catalogue No. 26c.  
**LAGONDA LTD.,**  
 London Showrooms and Service Depot:  
 195, Hammersmith Road, London, W.6.  
 Phone: Riverside 3342-3343.  
 Head Office and Works: Slains, Middlesex.



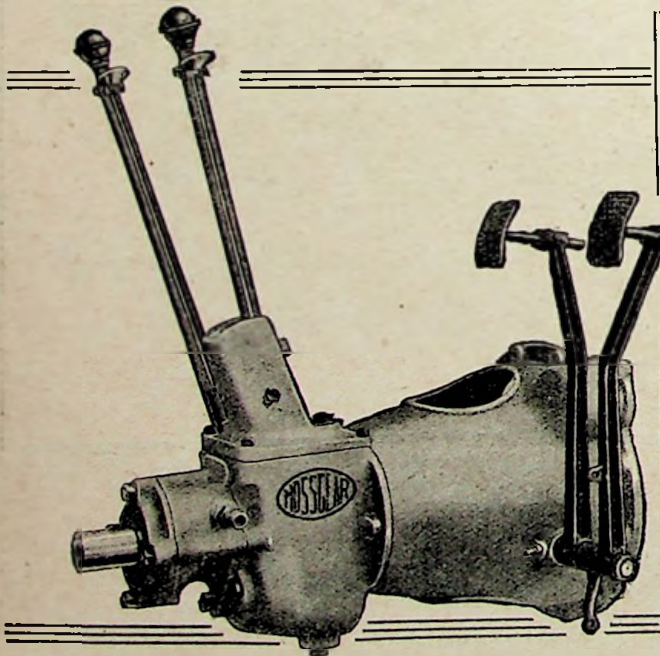
## 12/24 h.p. Models.

New Prices.

The All-weather Touring Model "L.C." .. £285

The Saloon Model "S" (as illustrated) .. £345

## Another MOSS Development.



**H**ERE is a Moss Three-speed Gearbox which embodies all the latest advances in gearbox practice, and one which, by virtue of its quality and efficiency, merits the very serious consideration of all Manufacturers who are able to incorporate a box of this type in their products.

Only the finest and most suitable materials are used in its construction, which, combined with accuracy of machining and correctness of assembly, make for the maximum service and the almost total elimination of noise.

It is fitted with a special device to prevent two speeds being in mesh together. Sliding gears operate on ground splined shaft and layshaft gears run on renewable Phosphor Bronze Bushes. Ball Bearings are fitted on mainshaft and primary shaft and, above all, the box is PERFECTLY OILTIGHT.

TYPE G1700/3. THREE- or FOUR-SPEED GEARBOX. Suitable for engines up to 1700 c.c. Supplied complete with clutch housing to suit No. 5 S.A.E. engine end, clutch operating mechanism and universal joint with housing for assembly with propeller shaft and tube. Neat enclosed spiral gears for positive speedometer drive. Easy operating brake and change speed levers.

**THE MOSS GEAR CO., LTD.**  
 Aston Manor, Birmingham.

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

# Victory Cup and EVANS CUP WON ON PRATTS

by Mr. H. B. Denley driving a 10 h.p. Rhode Car, using only Pratts, captured the Victory Cup and Evans Cup in the Victory Cup Reliability Trials.

also

PREMIER CUP won by Mr. G. Stannard on a 246 Grindlay Peerless.

HENLEY CUP won by Mr. Geo. Rowley on a 348 A.J.S.

DUKE CUP won by Mr. G. Goodman on a 493 Sunbeam.

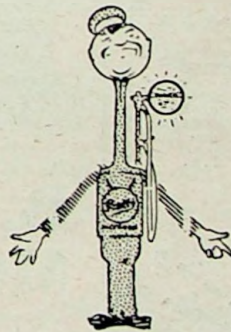
OLAI CUP won by Mr. Graham Walker on a 347 Sunbeam and sidecar.

MIDLAND CUP won by Mr. N. P. O. Bradley on a 493 Sunbeam and sidecar.

JENNENS CUP won by Mr. W. V. Beach on a 348 Velicette.

HACKETT CUP won by Mr. S. H. Jones.

TURNER CUP won by Mr. S. Jackson on a 348 A. J. S.



*On Top in all Road Tests*

D. A. 683

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

THE QUALITY FLAG

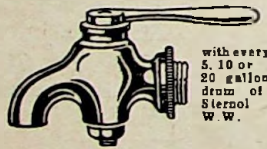


A Guarantee of Quality behind every Gallon of Sternal you buy

THE famous Quality Flag sets the highest standard of Quality in Motor Oil it has yet been possible to attain.

Every 5, 10, or 20 gallon Drum of Sternal W.W., every gallon tin, bears the Sternal Quality Flag. Not as a mere decoration, but as a definite guarantee that the oil inside has passed unusually exacting tests for its lubricating properties under the hardest conditions.

When you next buy Oil, buy **FREE BRASS TAP** Sternal. Whether you buy a drum—for economy, cleanness and convenience—or a gallon tin, remember you are buying for your Engine *more miles of cleaner, smoother, noiseless running—more power, no smoke, no smell.*



with every 5, 10 or 20 gallon drum of Sternal W.W.

**STERNOL**  
W.W.  
MOTOR OIL

"MAKES ENGINES PURR LIKE PUSSIES."

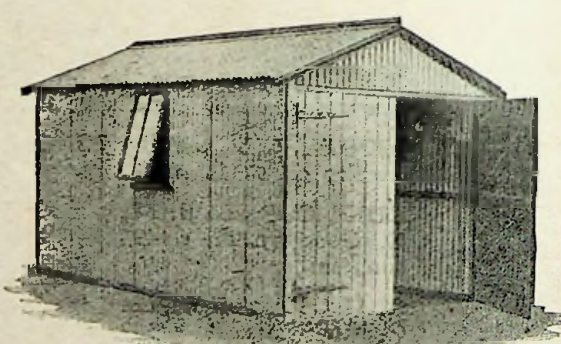
**Use this Coupon if Garage out of Stock.**  
To STERN'S LTD., Royal London House, Finsbury Square, E.C.2.  
Please see I am supplied with 5-gallon Drum of Sternal W.W.  
(Medium or Heavy) with **FREE BRASS TAP.** I enclose  
cheque for 28/9 (Medium); 30/- (Heavy).  
Name \_\_\_\_\_ Address \_\_\_\_\_ Usual Dealer's Name \_\_\_\_\_  
"L.C."



The Garter that has stood the test of time and all weathers  
Fitted for Oil or Grease Lubrication as preferred.

*The Garter you will Eventually Buy*

**W. DICKINS & CO. LTD.**  
TELEPHONE 178. PATENTEES & MANUFACTURERS.  
CROSS CHEAPING, COVENTRY.



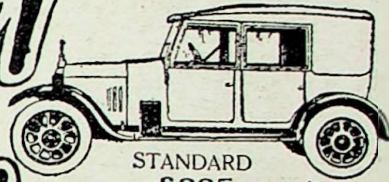
**B. & P. URBAN MOTOR HOUSE**

Designed specially to comply with the By-Laws of Urban District Councils. No. B.217. CASH PRICE.  
Size 14 ft. x 8 ft. x 6 ft. 6 in. high .. **£16:15:0**  
Carriage Paid to Stations in England and Wales.  
Full particulars of this and larger size on request. Leaflet 629.

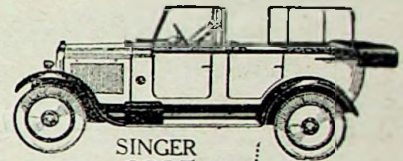
**Boulton & Paul Ltd**

Telegrams BOULTON NORWICH NORWICH Telephone NORWICH 851 (5 lines)  
LONDON OFFICE 135-137, QUEEN VICTORIA ST. E.C.  
Telegrams Boutique Cent London Telephone 4642 Cent

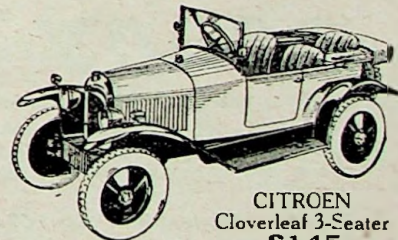
# Choose before the Easter Rush!



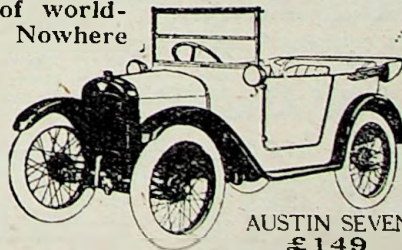
STANDARD  
£225



SINGER  
£225



CITROEN  
Cloverleaf 3-Seater  
£145



AUSTIN SEVEN  
£149

But make your choice at  
**RATCLIFFE BROS.**  
Forty Cars in stock at  
exceptionally low prices

INCLUDING THE FOLLOWING:

AUSTIN. CITROEN. CLYNO. HUMBER.  
JOWETT. LEA-FRANCIS. MORGAN. ROVER.  
SINGER. STANDARD. TALBOT. WOLSELEY.

Nowhere else will you get a finer choice of world-famous cars with models for every need. Nowhere else will you get more accommodating terms of purchase, liberal allowance for your old car, finer driving tuition or more complete service. Call and verify our statements, it places you under no obligation.

**WE CAN GIVE IMMEDIATE DELIVERY**

Send for our Second-hand Car List.

*Deferred Terms.  
Part Exchange.  
Free Tuition.  
Service after  
Purchase.*

Take the first step—  
Call or write for  
Catalogues to-day.

**SHOWROOMS.**  
**200, G<sup>T</sup> PORTLAND STREET, LONDON, W.1.**

TELEPHONE:  
MUSEUM 8603

HEAD OFFICE & WORKS.  
FRINTON-ON-SEA, ESSEX

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.

# WARD & CO.

SPECIALIZING IN AUTO EXCHANGES  
 Have several Guaranteed Cars for Disposal  
 CASH. EXCHANGES. DEFERRED PAYMENTS.  
 DEALS EFFECTED WITHOUT DELAY.

## A Few from our Stock

A.B.C., 1926 super sports, brand new, equipped as per makers' specification, 75 m.p.h., a revelation for performance.  
 1924 A.B.C. sports, dynamo lighting, very small mileage, guaranteed condition throughout. **78 Gns.**  
 fast  
 1922-23 A.B.C. sports, Gordon England racing type body, outside copper exhausts, Bonniksen **65 Gns.**  
 speedometer, extremely fast  
 1922 A.B.C. Regent, dynamo lighting, 2-door body and dickey, grease-gun lubrication, first-class order throughout. **£52 10s.**  
 1923 A.B.C. Regent, double roller crank, repainted, side screens, good hood, good tyres, **70 Gns.**  
 excellent condition throughout.  
 1921-22 A.B.C. sports 2-seater, dynamo lighting, good tyres, in first-class condition throughout, taxed. **45 Gns.**  
 CLYNO, 1924, 4-seater, self-starter, clock, speedometer, good condition throughout **100 Gns.** or exchange

FIAT, 4-seater, 1925, 10-15 h.p., balloons, just completely overhauled, repainted, small mileage. **200 Gns.**  
 guaranteed condition  
 G.N., 1924 model, 4-cylinder, 2-seater and dickey, dynamo lighting, recently repainted, fast **62 Gns.**  
 first-class order throughout  
 G.N., 1921, dynamo lighting, 2 headlamps, side screens, dickey, safety hub caps, many extras. **29 Gns.**  
 first-class order throughout  
 MORGAN, 1922 Grand Prix, water-cooled Blackburne, dynamo lighting, 5 lamps, special chassis, fast and sound **59 Gns.**  
 ROVER "9," 1925, 4-seater, balloons, speedometer, etc., in first-class order **125 Gns.**

## CARS PURCHASED FOR CASH

51, UPPER RICHMOND ROAD, EAST PUTNEY, S.W.15  
 'Phone: Putney 2818-2819

# 10,000 Miles — not one penny for Repairs

ONE appreciative Singer owner says:—  
 "I have just completed 10,000 miles, and, apart from adjustment of the carburetter, have not spent one penny in repairs or renewals.

"Petrol consumption about 40 to 45."

This is typical of the many letters we are constantly receiving regarding the surprising performance of the efficient Singer.

The coachwork and equipment will really surprise you.

Rigid side screens convert the car into a Saloon, or act as side screens and rear screen

if desired, complete with storm apron.

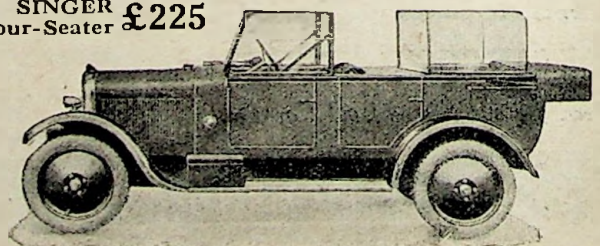
A long roomy body seating five in comfort—adjustable driving seat—real leather covered pneumatic upholstery—cover for hood and spare wheel—12 volt electrical equipment—two horns—spring gaiters—reinforced Dunlop balloons, and the front wheel brakes, are but a few of the points that will immediately convince you that the Singer is indisputably the best value for money.

We would like to arrange a trial run on any Singer Model, or send you a catalogue by return of post.

Generous allowance for your old car, and convenient financial terms arranged in strictest confidence.  
 Over 50 New Cars in stock to choose from.

Other Models.  
 10/26 h.p. De Luxe Two-Seater £225  
 10/26 h.p. Saloon . . . . . £280

10/26 h.p. SINGER £225  
 De Luxe Four-Seater



SOLE LONDON DISTRIBUTORS:

**H. B. COOK, LTD.,**  
 202, Gt. Portland Street, London, W.1

Phone—Mayfair 3314 (3 lines).

'Grams—"Runabout, London."

Woodwright.

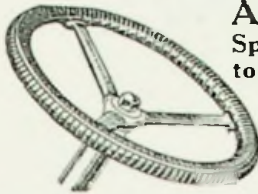
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.



# GAMAGES

## will Supply Your Easter Touring Wants

**AT THE PRICES YOU WANT TO PAY!**  
 Special Show of Touring Needs at Holborn this Week. If unable to call, order by post on our Moneyback Guarantee.

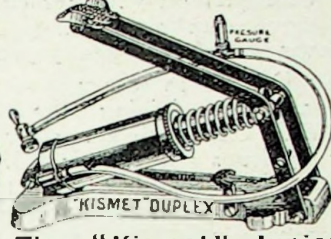


**Steering Wheel GRIPS.**

The "John Bull" Steering Wheel Grips add greatly to the comfort of driving and ensure a firm grip of the wheel. Get one and drive with more safety. Nicely made and finished and of very good quality. Fit one on your wheel this Easter. Price **7/6** Post 3d.  
 With so little time before Easter early ordering is strongly advised.



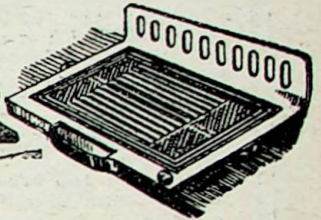
**"CARRY-ON" CASE**  
 Consists of a box measuring 12 1/2 x 7 x 6 1/2 in. high, containing 2 cans, one to hold one gallon of petrol and the other half-gallon of lubricating oil. Fitted with patent press caps. Price **25/-** Carr. paid.



The "Kismet" Junior **FOOT PUMP.**  
 Two-stage action, giving double power and ease of operation. Well made and finished throughout. Price **40/-** complete in wooden box. "Duplex" Model 58/6.



**Petrol Brush**  
 Quickly and safely removes dirt and grease from soiled clothes, car, upholstery, etc. Simply fill with petrol and brush the article to be cleaned. Price **12/6**



**STEPMAT & VALANCE PROTECTOR**  
 and FOOTSCRAPER Combined. Most usefully designed and well-polished frame of cast aluminium, fitted with best quality non-slipping Rubber Mat. SIZE 12 x 8 in. POST FREE. PRICE **10/6**  
 SIZE 13 1/2 x 9 in. POST FREE. PRICE **12/6**

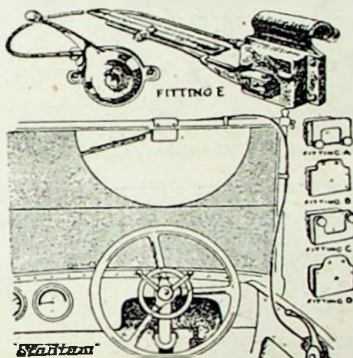
**LUGGAGE COVERS.**

In extra strong material. **GUARANTEED WATER-PROOF.** Pined edges and fitted with eyelets for fastening.  
 Size 6ft. x 9ft. 7ft. x 6ft. 9ft. x 6ft.  
 In Strong Black Pinned Material **22/6 32/6 42/6**  
 In Strong Khaki Drill Material **19/9 25/6 31/6**  
 Any special size made to order.

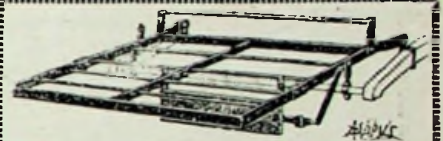
**Web Straps for Luggage.**

18 in. long **1/3** 30 in. long **1/6** 36 in. long **1/9**  
 42 in. long **2/-** 48 in. long **2/3** 60 in. long **3/6**

**SCREEN WIPERS.**

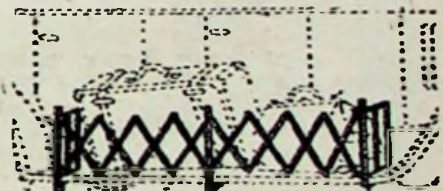


**Mechanical Screen wiper**  
 Operated through length of Bowden wire. One pull of the lever wipes a complete half-circle, and on the release automatically gives a return wipe to rest parallel with the top of the screen. Supplied with lever for side door or steering column with any one of the following fittings:—  
 A. To screw on top rail or windscreen frame.  
 B. To clip on top of plain glass-edged screen.  
 C. To clip on bottom edge of upper panel of hinged-top double screens.  
 D. To screw on to wood-framed screens. Please state fitting required. Post free. Price **12/6**  
 Model No. 777. Single arm for exterior wipe. Nickel-plated or polished brass. Complete



**EASYFIT LUGGAGE RACKS.**  
 Have one fitted to your Car right away. Besides being efficient Luggage Racks, they also serve as an excellent Rear Buffer, thus saving damage to Car. To fit any make of Car. Prices from **35/-**  
 Special Model for Austin 7 **20/-**

**Collapsible Luggage Grid.**



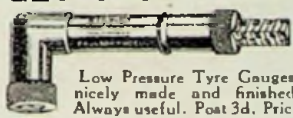
Absolutely the latest way of carrying extra luggage. No matter how rough the road your cases are quite secure and run no risk of falling off. The grid is easily and quickly attached to the running board and is telescopic, so that it can be adapted for any length required. Folds up into a small space when not in use. To fit any car. Price **30/-**  
 Order right away to secure in good time for Easter.



**THE STADIOSCOPE.**

Genuine optical ground lens mirror. Double coat of silvering with special waterproof backing. Size of mirror 6 1/2 x 3 in. Fittings:—  
 A. Clamp for round, square, or oval windscreen section of that design.  
 B. Flat Plate for bolting to windscreen.  
 C. Rectangular clamp for windscreen section of that design.  
 D. Special 'D' shaped clip for American cars. Please state fitting required. Price **17/6**

**GET THIS TYRE GAUGE.**



Low Pressure Tyre Gauges, nicely made and finished. Always useful. Post 3d. Price **6/-**

**Special Offer 50 Only**  
**700 x 80 TYRES OF BEST MAKE**

Large Section, Cord Construction. Heavy Rubber Non-Skid Tread, bearing Maker's Guarantee. SIZE 700 x 80. Our Price while Stock lasts, Each Carriage extra. Usual Price 67/6.

**57/6**

**A. W. GAMAGE, Ltd., HOLBORN, LONDON, E.C.1**  
 And at **BENETFINK & CO., LTD., CHEAPSIDE, E.C.2.**

**The  
OWNER-  
DRIVERS'  
CLUB**

Ltd.

is founded with a view to effecting substantial economies in the cost of motoring to the owner driver.

Its activities, extending as they do throughout the length and breadth of the United Kingdom, enables it to offer a Service that is unique. Prominent amongst its advantages is the assistance it can offer on the road, in the garage and in the repair depot.

A postcard brings  
: particulars :

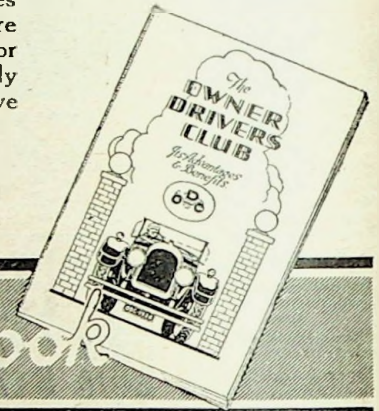
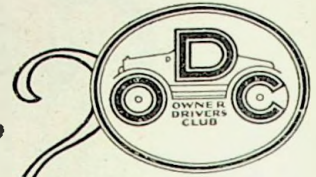
P. 46.

*Does your car  
carry this badge*

*The* **OWNER-DRIVERS  
CLUB.**

**T**HE Badge of the O.D.C. displayed on your car ensures care-free running in whatever part of the country you may be. Owner Drivers in every part of the Kingdom are joining the OWNER-DRIVERS' CLUB—their number increases daily by leaps and bounds. If you are not already a Member, send to-day for this free booklet, which explains fully the functions and benefits of this exclusive organization.

**THE OWNER-DRIVERS' CLUB,  
LIMITED,**  
Executive Offices: Criterion Buildings,  
PICCADILLY CIRCUS, LONDON, W.1.



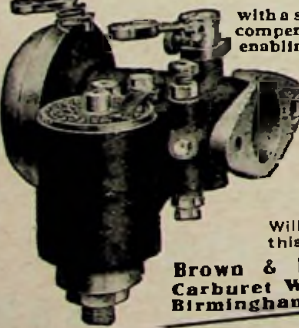
*Write to-day for this book*

**Some New Principles  
in Car Carburation**

resulting in easier starting, far greater m.p.g. and greater engine flexibility.

The **B & B**

Double-Atomisation Carburetter



with a special automatic compensating device enabling the carburetter to adjust itself automatically to the running of your car. Its constructional principles represent the biggest advance yet made in carburation.

Will you prove this for yourself?

**Brown & Barlow, Ltd.,**  
Carburet Works, Witton,  
Birmingham.

Please send me particulars of your one month approval scheme.

(Pin this to your letter.)

L.C.

**"I'M GLAD I GOT A  
SINGER!"**

It's the last word of every Singer owner, from the veriest tyro at the wheel to the old hand with a generation's experience to look back upon. Many of the reasons why are explained in our comprehensive catalogue. May we send you a copy?

10/26 h.p. LIMOUSINE SALOON,	10/26 h.p. "De Luxe," 2 or 4-seater ..
four doors, £280	£225



*The Car That Looks After Itself.*

**SINGER & CO., LTD., COVENTRY**

London Showrooms and Distributors:  
202, GREAT PORTLAND STREET, W.1.  
Phone: Mayfair 3314.



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

OLEOBLITZ



*If your engine  
could tell you*

it would shout

**THREE ARROW OIL**

for me—now and forever



Can be obtained from all high-class Garages and Dealers in 1-Gall. and 5-Gall. sealed tins.

Our Technical Dept. will advise best grade to use. Write stating make, h.p. and year of your car.

**"OLEOBLITZ"**  
**THREE ARROW OIL CO., LTD.,**  
TRAFALGAR HOUSE, WATERLOO PLACE,  
LONDON, S.W.1.

'Phone : Gerrard 2495.

'Grams : "Oleoblitz, Piccy, London."

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

# More RECORDS for the SENECHAL

## Argenteuil Hill Climb.

FASTEST TIME OF DAY, 46.29 m.p.h.	DORE	SENECHAL
750 c.c. RACING CLASS RECORD	SENECHAL	SENECHAL
750 c.c. SPORTS CLASS RECORD	SENECHAL	SENECHAL

Call and Inspect the Latest Models:

SUPER SPORTS THREE-SEATER £260  
 SUPER SPORTS TWO-SEATER £255

*Fitted with the most Efficient, Front Wheel Braking System.*

Exchanges.    Deferred Payments.

Sole Concessionaires—

**A. S. C.**

The AUTOMOBILE SERVICE COMPANY, LTD.,  
 166, Great Portland Street .. LONDON, W.1.

*Senechal*

**New Leaves in the Spring!**

Beautiful in Nature. Expensive in your Car. Never necessary if you have

**OYLER**

**SPRING GAITERS**  
*which keep the Mud OUT and the Oil IN.*

Prices, including Oil Gun.

A-C. . . . . £3 0 0	Morris-Oxford .. £4 10 0
Amilcar 8.. . . £3 0 0	Peugeot Bébé .. £2 10 0
Austin 7 .. . . £1 15 0	6 and 7/12 .. . . £1 15 0
Belsize-Bradshaw £3 0 0	Rover 8 and 9/20 £3 0 0
Citroen 7-5 .. . £1 15 0	Standard 8 and 11-4 £3 0 0
Clyno 1925 .. . £2 15 0	Talbot 8 and 10/23 £3 2 6
Humber 7-7, 8/18, £3 17 6	Wolsley 7, 10 or 11/22 .. £3 0 0
Morris-Cowley .. £4 10 0	

Price for any other car gladly sent on receipt of PostCard.

**OYLER & Co**  
 35, New Cavendish St.,  
 London, W.1.

Pronounced "BRYCO."



**BRICO**

**RINGS PREVENT CARBONISATION,** loss of power and expensive overhauls. The best can only be got out of an engine when the piston rings are a perfect fit and remain so. BRICO Rings fit right first time, and cannot lose their shape because they are properly heat treated.

**The BRITISH PISTON RING Co., Ltd., COVENTRY**

THERE'S A BRICO RING FOR EVERY ENGINE in stock at all Agents, Dealers and Garages. Each one sealed in a grease-proof envelope and guaranteed true to size.

H.P.

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.

# Little Peter Pyrene's Car Fire Talks.



“This Fire happened miles from anywhere and left the motorists stranded. Do not let this happen to you. Fit me.”

Write for Illustrated Folder, “Car Fires.”



Get “Pyrene” from your Dealer To-day.

THE PYRENE COMPANY, LTD.  
9, Grosvenor Gardens, London, S.W.1.  
Telephone: Victoria 8592.  
Telegrams: Pyrenextin, Sowest, London.

Branches: SHEFFIELD, GLASGOW, BELFAST.

Made in our London Works.



Buy with this Guarantee Label only.

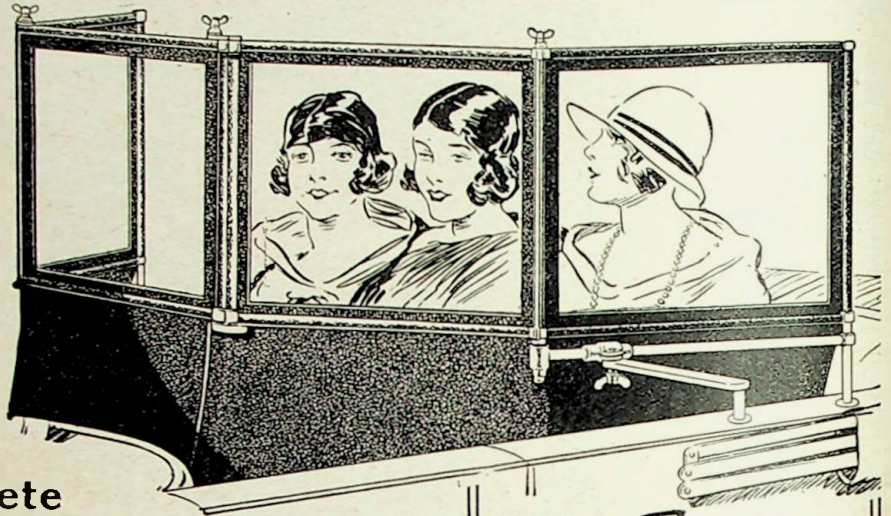
DO NOT HESITATE to send your enquiries to “The Light Car and Cyclecar.”

# EASTING EQUIPPED FOR EASTER

## FOUR PANEL REAR SCREEN

Will fit any car. Adjustable to all positions. Now only **£4**

March winds and Spring showers call for equipment such as this. Fit Easting and ensure the comfort of your passengers. There is no need to experiment, fit Easting and be sure. Over 60,000 Windscreens sold.



## There is complete PROTECTION

for every passenger in the Easting equipped car. Write for Catalogue and full information from EASTING WINDSCREENS LTD., Cox Street, St. Paul's Square, BIRMINGHAM. London Office: 29, Foley St., Gt. Portland St., W.1. All screens can be repaired by ourselves. All communications to be addressed to our Birmingham Office. Write now for Catalogues.

**DICKEY SEAT SCREEN**

Similar to the famous side-car screen. Acts as Hood when desired. Post Free. **£3-15-0**

H.P.

## A SIMPLE QUESTION

Why are the busiest British Car Manufacturers of to-day fitting



**CARBURETTERS**

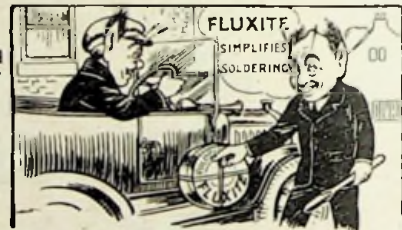
## A SIMPLE ANSWER

It is because the Cox "ATMOS" ensures an engine performance which the motoring public appreciate, i.e., easy starting, good get-away from cold, flexibility, smoothness, power on hills, less carbon deposit, less trouble, all-round economies, **AND IS ABSOLUTELY ALL-BRITISH.**

Why not have one fitted to your car? Write for booklets which you will find most interesting.

**COX CARBURETTERS LTD., LOWER ESSEX STREET, BIRMINGHAM.**

List of Service Agents who can fit you up will also be sent.



## A NECESSARY 'SPARE.'

Miles away from a Garage with a broken ignition wire. Then does FLUXITE prove its worth. A minute spent with a hot soldering iron, some solder and FLUXITE—and the engine is running perfectly. That is why wise motorists and motorcyclists keep FLUXITE permanently in their tool-kit. They know that soldering the FLUXITE way is simply child's play.

## All Motorists and Motorcyclists should have the FLUXITE SOLDERING SET

It is perfectly simple to use and will last for years in constant use. It contains a special "small space" Soldering Iron, with non-heating metal handle, a Pocket Blow Lamp, FLUXITE, Solder, etc., and full instructions. Price 7/6. Write to us should you be unable to obtain it.

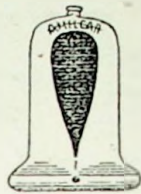
Fluxite itself can also be obtained in tins from all Hardware and Ironmongers' Stores. Price 8d., 1/4, and 2/8. Get a tin to-day.



## FLUXITE SIMPLIFIES SOLDERING

Another use for Fluxite: Hardening Tools and Case Hardening. Ask for Leaflet on Improved Methods.

FLUXITE, LTD. (Dept. 420), West Lane Works, Rotherhithe, S.E.16.



## In summing up car values

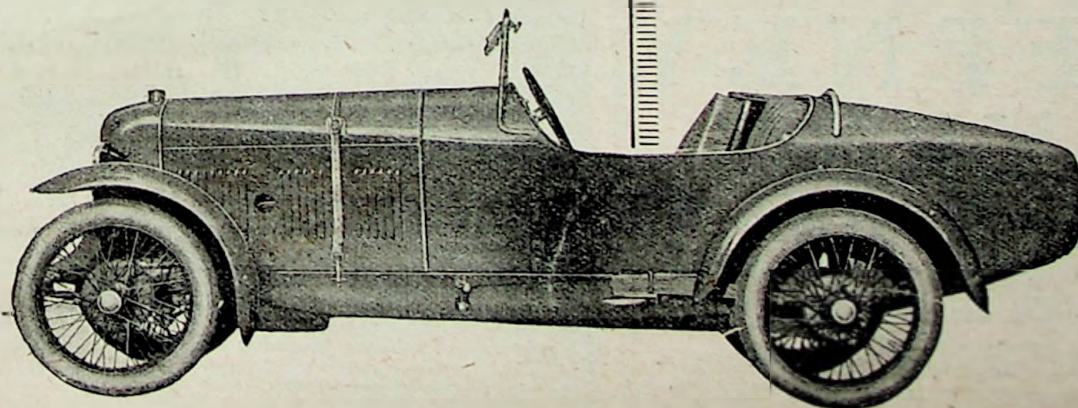
the experienced motorist rarely finds everything he is looking for combined in one car. Careful consideration, however, of the Amilcar specification will show that it embodies the best features of modern automobile practice.

Personal examination of the chassis will prove that not only is it built RIGHT, but it is built WELL.

Attractively streamlined and comfortably sprung — it is only necessary to look to the performance of standard Amilcars in representative road trials to reach the conclusion that the Amilcar is a thoroughly sound job throughout and absolutely without a peer in the "sports" class.

DISTINCTIVE GRAND SPORT MODELS from £285

# AMILCAR



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

## A FEW FACTS for the experienced motorist

The Engine of advanced design is remarkably sturdy. Reciprocating parts are perfectly balanced and very light.

The Amilcar Engine will stand sustained high revolutions for indefinite periods without losing power.

Every working part is efficiently lubricated under pressure by positive submerged pump. Cooling by highly efficient thermo-syphon system.

Variable Magneto Ignition and Solex Carburettor are standard equipment. There are no exposed working parts.

Thorough accessibility to all parts. Cylinder head detachable. Decarbonising can be carried out in 30 minutes.

The Valves are fitted with dual springs and are located inside the crankcase; the guides are therefore always efficiently lubricated.

Clutch and Gearbox are of Unit construction with engine entirely enclosed and positively lubricated from engine sump. It is only necessary to keep your engine oil level correct.

The Clutch is of the two plate type and remarkably smooth and progressive.

The Gears are controlled by central ball joint lever and perfect changes can be made at almost any speed without risk of damage.

The Ratios for Grand Sport Model are—Top 4.5 to 1. Second 8 to 1. First 12.5 to 1. 9 H.P. Model 5 to 1, 9.5 to 1 and 14 to 1.

The transmission is carried through a single Hardy disc to enclosed propeller shaft, running on 3 bearings entirely eliminating vibration.

The final drive is by Gleason Silent Spiral bevels with independent road shafts.

Chassis lubrication is Tecalemit Pressure Gun System.

## BOON & PORTER

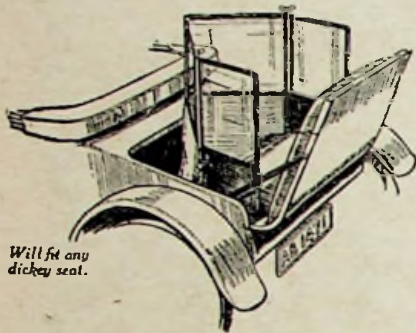
LIMITED.

Telegrams - - - "Soonest, Castel, London."

Telephone - - - - - 1177 Riverside.  
PRIVATE BRANCH EXCHANGE.

Yours a two-seater ?

# Fit a "Starling"



Will fit any dickey seat.

## "Dickey" Screen

and let your friends travel with you in comfort.

Real comfort—and in any weather, too. From normal position, as illustrated, the Screen can be instantly adjusted at any angle—or to form a hood. Will it fit your dickey seat? Sure it will. A simple job, too. Just four sockets to screw on the floor. No outside fittings—nothing to impair the neat appearance of your car. And the price! Just as attractive as the Screen. A large demand—ever increasing—means lower works costs. So the "Starling Dickey" Screen is only £3 12s. 6d. complete.

Satisfaction or money refunded

This is the "V" Type 4 Panel REAR-SCREEN.



A post card will bring descriptive list—please mention Trader's name.

**The Starling Co., Ltd.,**  
Empire Works, Highgate Rd., BIRMINGHAM.

Will fit any car—fitted to thousands.  
Price £3 - 7 - 6  
and £3 - 17 - 6

There's a "Starling" Screen for every Touring Car.



TWO BRITISH GRIPPERS

Be advised and order

# STEPNEY TYRES

this Easter.

THEY GRIP THE ROAD BETTER AND WEAR LONGER THAN OTHER TYRES.

MADE IN ENGLAND BY:  
**STEPNEY TYRES, LIMITED.**  
LLANELLY, WALES, and STEPNEY RUBBER WORKS WALTHAMSTOW, LONDON, E.17.

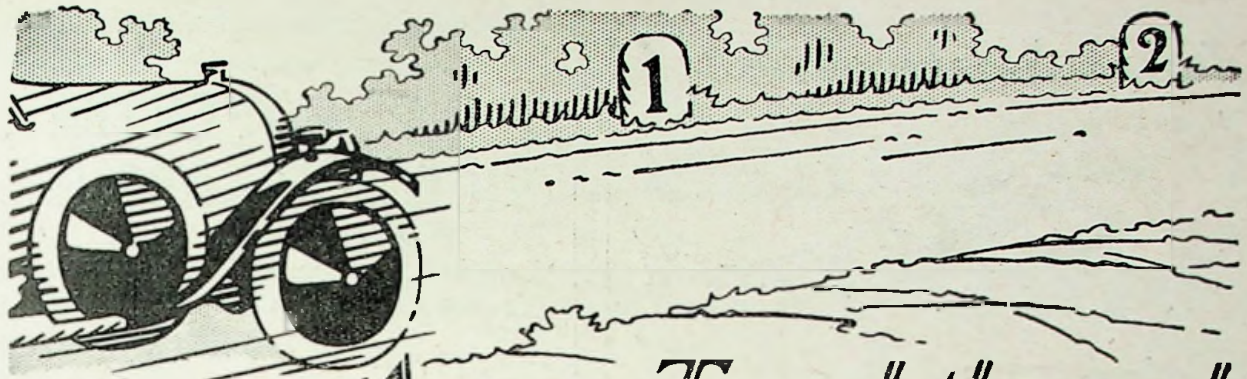


## COMPLETES THE HAPPINESS OF THE MORRIS OWNER

SOLE MAKERS  
FILTRATE WORKS, LEEDS

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





*As you Travel through  
the years — so you pay*

# WHITELEYS

*Study these Examples  
of Popular Models*

7 h.p. AUSTIN .. **£149**  
Family Model ..

Or £29 : 16 : 0 cash deposit and  
12 monthly payments of £10 : 8 : 7  
18 .. .. £7 : 2 : 4  
24 .. .. £5 : 9 : 3

7 h.p. CITROEN .. **£145**  
Cloverleaf 3-seater ..

Or £29 : 0 : 0 cash deposit and  
12 monthly payments of £10 : 3 : 0  
18 .. .. £6 : 18 : 7  
24 .. .. £5 : 6 : 4

10 h.p. SINGER .. **£225**  
4-seater F.W.B. ..

Or £45 : 0 : 0 cash deposit and  
12 monthly payments of £15 : 15 : 0  
18 .. .. £10 : 15 : 0  
24 .. .. £8 : 5 : 0

8.3 h.p. RENAULT **£219**  
4-seater Torpedo ..

Or £43 : 16 : 0 cash deposit and  
12 monthly payments of £15 : 6 : 7  
18 .. .. £10 : 9 : 3  
24 .. .. £8 : 0 : 7

Can anything be more simple or fairer than the Whiteley method of car purchase? You deal direct with us; we ourselves finance each transaction, enabling you to secure the car of your choice on the most convenient terms at but slight extra cost to yourself.

### TERMS

We can supply any make of car on the following easy and equitable terms—20% cash deposit, and the balance, plus 5% interest, in 12 equal monthly payments—or payment may be spread over 15, 18 or 24 months, interest being charged on a pro rata basis.

*Write for this Booklet*



It gives a full explanation of our Deferred Payment System, particulars of our unique exchange terms (we can take your present car in lieu of a cash deposit, the balance being payable by instalments), a list of over 700 cars with brief particulars which greatly assists selection, offers of service and free tuition and much general information including main routes, London Parking places, distances of chief towns, hill gradients, etc., etc.

POST FREE BY RETURN.

*Any other make or  
model on similar terms*

7 h.p. AUSTIN .. **£210**  
Family Saloon ..

Or £42 : 0 : 0 cash deposit and  
12 monthly payments of £14 : 14 : 0  
18 .. .. £10 : 0 : 8  
24 .. .. £7 : 14 : 0

11 h.p. CLYNO .. **£170**  
2-seater F.W.B. ..

Or £34 : 0 : 0 cash deposit and  
12 monthly payments of £11 : 18 : 0  
18 .. .. £8 : 2 : 6  
24 .. .. £6 : 4 : 8

11 h.p. STANDARD **£225**  
"Knowle" 4-seater ..

Or £45 : 0 : 0 cash deposit and  
12 monthly payments of £15 : 15 : 0  
18 .. .. £10 : 15 : 0  
24 .. .. £8 : 5 : 0

9/20 h.p. ROVER .. **£190**  
Standard 4-seater ..

Or £38 : 0 : 0 cash deposit and  
12 monthly payments of £13 : 6 : 0  
18 .. .. £9 : 1 : 7  
24 .. .. £6

WM. WHITELEY LTD., QUEENS ROAD, LONDON, W.2. Phone: Par

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



**Bumpy  
roads?  
Mazdas  
will stand  
a lot.**

**MAZDA**  
GASFILLED  
**BULBS**



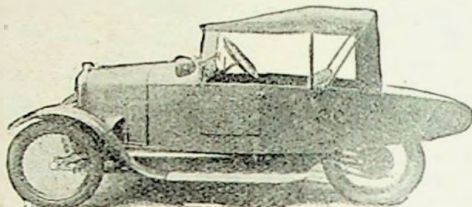
*Sold by all Garages  
and Electricians*

2363

*The*  
**7 H.P. COVENTRY  
VICTOR RUNABOUT**

*Makes its Debut in Trials.*

**London — Exeter — London  
Proves Reliability & Performance**



14 Tax and 60 M.P.G.

Price **95 Guineas** for the 2-3 seater.

One Machine Entered. Gains Silver Medal.  
Private Entry, Standard Machine, The Same As You Can Buy.

\* \* \* \* \*

Write now for Descriptive List C2.

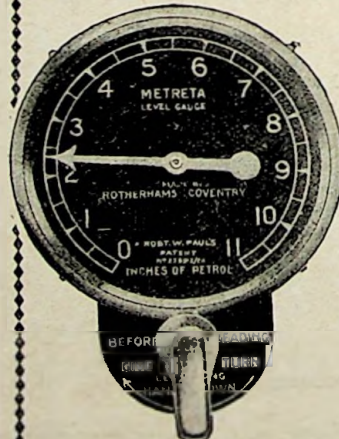
The **COVENTRY VICTOR MOTOR Co., Ltd.,  
COVENTRY.**

Telegrams: "Precision, Coventry."  
Telephone: Coventry 952.

London Distributors:  
The South Ealing Garage, 152, South Ealing Road, W.5.

*The*  
**"Metreta" Petrol  
Level Gauge.**

**A UNIQUE DASHBOARD INSTRUMENT THAT GIVES  
AN INDICATION OF DEPTH OF PETROL IN TANK.**



Adaptable for all cars except those with pressure feed. Simple to fit and simple to operate, it is just the instrument the motorist requires.

Readings can be taken whether running or stationary. Can be supplied, if required, to give also an indication of depth of oil in sump.

**PRICES:**

METRETA "A" (Petrol only) .....£2 2 0  
METRETA "B" (Petrol and Oil).....£2 5 0

Send for Illustrated Leaflet to the Sole Manufacturers.

*Metreta "A" Type.*

**ROTHERHAM & SONS, LTD.  
COVENTRY.**

Telephone: 732 & 753. Telegrams: "Rotherhams, Coventry."

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

# Easier Washing — — Easier Oiling

## Wash your Car with the ENOTS HANDY BUCKET PUMP.

The easiest, most convenient way to keep your car spick and span is to wash it down with the Enots Handy Bucket Pump.

This simple pump can be used with an ordinary domestic bucket and delivers a steady stream of water where you want it, for as long as you want it, and at just the right pressure.

Complete with 3 ft. of extra strong 3-ply hose and jet.

Price 40/-

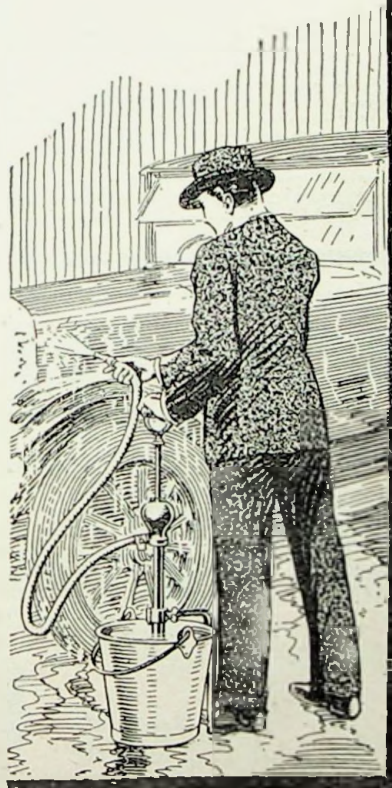
## Oil your Car with the ENOTS FORCE-FEED OILER.

You will not make your hands in a mess if you use the Enots Force-Feed Oiler. But you *will* be sure that the oil is "getting there" every time.

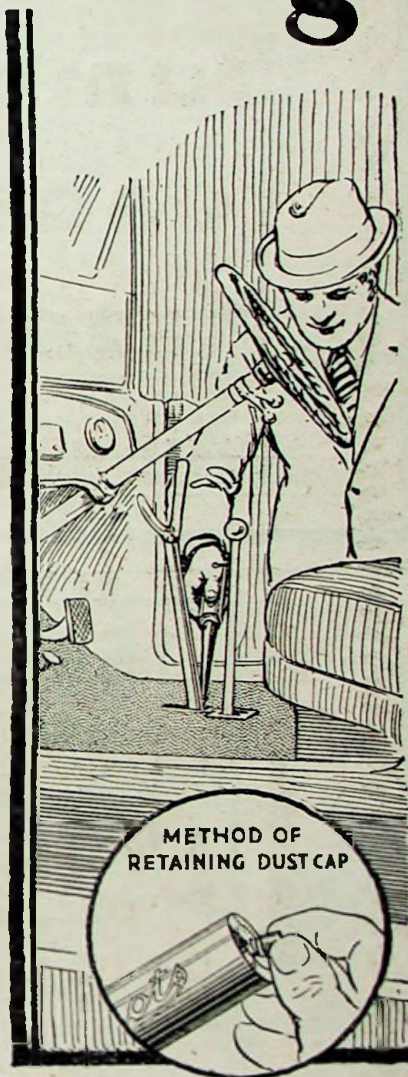
The shape of the Enots Force-Feed Oiler enables you to get at all sorts of "inaccessible" places. It is the easiest to fill and the easiest to use—a touch of the button sends a stream of oil at very high pressure and under complete control.

Fitted with a special dust cap which keeps the dust out and a pricker to ensure a clear oil way. Complete with clip and screws for fixing to dash or other convenient position.

Price 6/-



Both these Accessories are obtainable from good Garages and Motor Accessory Houses or direct from the manufacturers.



METHOD OF RETAINING DUST CAP

# ENOTS

BENTON & STONE,  
LIMITED

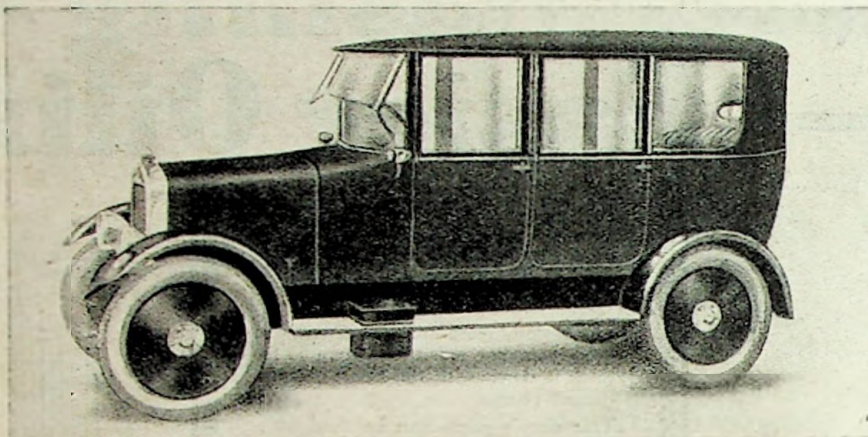
:: Enots Works, ::  
BIRMINGHAM.

## AIDS TO BETTER MOTORING

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.

# SEE THE DEREK

The Best Light  
Car you can buy



With its magnificent 4-cylinder overhead valve engine, sound and sturdy chassis, exceptional coach-built body, and leather upholstery, the "Derek" is the best car for the Agent because it is a car he can sell. Also the best car for You because a better car cannot be made. Let us hear from you, we are confident that we have just the car you want.

10-20 h.p. Models - - - - - £210—£330

12-27 h.p. "De Luxe" Models £265—£380

10-30 h.p. Sports Model - - - - - £275

Manufactured by DEREK MOTORS LTD., 45, Horseferry Road, Westminster, London, S.W.1

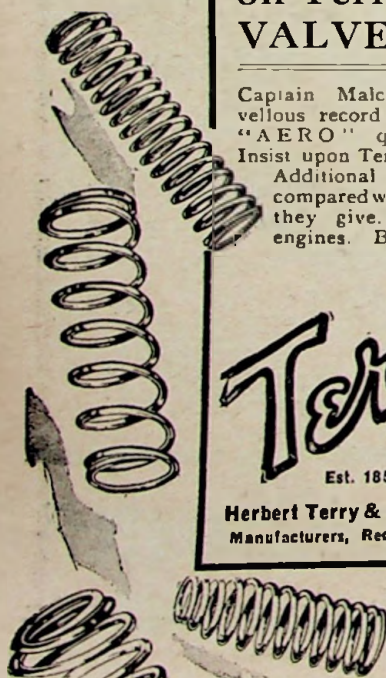
## 150-766 M.P.H.

### on Terry's "Aero" VALVE SPRINGS

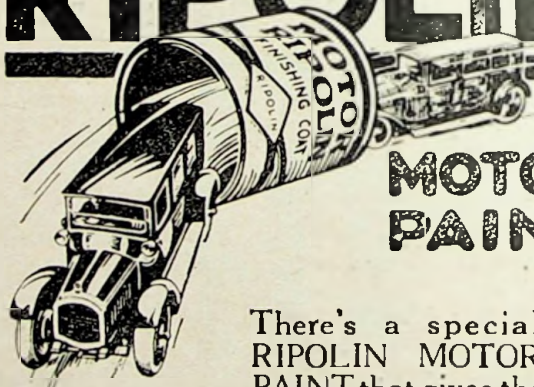
Captain Malcolm Campbell's marvellous record was done on Terry's "AERO" quality valve springs. Insist upon Terry's "Aero" quality. Additional cost is infinitesimal compared with the wonderful results they give. We make for all engines. Booklet Free.

# Terry's

Est. 1855.  
Herbert Terry & Sons, Ltd.,  
Manufacturers, Redditch, Eng.



# RIPOLIN



## MOTOR PAINT

There's a special RIPOLIN MOTOR PAINT that gives the most perfect, hard, non-chipping surface. Test it on the wings of your car; there's enough for the purpose in a 1/- sample tin of RIPOLIN MOTOR BLACK.

Send for sample and full particulars to  
**RIPOLIN, LTD.,**  
3/9, Drury Lane—LONDON, W.C.

**LIVELINESS. FIND THAT KNOCK!**

Mitchell "Hotsparks" give greater Power and Speed to your engine.

Set of Four  
**5/-**  
(Two for 3/-)



Six for **7/6**

The remedy for oily plugs—Mitchell "Hotsparks" create a real hot, explosive spark at the plug points. By fitting a set to your plugs you will obtain the following advantages:—

Earlier and more perfect combustion; greater power and speed; more rapid acceleration; definite saving in petrol; less liability of plugs to soot and oil up; less liability of misfiring; more perfect running at all speeds; visible and easy method of diagnosing ignition troubles; easier starting, etc., etc.

Don't delay, but write for a set now and get the best out of your engine. Also obtainable at Gamages, Dunhills, Benetfinks, Selfridges and elsewhere.



The Mitchell "NOCFINDER" locates Knocks, Pounds, Rasps, Drumming, Squeaks, etc., and thus enables engine troubles to be rapidly diagnosed by SOUND, as clearly as though all the moving parts were visible and could be seen carrying out their various functions. Every click made by the opening and closing of a valve can be clearly heard, and the sound of the push-rod striking the valve-stem can be easily distinguished. Money will be refunded if not completely satisfied.



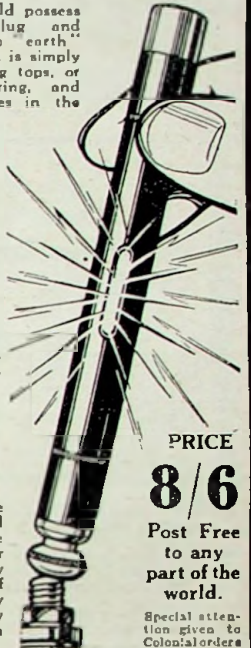
Price **12/6** Post Free.  
Descriptive Leaflet sent on request.  
Stocked by Gamages, Dunhills, &c.

Address all orders to: **THE LONDON MOTOR SUPPLIES CO., TWICKENHAM - MIDDLESEX.**  
(Phone: Richmond 1288)

**The MITCHELL PLUG TESTER will solve your Ignition Troubles**

Every motorist should possess a "Mitchell" Plug and Ignition Tester. No "earth" has to be made. It is simply applied to the plug tops, or run over the wiring, and bright orange flashes in the inspection window tell you just what is happening. It will detect the following troubles:—

Plug not sparking.  
Points too close.  
Points dirty or foul.  
Spark gap too wide.  
Broken porcelain.  
Plug sparking internally.  
High tension wires shorting.  
Weak magneto.  
Magneto cams worn.  
Dirty distributor.  
Faulty insulation.



**SEVEN DAYS' FREE TRIAL.**

Send P.O. or Cheque to-day for 8/6 and you will receive the complete outfit per return of post. Try it for a week, and if you are not perfectly satisfied your money will be refunded in full.

PRICE **8/6**  
Post Free to any part of the world.

Special demonstrations at Gamages, Benetfinks, Dunhills, Selfridges, Army & Navy Stores, and other well-known establishments.

**MATHIS**

**NOW IS THE TIME TO BUY!** FREE TAX. FREE INSURANCE.

The following Mathis Models are now supplied with free Insurance for one year and Tax paid to December 31st, 1926. All models are now greatly reduced in price.

- |                                        |                                          |
|----------------------------------------|------------------------------------------|
| Type M. 9 h.p., Four-cylinder:         | Type PS. 11'3 h.p., Six-cylinder:        |
| 2-seater complete ... .. <b>£170</b>   | 4-seater Open Touring ... <b>£265</b>    |
| 2-seater and Dickey ... <b>£172/10</b> | Type PSE. Long Chassis 11'3 h.p.         |
| 4-seater De Luxe ... .. <b>£225</b>    | Six-cylinder:                            |
| 4-seater Chummy Saloon ... <b>£245</b> | 4-seater Torpedo De Luxe ... <b>£275</b> |

All Models are supplied with right-hand steering, four speeds forward and reverse, five Michelin wheels and Comfort low pressure tyres, electric lighting and starting, clock, speedometer, electric and bulb horns and complete kit of tools. The standard equipment of the PS and PSE type Six-cylinder includes four-wheel brakes.

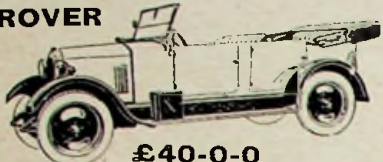
**The ATOM MOTOR CO., LTD.**

(Geo. Brooke, Receiver and Manager)

Registered Offices (Tel.: Hampstead 7018 and 7019.) **MILL LANE, WEST HAMPSTEAD, N.W.6.**  
Showrooms - - - - **208, WEST END LANE, WEST HAMPSTEAD, N.W.6.**  
(Telephone: Hampstead 2586.)  
Telegraphic Address: "Atomota, Crickle, London."

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.

**ROVER**



**£40-0-0**

secures immediate delivery of a fully insured 9-20 h.p. 4-seater Rover. Balance payable in 12 monthly instalments of £15-4-9. Cash Price £180

**A**T this time of the year there are few second-hand cars on the market which are tax paid.

In order to obtain floor space for the large number of new cars, deliveries of which are arriving daily, Taylors have decided that up to March 31st their second-hand light cars, all of which are available at exceedingly attractive prices, will be offered as TAX PAID.

H. Taylor & Co., Ltd. **COUPON**

Please send me FREE copy of your 44-page Buyer's Guide. I am specially interested in a new/used.....Car. I at present own a.....which I should want you to accept in part payment.

Name.....

Address.....

Cross out wording which does not apply.

# Get it at Taylors

## YOUR LIGHT CAR TAX PAID FREE !!!

This offer definitely closes on March 31st.

With few exceptions, all cars have been carefully overhauled and are covered by Taylors guarantee. They are available either for cash or upon Taylors "All-In" Policy of Hire Purchase Terms, particulars of which will be sent you upon request.

If you contemplate the purchase of a second-hand light car there is a decided advantage in buying it now, providing you come to Taylors, and remember the offer is open only to purchasers placing their order on or before March 31st.

Taylors full list of second-hand cars will be sent you post free, but, better still, please try and arrange to call; you can then inspect one of the best stocks of second-hand cars in London, at your leisure.

**BARGAINS IN NEW AND USED CARS.**

We always have in stock an attractive assortment of carefully used cars which it is our consistent policy to offer at bargain prices. Here are some examples:

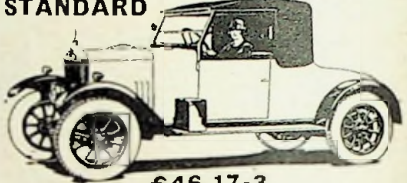
1925, 10 h.p. SINGER de Luxe, 4-str. (new) ..	£205
1924, 10 h.p. SINGER, 4-str. ....	£125
1922, 8 h.p. ROVER, 2-str. ....	£59
1924, 11 h.p. STANDARD, 2-str. and dickey	£118
1925, 9.5 h.p. SALMSON, 2-str. ....	£117
1924, 7 h.p. JOWETT, 2-str. ....	£95
1923, 10 h.p. SALMSON, 2-str. ....	£80
1925, 7 h.p. CITROEN, 2-str. ....	£97

**ANY MAKE SUPPLIED**

Liberal allowances made for cars or motorcycles taken in part exchange or accepted as a deposit. A good selection of guaranteed second-hand cars always in stock and attractively priced. Our terms are right, our prices are right, our service is second to none, and our deliveries are immediate.

**H. TAYLOR & Co., Ltd.**  
 49, 50, 52 & 53, Sussex Place,  
 South Kensington - S.W.7.  
 Telephone - - - - Kensington 8558/3 and 5540.  
 Telegrams - - - - "DYNAMETRO-SOUTHKENS."

**STANDARD**



**£46-17-3**

secures immediate delivery of a fully insured De Luxe 2 or 4-seater 11 h.p. Standard. Balance payable in 12 monthly instalments of £16-13-4. Cash Price £225



**FREE**

Send p.c. to-night for this FREE BOOK.

## Every Owner-Driver who garages his Car should send p.c. for particulars of THORNBERS OWNER-DRIVER'S GARAGE.

Thornbers are specialists in Portable Buildings, and the garage shown has been specially built for the owner-driver. Wherever possible, labour-saving machinery has been used in preference to hand work, for Thornbers have been anxious to offer a sound job at a real cut price. All timber used is thoroughly seasoned and is planed. The garage is sent in sections ready for easy erection—all fittings are supplied.

Sides and ends are of 1 in. thick Thornbers Loc-joint weather-boards that defy all weathers. 3 in. x 1 1/2 in. frame. Roof of 2 in. T. & G. Boards on 3 in. x 1 1/2 in. purlins. Ruberoid Felt, barge boards and finials. Strong doors held by bands; gudgeons, bar bolts, lock and key provided. Large window at each side with 21 oz. clear glass, top half to open.

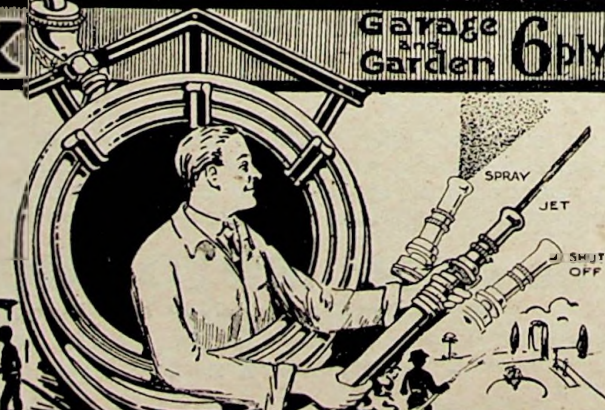
Size 16 ft. x 9 ft. x 7 ft. x 9 1/2 ft.

PRICE **£15** Carriage Forward

Definite Carr. Paid price on request. Wood Floor £4 extra.

**THORNBERS BROS., 11, Mytholmroyd, Yorks.**  
 London Office: 47, Victoria Street, S.W.1.

**'GOODLUCK'** Garage Garden **6-Ply HOSE**



**SOUND HOSE VALUE.** 50 ft. of six-ply five-eighths of an inch hose with couplings; tap union with lug and chain, solid brass variable nozzle (controllable by a turn of the wrist) **47/6** and substantial complete outfit, hose hanger.

Now is the time when attention is drawn towards your car and garden. Use the two-fold utility six-ply service hose. Ask for "Good Luck 6-Ply."

Concessionnaires:  
**C. B. FROST & Co.,**  
 83, High Street,  
 BIRMINGHAM.  
 Phone: Central 3913

Stocked by all leading factors and agents.

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

# LOVATTS

(MAIN AGENTS)

Specialise in Jowetts

Jowetts mean Reliability  
Economy and Comfort

GET YOUR CAR NOW

# FOR

Easter and all Week-ends

Cash or Easy  
Monthly Payments

Early Delivery

SEE AND TEST

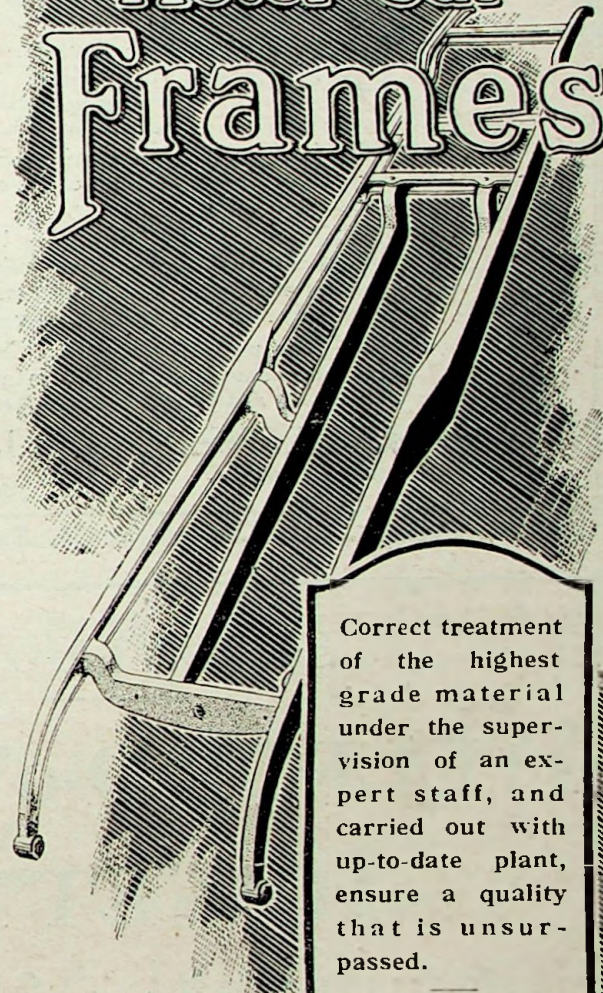
# JOWETTS

at  
LOVATTS Service Depot,  
Jowett House, Streatham Road,  
MITCHAM  
Phone: 1597 Mitcham.

# VICKERS

Motor Car

# Frames



Correct treatment of the highest grade material under the supervision of an expert staff, and carried out with up-to-date plant, ensure a quality that is unsurpassed.

Consult us about your problems.

REGISTERED TRADE MARK

# VICKERS LIMITED

*River Don Works,*

# Sheffield.

Head Office  
Vickers House, Broadway,  
London, S.W.1.

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

# Chekkko

Brake and Clutch Linings

## MOTORISTS!

**D**ON'T spoil your motoring pleasures by anxieties about the reliability of your brakes. Is it worth while—when you may fit

### CHEKKO

—the best and only imperishable Brake Lining obtainable—to the largest car for a shilling or two more than the cost of a cotton-adulterated article.

CHEKKO cannot be "burnt out" (see Press reports following out-of-control disasters) *because* (note this) CHEKKO contains nothing but brass wire and the best long-fibred Asbestos. Moreover, CHEKKO is the only Asbestos Brake Lining which can sustain this unique claim.

DON'T be put off! Insist on CHEKKO being fitted on your brake bands and shoes. CHEKKO means care-freedom and true economy.

SEND A POST CARD FOR OUR ENLIGHTENING CHEKKO BROCHURE.

**CRESSWELL'S ASBESTOS CO., LTD.,** PURE ASBESTOS MANUFACTURERS, **BRADFORD.**

LONDON DEPOT - - - 27, PERCY STREET, TOTTENHAM COURT ROAD, W.1.

### SYNONYMOUS TERMS.

# WELFORD-o'-BRIGHTON AND JOWETT CARS.

Every Model Actually in Stock.

See the New Long Two-seater now Available.

## JOWETT SPARES — JOWETT SERVICE

SECOND-HANDS ALWAYS ON HAND.

PRICES RIGHT AT

**WELFORDS, 28, St. James's Street,  
BRIGHTON.**

Phone:  
440 Kemp Town.

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



*Humber*

**Upholstery that is cosy and lasts.**

**O**NLY the first selection, English, hand-buffed leather, first-grade horsehair and coppered springs are used in Humber Open Car upholstery. First-grade horsehair is standard stuffing—fibrous substitutes find no way into Humber upholstery, for, as in the case of all other component parts of the cars, only the best is deemed satisfactory. The older the upholstery the more seasoned it becomes, and it always looks clean and inviting. Another point in connection with Humber superiority and long service.

**—THE RANGE INCLUDES—**

9/20 h.p. 2/3-Seater with Dickey Seat	£260
9/20 h.p. 4-Seater Tourer	£260
9/20 h.p. 4-Seater Saloon	£315

Dunlop Tyres Standard.

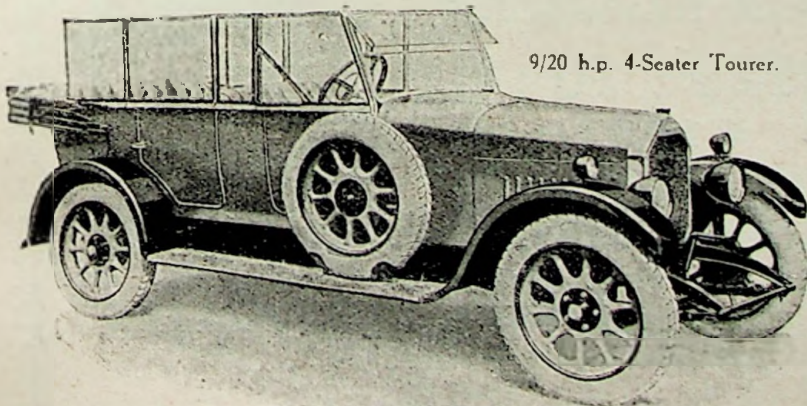
**HUMBER LIMITED, COVENTRY.**

**LONDON :**

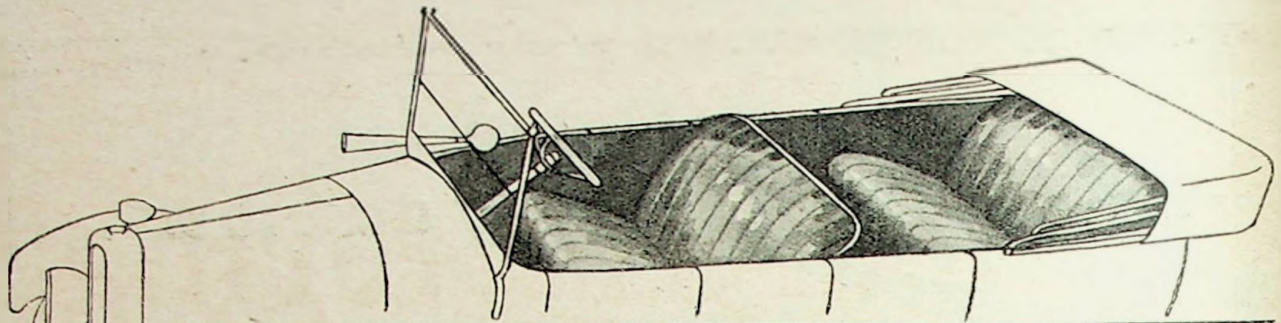
West End Showrooms - - - - 94, NEW BOND STREET, W.1.  
 Export Branch Office - - - - 32, HOLBORN VIADUCT, E.C.1.  
 Service Depot - - - - CANTERBURY RD., KILBURN, N.W.6.

Intending Purchasers from abroad will obtain full information regarding shipment of models to all parts of the World from our Export Branch Office, 32, HOLBORN VIADUCT, E.C.1.

9/20 h.p. 4-Seater Tourer.



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



**"Rexine" upholstery cannot fade or stain**

Oil, grease or petrol cannot stain "Rexine" Leathercloth —dust cannot penetrate nor will the colours fade—no matter how strong the sun.

"Rexine" Leathercloth is made in special qualities for motor cars—it looks like Leather but it costs less.

**"Rexine"**  
LEATHERCLOTH

REXINE LTD., HYDE, MANCHESTER.  
LONDON OFFICE: 42, NEWGATE ST., E.C.1.

GM4

# A Sports Car for Easter?

THEN IT'S A

**D'YRSAN**

4 Models to choose from.

Touring Model, S.V. engine .. £129 : 10s.

Shell Sports, Aluminium body .. £150

Sports, O.H.V. engine .. .. £140

Special Streamline, £190

Speed 70 m.p.h. Low initial cost.

Low Upkeep. 50 m.p.g. petrol.

Tax £4 per annum.

**£129 : 10 : 0**

**to £190 : 0 : 0**

Send P.C. for Catalogue :

Some 1925 English Successes

London - Edinburgh **GOLD MEDAL.**

Brooklands M.C.C. High Speed Trial **GOLD MEDAL.**

London — Exeter **SILVER MEDAL**

And many more.

**D'YRSAN LIMITED,**

**33, Kinnerton Street,**

**Knightsbridge, S.W.1.**

Telephone: Franklin 6525.

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.

C4

# THE BRITISH School of Motoring

(Established 1910).

Over 49,000 people have been  
taught to their entire satisfaction.

## PRIVATE TUITION FOR CAR-OWNERS.

We will send a 1926 car, with expert Instructor, to your door—anywhere in Greater London—any day or evening—also Saturdays and Sundays—to teach you to drive perfectly.

NOTE.—Free Driving Tuition and One Year's Maintenance Service to clients purchasing cars through the B.S.M.

## CHAUFFEURS' AND MECHANICS' TRAINING.

Special training, including Mechanism, Driving and Repairs.  
Experienced Chauffeurs supplied at short notice.

## MOTOR SALESMANSHIP TRAINING.

A complete training in practical motor work, new and second-hand market prices, car valuation, part exchange, hire purchase, Salesmanship, etc.

## GARAGE MANAGEMENT TRAINING.

Special practical training in turning, gear-cutting, milling, shaping, fitting and overhauling for Garage and Repair Works Management.

## AUTOMOBILE ENGINEERING TRAINING.

Specialised training in all subjects required for the higher degrees, coaching for Matriculation where required. Age of entry—from 16 years.

*Particulars of any of the above will be forwarded upon application to the Secretary,*

## **The BRITISH SCHOOL OF MOTORING LTD.**

(With which is incorporated the Automobile Engineering Training College),

**5, Coventry Street, Piccadilly Circus, London, W.1.**

*(Opposite Lyons' Corner House and Prince of Wales Theatre.)*

Telephone - - - Regent 7141 (3 lines).

*Exchange your present car for a new*



# CITROËN

at the

## MOTORISTS' ADVISORY AGENCY LTD

*The Recognised Citroën Agents*

**89, WIGMORE STREET, W.1.**  
*Telephone-MAYFAIR 5598-6047*

*Other Citroën Models :*

- 7.5 h.p. Clover Leaf . . . £145
- 7.5 h.p. Coupe £155
- 11.4 h.p. All-Steel Saloon £225
- 11.4 h.p. Coupe £235
- 11.4 h.p. Tourer F.W.B. . . £210

OR PURCHASE OUT OF INCOME—  
FOR EXAMPLE :

7.5 h.p. Clover Leaf Citroën Model.			
List Price.	First Deposit.	Twelve Monthly Payments of	TOTAL
£145-0-0	£36-0-0	£9-10-0	£150-0-0

*Write for Exchange Form "M."*



The 11.4 Four-Seater Citroën. List Price £190.



# CLEVERLYS LIMITED

175, CLEVELAND ST., LONDON, W.1  
(50 yards East of Gt. Portland Street Station).  
 Phone . . . . . Museum 4232.

*London Distributors :*

## CALCOTT CARS

ALL MODELS IN STOCK

SEND FOR ILLUSTRATED CATALOGUE AND APPOINTMENT FOR DEMONSTRATION RUN

**Recommended Second-hand Cars in stock :**

- CALCOTT, 10 H.P., New, Chummy. Maker's guarantee . . . . . **£195**
- CALCOTT, 10 H.P., 1925. New. Two-seater. Maker's guarantee . . . . . **£180**
- CALCOTT, 10 H.P., 1925. New. Light van. Maker's guarantee . . . . . **£175**
- CALCOTT, 10 H.P., 1923, Two-seater. Perfect body . . . . . **£105**
- CALCOTT COUPE, 11.9 H.P. Special . . . . . **£110**

**Exchanges. Deferred Payments.**

## "EASYFIT" RACKS

**HAVE ONE FITTED NOW!**  
 You will need it sooner or later.

MODELS READY FOR 1926 FORDS, Etc.  
 Easy to fit, without drilling Chassis in most cases.



**SPECIFICATION :** A very strong folding grid giving flat surface for luggage; double U-shaped hinges, spring to prevent rattle when closed, folding panel guard arranged to allow easy access to spare wheel, tool box, tank, etc.; number-plate attachment and lamp bracket (where necessary). All enamelled black in best style and Stoved. Size to suit the Car.

Each Grid made to suit the Car specified and ready to fix. No adapting and painting. A high-class article at a low price. Over 300 Stock Models to suit all popular Cars

FROM **35/-**

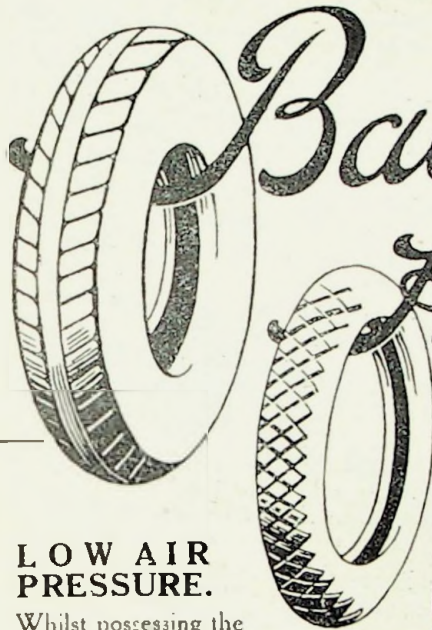
*All Complete, No Extras*

Racks for **Morris Cars . . 25/-**  
**Austin Seven . . 20/-**

Of all Motor Agents, or write Makers :  
**FRANK ASHBY & CO., Stinchley, BIRMINGHAM.**

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

Comfort is not  
solely dependent  
on Tyre choice



**LOW AIR PRESSURE.**

Whilst possessing the qualities essential to the absorption of small shocks, low pressure tyres, by reason of their greater flexibility, tend to create excessive up-throw of springs and body, and set up a galloping and rolling action when called upon to tackle rough, uneven road surfaces.

Gabriels control this movement.

**HIGH PRESSURE.**

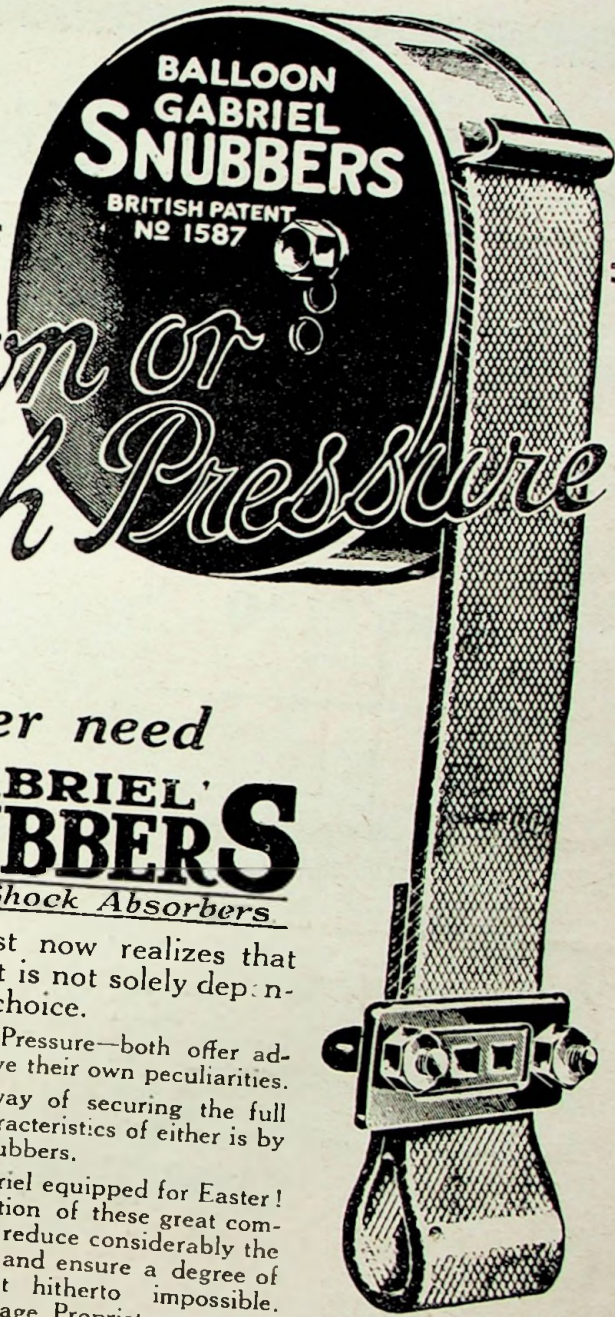
Unlike low pressure tyres with their capacity for "giving" and recovering quickly (actions which set up the galloping referred to above when such movements are excessive) High Pressure Tyres resist impact. In so doing, they force the springs to flatten out. Rebound, sudden and distressing, is the result,

Gabriels prevent this rebound.

Thus, whether your car be equipped with Balloon or High Pressure Tyres, Gabriels are essential to complete riding comfort.

For all cars from **£6-6-0** per set of four.

Balloon or High Pressure



—either need  
**'GABRIEL' SNUBBERS**  
*Rebound Shock Absorbers.*

Every motorist now realizes that riding comfort is not solely dependent on tyre choice.

High and Low Pressure—both offer advantages and have their own peculiarities.

The only sure way of securing the full benefit of the characteristics of either is by fitting Gabriel Snubbers.

Get your car Gabriel equipped for Easter! The steadying action of these great comfort providers will reduce considerably the fatigue of driving, and ensure a degree of passenger comfort hitherto impossible. See your local Garage Proprietor at once.

**Brown Brothers Limited**  
— Allied Companies —  
**THOMSON AND BROWN BROTHERS LTD**  
**BROWN BROTHERS (IRELAND) LTD**

Head Offices and Warehouses, Wholesale only:  
**GREAT EASTERN STREET, LONDON, E.C.2.**  
**126, GEORGE STREET, EDINBURGH.**

Branches—Aberdeen, Birmingham, Cardiff, Dundee, Dublin, Glasgow, Leeds, Manchester, Newcastle, Southampton.

West End Branch:  
14, 15, Upper Marylebone Street, W.1 (Off Great Portland St.).  
SHAW & KILBURN, Ltd., 114, Wardour Street, London, W.1.

West End Fitting and Service Station for Gabriel Snubbers: MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

# “Excellent, Excellent, Excellent”

## The new improved Austin 7 is here.

The new “hush-hush” Austin 7, the secret of which has been so well kept, is actually on view at these Show-rooms to-day.

Limited numbers now available from stock—early call strongly advised for Easter motoring.

**PRICE £149**

(Ex Works)



## GORDON ENGLAND CUP MODEL.

Feather weight—comfortable, yet streamlined Sports Body on Austin 7 chassis.

Disappearing hood—large locker for spare wheel and ample luggage.

Fast—sporty—silent.

Price **£185**

says “Motor Sport,” referring to the Gordon England Brooklands Austin 7.

The article also said, after commenting upon the general excellence of this wonderful little car—

“Hitherto we have been able to find some points for comments of a critical nature in every make of car handled during our tests, but, frankly, the Austin 7 stumped us altogether, which is the best testimony that we can offer.”

Every car is sold with a Brooklands Certificate that it has accomplished 75 miles per hour before delivery.

It will do 30 miles per hour on bottom gear and 55 m.p.h. on second gear.

Despite its high speed, it is quite tractable to handle in traffic, and can be comfortably driven in top gear.

For high speed touring it is excellent.

No other car of its type has ever given such a good account of itself in either Hill Climbs or on the Track.

The fully streamlined body of brushed aluminium is excellently sprung, and for a Sports car—really comfortable, and owing to the special shock absorbers sticks to the road like a leech.

We would be glad to arrange a trial run on this or any other Austin 7 Model, or send you a catalogue giving fuller details without obligation. Price **£265**

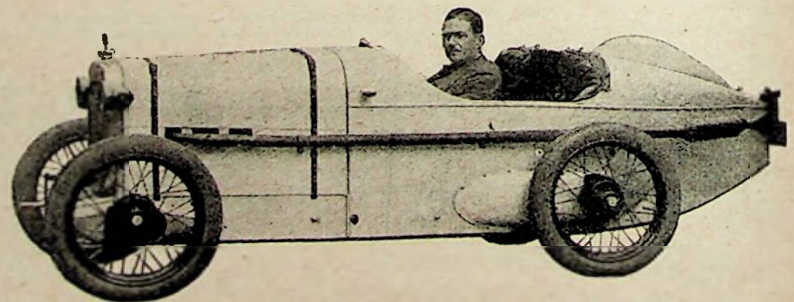
Your old car taken in Part Exchange and Deferred Payments arranged.

## GORDON ENGLAND LTD.,

England's Corner,  
South Molton Street,  
**LONDON, W.1.**

(50 paces from Bond Street Tube.)

Phones: Mayfair 6378-9.



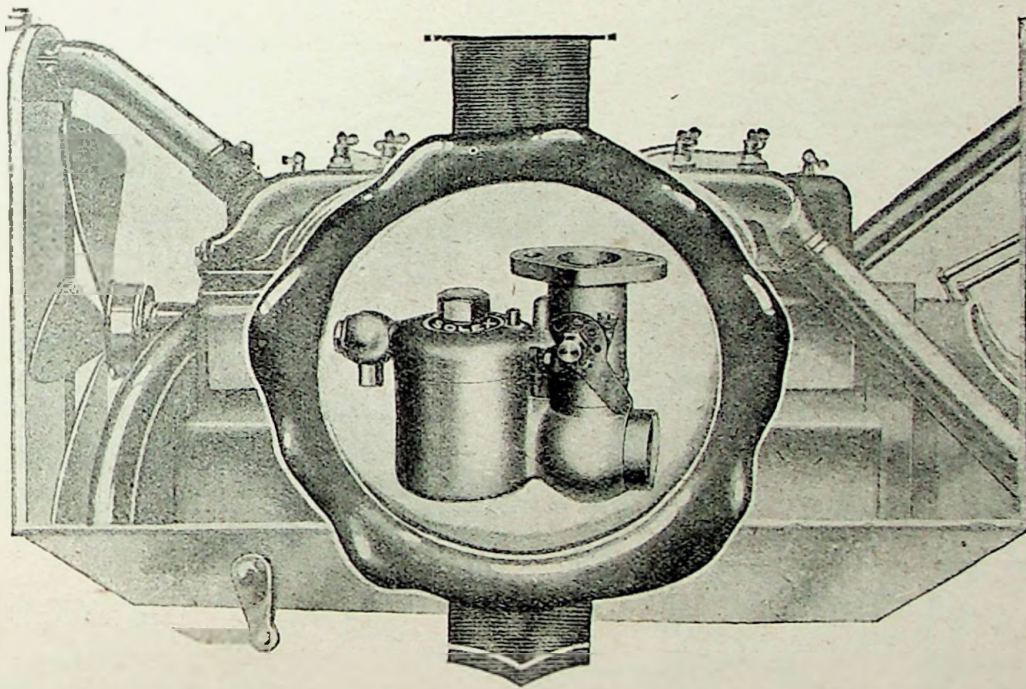
Woodwright.

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

# SOLEX

THE NO-TROUBLE CARBURETTOR

*The Seal of Satisfaction  
on any engine*



**The New "M" Type Model and a FREE Trial Offer.**

We will supply a model of this wonderful carburettor suitable for your make of car on 30 days' FREE trial—write for details.  
Acknowledged best for SIMPLICITY, ECONOMY and EFFICIENCY.

**SOLEX LTD**  
(LICENCEES)

115, SOUTHWARK STREET,  
LONDON SE1

*Gordon Richards, Director.*

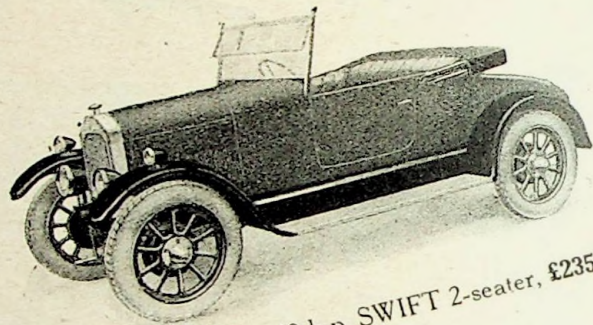
Telegrams: "SOLEXCARB, BOROH, LONDON."      Telephones: City 5222; Central 5172; Hop 2734.

*'fit Solex—and note the difference'*

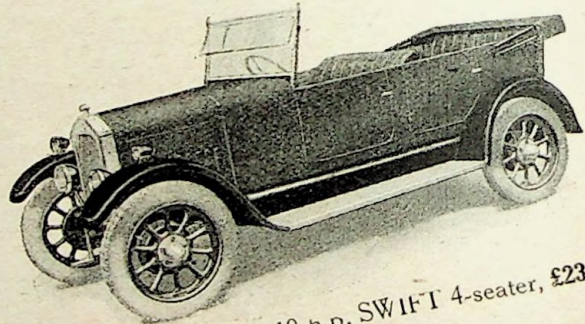
MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists the cause of economical motoring.

# Why not decide on a **SWIFT**

**A** PART from their well-known reliability, Swift cars of 1926 have a road performance one only expects in cars of double their price. In their class they are unexcelled for hill-climbing, economy of running, comfort and finish. There is nothing "shoddy" about Swift chassis or coachwork, the unseen parts being as highly finished as those parts which are on the surface. Swift cars are quality cars at ordinary car prices.



10 h.p. SWIFT 2-seater, £235



10 h.p. SWIFT 4-seater, £235

**YOUR OLD CAR  
TAKEN IN PART PAYMENT**

**DEFERRED TERMS  
FROM 2½%**

ALSO AGENTS  
FOR:  
AUSTIN,  
CLYNO,  
JOWETT,  
LEA-FRANCIS,  
ROVER,  
SINGER,  
STANDARD.  
Any make supplied  
to order.

IMMEDIATE DELIVERIES.

# NEWMANHAM

MOTOR COMPANY  
243-245, HAMMERSMITH ROAD, LONDON, W.6  
100 Yards from Hammersmith Broadway

TELEGRAMS:  
"Newmoco,  
Hammer. London."

TELEPHONE:  
Riverside 3161.

**ESTABLISHED OVER 30 YEARS.**

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.

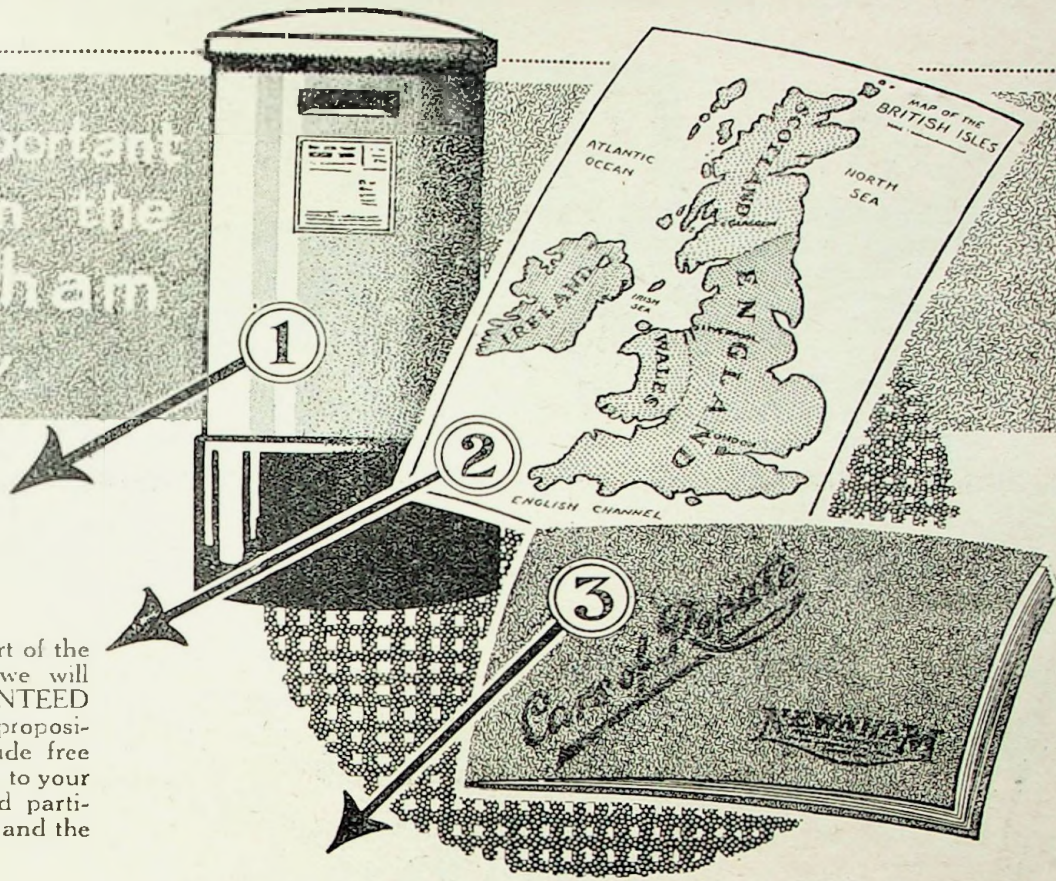


# Three Important Items in the Newnham Policy

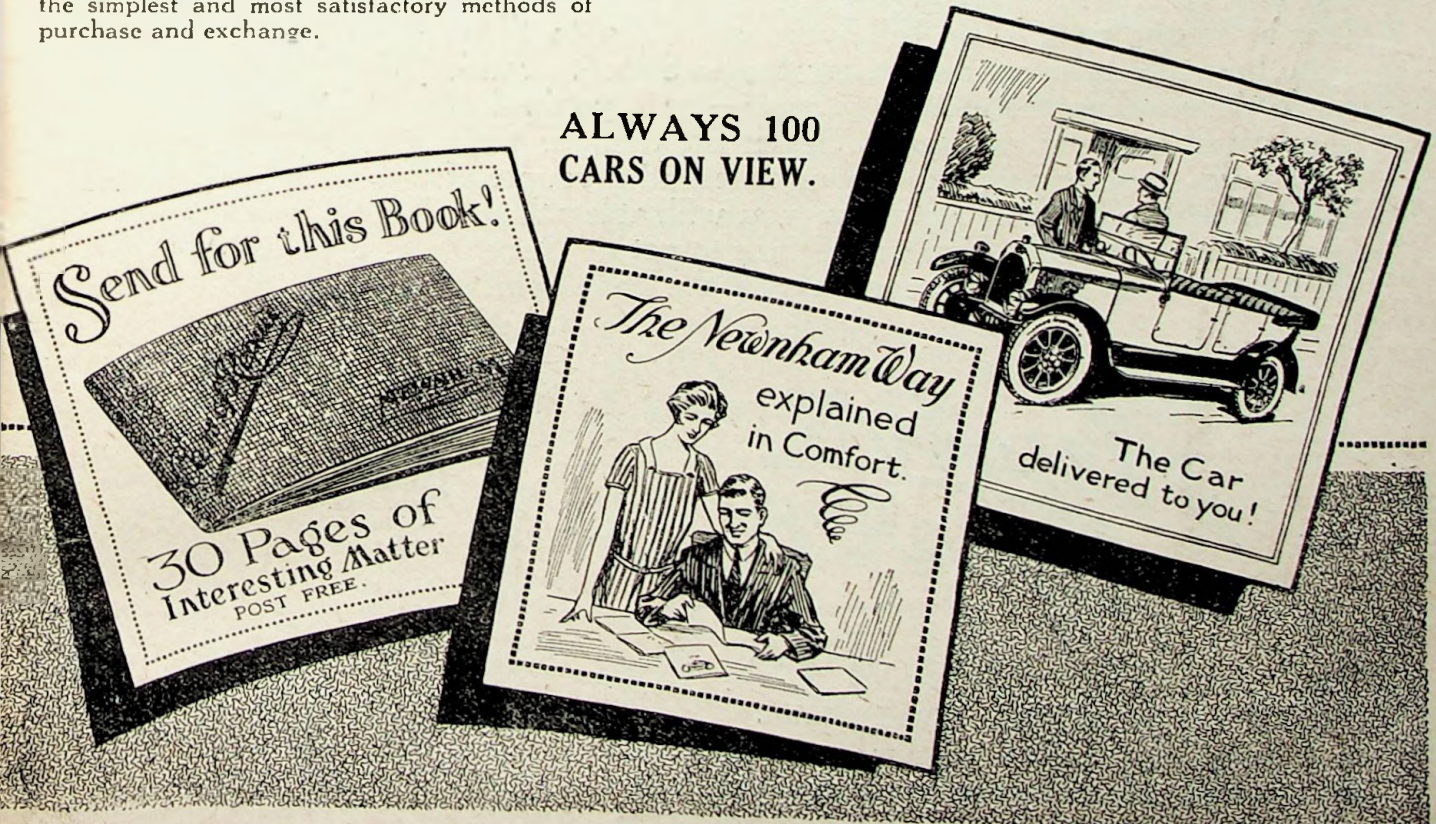
The Pillar Box is a direct representative of our facilities. A letter is as good as an interview.

No matter in what part of the country you reside we will make you a **GUARANTEED DEFINITE** exchange proposition by post to include free delivery and collection to your address. Simply send particulars of your old car and the new model required.

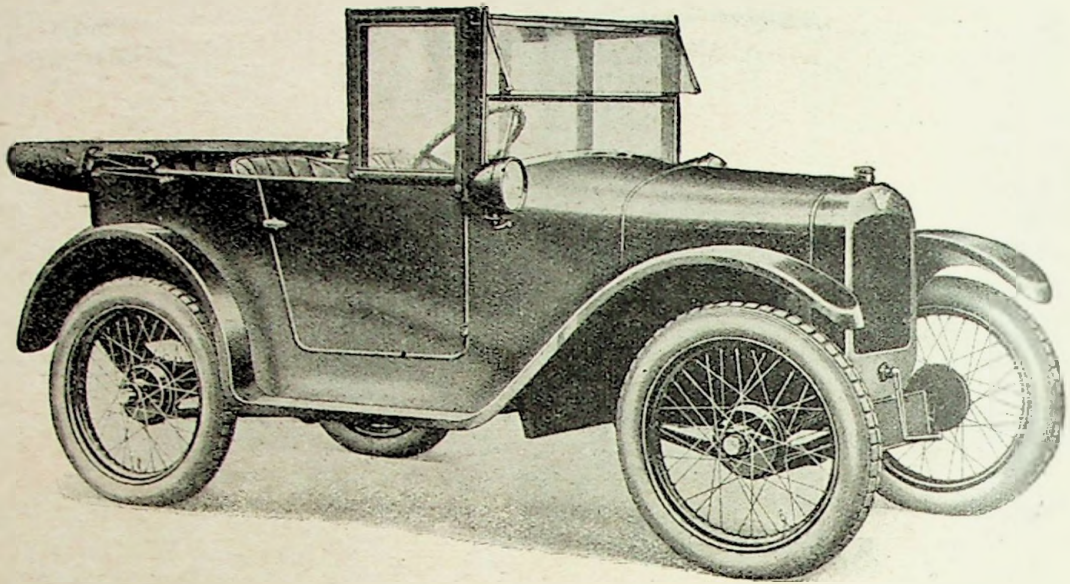
Our brochure "Cars of Repute" describes and illustrates the best makes of cars, and explains the simplest and most satisfactory methods of purchase and exchange.



**ALWAYS 100 CARS ON VIEW.**



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



# Ways and Means

North, South, East, West—all ways are open to those who have the means, namely, an Austin Seven. And, as for "means" in the monetary sense—well, you'll find the cost of running an Austin Seven far cheaper than train fares, carrying you and your wife and a couple of kiddies where you will, just when you will, at less than a penny a mile all told. You've still time to get a "Seven" for Easter. Why not try the car to-day at the local Agent's?

*The*  
**Austin  
Seven**

The AUSTIN MOTOR CO., Ltd.,  
LONGBRIDGE, BIRMINGHAM.

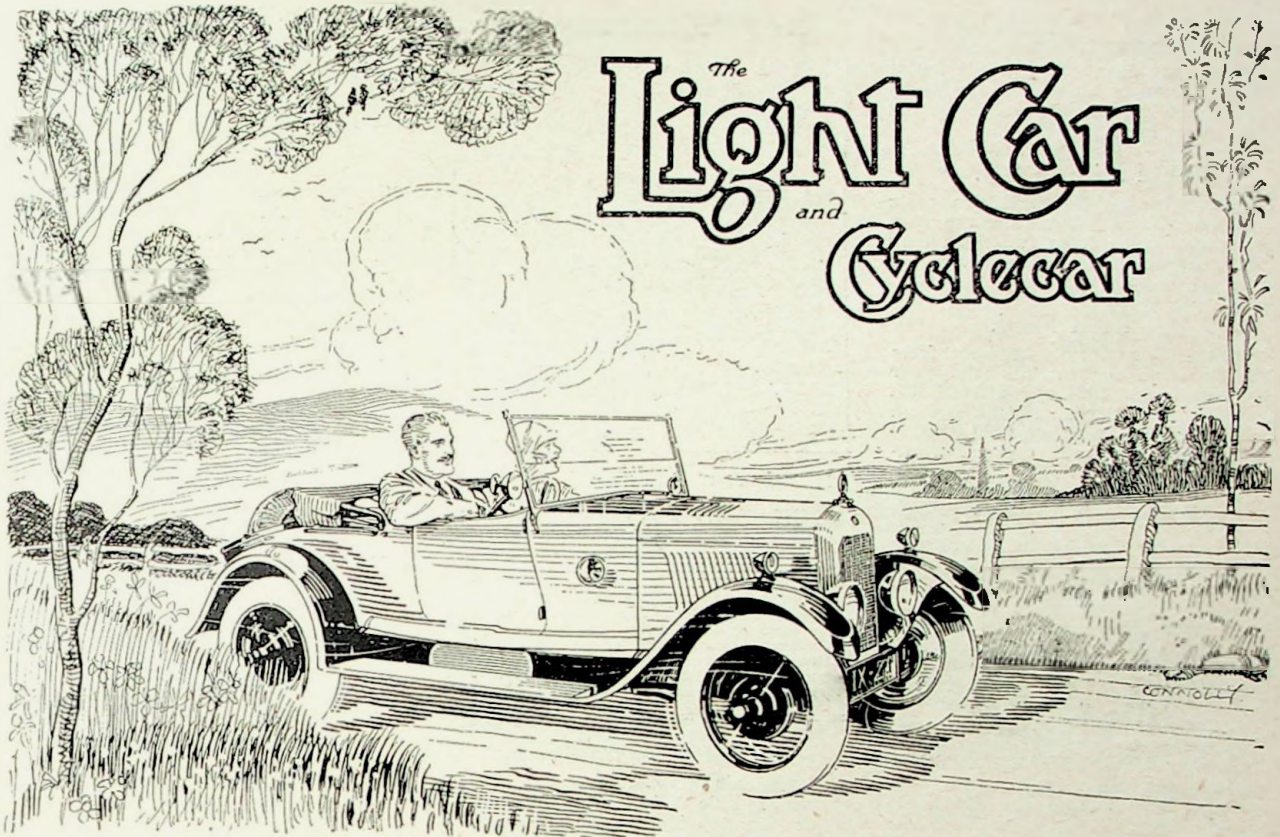
LONDON: 479-483, OXFORD STREET, W.1 (Near Marble Arch).

#### Features:

4-cylinder engine.  
Electric starter.  
Electric horn.  
Speedometer.  
4-wheel brakes.  
Balloon tyres.  
A door for the driver.  
Shock absorbers.  
Two adjustable seats.  
Automatic oiling.  
Grease-gun system.

**£149**  
AT WORKS.

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



# The Light Car and Cyclecar

## NOTES, NEWS & GOSSIP *of the* WEEK

### The Open Road.

With Easter in the offing the call of the road is well-nigh irresistible. Business in new and second-hand light cars is very brisk.

### Road Up!

In and around London just now there is very great activity on the part of the various public authorities whose electric cables, conduits, water pipes and so forth are laid under the roads. Little or no consideration is shown regarding traffic congestion; at least one official car park has almost ceased to exist owing to extensive digging operations, but no temporary park has been made available.

### This Week.

We present to our readers a special Spring Number, in which the greatest care has been taken to collect articles varying widely in their subject matter, yet all appertaining to the one great *raison d'être*—the awakening season. Apart from the atmosphere which we have endeavoured to create, we have not overlooked our usual features, and, in addition, we are able to give exclusive details of racing cars which are calculated to make a name for themselves this year.

No. 695. Vol. XXVII.

### ON OTHER PAGES

Touring on 10s. a Day	518
Roadside Repairs and Remedies	518
Trouble-free Touring	521
Is Picknicking Worth While?	524
Rich Mixture	526
Topics of the Day	529
Keeping up a Good Average Speed	530
All Night Runs	532
The Luggage Problem	533
Wonderful New High-speed Cars:	
Newton-Ceirano Racer	539
Eldridge Specials for Indianapolis	540
New Straight-eight Thomas Special	542
Our Readers' Opinions	543
Ideas for Owners	547

### LIGHTING-UP TIMES (Rear Lamps) for Saturday, March 20th.

London	6.41	Edinburgh	6.54
Newcastle	6.47	Liverpool	6.53
Birmingham	6.48	Bristol	6.51

### Speed Trials Abandoned.

The Woolwich M.C. have abandoned the attempt to obtain a permit for speed trials on the new unopened arterial road from Sidecup to Ruxley. The new road, which has taken three years to build, will be opened at the end of this month. It has been roped off for nearly a year, apparently for the surface to set thoroughly. One of the Ministry of Transport huts on the road is to be taken over as a road scout's shelter.

### Another Parking Snag.

A case is reported of a motorist being fined for leaving his car after midnight at a recognized parking place in London. It is well to remember that cars can be parked only from 7 a.m. to midnight.

### Sense and Scenery.

Now that the warmer weather has begun there is every inducement to stop beside the way to enjoy the countryside. When halting, thought should be given to others; therefore pull off the road if possible. Many accidents are caused directly and indirectly through carelessness in this respect.

### Next Week.

The latest 11-22 h.p. Wolseley "On the Road and in the Making" will be fully described next week. In addition we shall publish a special article for Jowett owners giving invaluable information concerning their cars, whilst we hope to find room for an unusual technical article describing ways and means for making accurate measurements of intricate parts. This article will be most useful and interesting to all amateur mechanics.

**Exports to India.**

Among the suggestions made by a Taxation Inquiry Committee in India was that the import duty on motorcars should be reduced.

**Petrol Price in S.A.**

Motor spirit in South Africa costs 2s. 10d. a gallon. No wonder they are beginning to turn from American cars to British products yielding twice the m.p.g.

**The Road Fund.**

The total amount of receipts from motor taxation for the financial year ended March 21st, 1925, was £16,067,607. It will be recalled that when the fund was instituted a return of £8,000,000 was estimated for the first year's working.

**All About Vibrations.**

On Tuesday, March 23rd, Professor J. J. Guest will give a lecture on the "Vibrations of a Motorcar." The lecture will be given before the Institution of Automobile Engineers in the Council Room of the S.M.M. and T., 83 Pall Mall, London.

**The "200."**

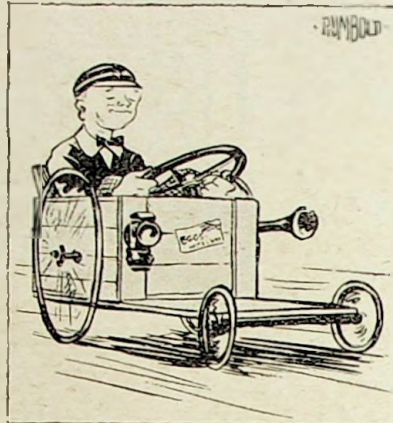
Judging by the support given to the R.A.C. Grand Prix, the J.C.C. 200-Mile race promises, after all, to be the only successful long-distance race at Brooklands this year. Reasons for the failure of the R.A.C. to attract entries are dealt with under "Topics of the Day."

**A Free Booklet on the Art of Tuning an Engine.**

With every copy of the issue of our associated journal, *The Motor*, dated March 23rd, a 16-page booklet, which contains an illustrated treatise on the art of tuning an engine, will be given away. The descriptive matter is of an interesting and most instructive character, and really gives in condensed form most of the information contained in the average half-crown manual dealing with this subject. It has been specially written by an expert, and describes the principles upon which tuning is based, in addition to the actual adjustments involved.



Showing the immunity of a Gordon England three-point suspended body from flexing when the chassis is distorted.



**LIGHT CAR PROVERBS. No. 12.**

Does this picture suggest to you an old or original proverb? If so, write it on a postcard addressed to the Editor and marked Proverb No. 12 in the top left-hand corner. A prize of a guinea is offered for the most appropriate proverb submitted. If two or more readers submit the same winning proverb, the prize will go to the sender of the first to be judged. Only one solution may be submitted by individual competitors. No judging will be done before or after next Tuesday. For the winner's name and address see next week's "Around the Trade."

**Sir Eric on Tyre Prices.**

During his recent visit to the United States Sir Eric Geddes, who is chairman of the Dunlop Tyre and Rubber Co., Ltd., was asked on many occasions to give his opinion concerning the tyre



How the Leipzig point-duty man controls the traffic. The system of signaling is said to work very well.

situation and the likelihood of further increases in the cost of rubber. He would not commit himself, however, beyond saying that he looked for considerable fluctuations during the next six months.

**Spanish Road Board.**

A road board has been set up by the Spanish Government with the object of considering schemes for the reconstruction of Spanish roads.

**The Trend of Design.**

Several concerns are adopting the idea of an offset position for the propeller shafts of racing cars. This arrangement permits the driver to sit below the level of the shaft and results in much lower built cars.

**Longer Tyre Life.**

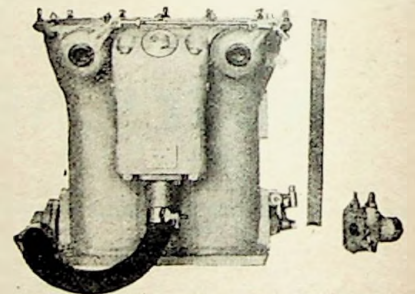
According to a report issued by the U.S. Bureau of Standards, the durability of rubber to the effects of light and heat can be materially increased by the use of substances which, although easily oxidized themselves, act as antioxidants when employed in rubber compounds.

**Learning to Drive.**

To the busy man or woman a scheme recently instituted by the British School of Motoring should be very useful. At any time of the day or evening, week-days or week-ends, an instructor and car will attend at any address within the Greater London area with the object of giving lessons.

**Interesting Figures.**

There are about 20,000,000 motor vehicles in the United States at the



The largest ever made? Zenith aero engine carburettor. Its size can be gauged by the 12-in. rule and the ordinary car carburettor beside it.

present time, over 17,000,000 being private cars. From these figures it has been calculated that the United States has four-fifths of the registered cars in the world. One American citizen in every six owns a car. In this country there is only one car to every 57 people.

**Pedestrians, Please Note!**

The carelessness of pedestrians is heavily "strafed" by the chief constable of Stoke-on-Trent in his annual report. "At least 80 per cent. of the accidents to pedestrians," he states, "are easily avoidable. Pedestrians do not exercise nearly so much care as motor drivers, and often adopt a most stupid and selfish attitude by standing in groups in the streets or well off the footpath at street corners, thus making it almost impossible for a motorist to turn from a side street into a main street without risk." The main causes of the increased accidents in Stoke, he added, were that people did not look where they were going.

**Brooklands.**

A trial run on the reconditioned track at Brooklands which we enjoyed a day or two ago shows that a great deal of work has been done in smoothing out the bumps and resurfacing patches where the concrete was broken.

**Meeting of I.P.E.**

The general meeting of the Institution of Production Engineers will be held in the council room of the Society of Motor Manufacturers and Traders, Pall Mall, London, S.W.1, at 7.30 p.m., on Wednesday, March 24th.

**The R.A.C. Grand Prix.**

Upon making inquiries on Wednesday last at the Royal Automobile Club with regard to the present position of the Grand Prix we were informed that the Club had decided to make no statement until next week.

**New Lodge Plug.**

A new standard Lodge plug which is designed to withstand great heat has just been introduced. Special features of the new model are that it is detachable, it has a thick steel central electrode with a pure nickel sparking point and is constructed so that it may be taken to pieces and reassembled many times without damage. The price remains the same as the previous standard model, 5s., and it will continue to be known as C3.

**"The Commercial Motor" Comes of Age.**

Many readers will find much to interest them in the current issue of *The Commercial Motor*, which is a Special Coming-of-Age Number. Apart from important notes on the future of the commercial vehicle, both for goods transport and passenger carrying, it contains many articles by well-known authorities who have taken this opportunity for giving brief histories of the commercial-vehicle movement since its earliest days and from many points of view. Not of the least interest in the issue are the many illustrations which afford excellent comparisons between old-time and present-day vehicles.

**Proposed Speed Limit.**

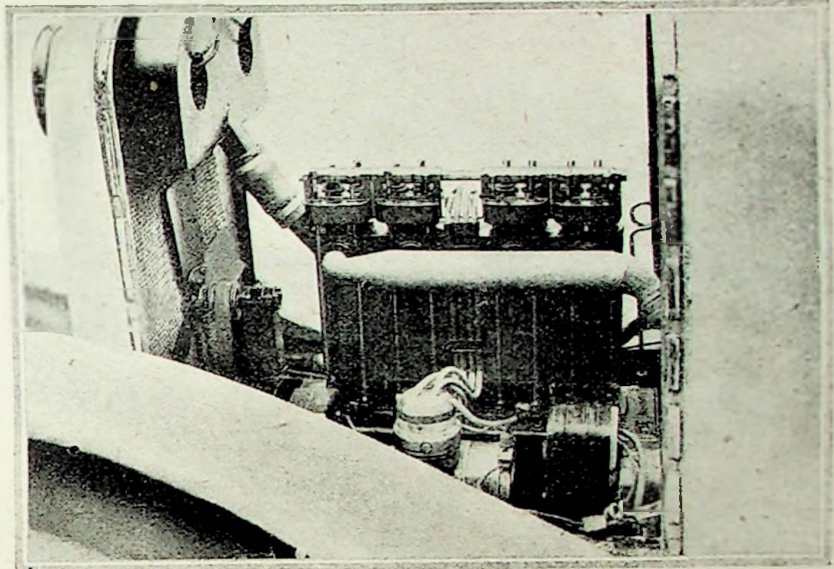
Local residents are in favour of a 10-mile speed limit across the L.N.E.R. bridge at Church End, Finchley, which has been a somewhat dangerous bottleneck for some time. An excellent alternative would be to widen the bridge.

**Land's End Entries.**

Entries for the M.C.C. London-Land's End run close to-morrow, Saturday, March 20th.

**In Parliament.**

An interesting suggestion with regard to the Road Fund has been made by

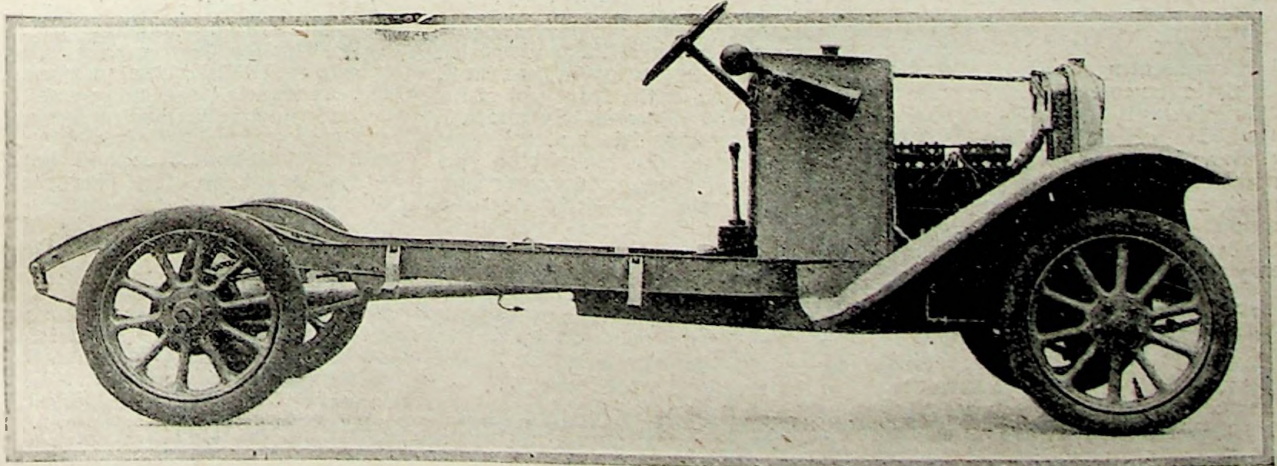


The engine of the Fejes car, a chassis view of which appears below. The cylinders are made of steel tubing and sheet metal replaces castings throughout. The bore and stroke are 60 mm. and 110 mm. (1,244 c.c.), the R.A.C. rating being 8.9 h.p.

**Provincial Motor Shows.**

The second-hand motor auction and mart in Manchester, which opens to-day, Friday, and will remain open until Saturday, March 27th, is creating a considerable amount of interest. The Show is being organized by Provincial Exhibitions, Ltd., and the main hall provides accommodation for about 200 cars. On Monday the Maidstone Motor Show will be held. The exhibition is being staged in the enlarged works of Rootes, Ltd., in the centre of the town, and will be on a larger scale than any private exhibition held previously in this country under one roof.

General Clifton Brown. He urged the advisability of financing all new arterial road schemes by issuing road bonds, with interest and sinking fund guaranteed by the Road Fund. Then, the extra balance of £4,000,000 or £5,000,000 which would accrue to the Road Fund could be allocated to local authorities for the maintenance and repair of classified and unclassified roads. Mr. Churchill, however, said that the Road Fund was fully able to meet its liabilities from its revenues. He would be strongly opposed to financing its operations by fresh borrowing, which could not fail to have a prejudicial effect on our general financial position.

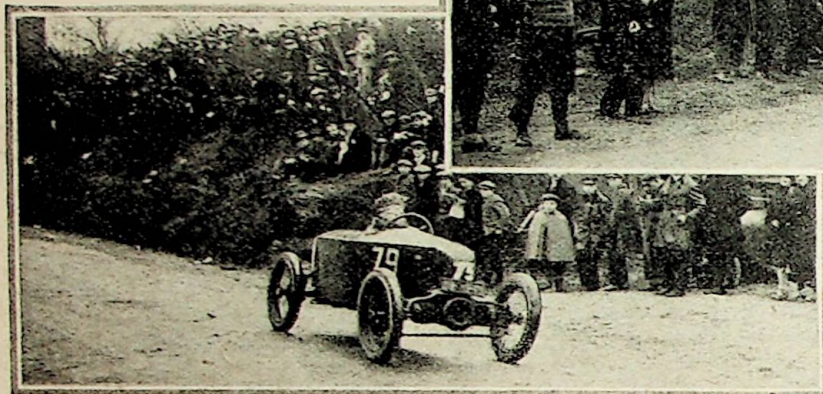


**COULD BE SOLD FOR £100.**

The inventors of this car—the Fejes—which is of Hungarian origin, claim that its sheet metal construction would allow it to be sold as a four-seater for £100. A photograph of the engine appears above and further particulars of the car will be given in *The Motor* on Tuesday, whilst next Friday we shall describe it fully and also hope to give our impressions of its performance.

# CYCLECAR COMMENTS.

By  
SHACKLEPIN



FRENCH CYCLECAR POPULARITY—A SUGGESTION—CHAIN OILING MADE EASY—STEADY DRIP-FEED SUPPLY—THE 1912 G.N. DESCRIBED.

THE two photos which form the heading to this page were taken at a recent hill-climb at Argenteuil, France. The upper picture shows Rovin in a new edition of the Rovin cyclecar, which I mentioned recently. If one may judge by his smile, it would seem that the machine is running well. In the lower photo Doré is depicted at speed in a Sima-Violet. This cyclecar is driven by a horizontally opposed twin two-stroke engine, which can clearly be seen mounted between the front wheels.

Very great enthusiasm is displayed by the French public in events of this kind, and there is no doubt as to the popularity of the cyclecar in France. Failing the production of machines similar to the Rovin and the Sima-Violet in this country, I think it might be a paying proposition to a dealer to fix up an agency, because, so far as I am aware, neither of these cyclecars is represented in England.

Some amusing verses appeared recently in the correspondence pages of this journal describing various methods of lubricating Morgan chains. I have had a fairly long experience of chain drive, and, in my opinion, the graphite- and -tallow method cannot be beaten, provided one has the time and energy necessary for doing the job thoroughly.

It would appear, however, that tallow is not readily obtainable nowadays—at least, that is what my local chemist tells me, and I confess that the news did not distress me very much, because it gave me an excuse for neglecting somewhat the chains of my Aero-Morgan.

I am busy now rigging up an additional drip-feed lubricator, supplied by the pump which feeds the engine

and having a single  $\frac{1}{8}$ -in.-bore copper pipe leading to a T-piece near the bevel box. From the branches of the T two  $\frac{1}{8}$ -in. bore pipes lead to points over each chain sprocket. I imagine that very little oil will be needed to keep the chains properly lubricated, and I like the idea better than having a separate tank and pump, from which oil is supplied "in bulk" at irregular intervals.

One of my rapidly growing band of correspondents is anxious to build a cyclecar, and has been advised to take the 1912 G.N. as a guide. His counsellor apparently "saw a lot of these at the time and thought they were just the thing," but he does not know anything of their construction, and breathed my name in the ear of "H.K." (Twickenham) as a possible fount of information.

Here, then, "H.K." is what I remember about this little bus of long ago. A two-cylinder air-cooled engine, set lengthways in the frame, was situated at the front end of the ash chassis. Immediately above it was a long cylindrical petrol tank, which formed the top part of the bonnet, whilst further protection for the engine was provided by removable sides, which leaned against the tank and were secured in place by straps. At the front the engine was open to the elements, but the appearance was rounded off, to use an Irishism, by the pointed nose of the tank. "Looks like a bullet, Joe!" as the small boys used to cry.

A long roller-chain transmitted the drive direct from the engine to a countershaft situated amidships, on which were mounted a floating-plate clutch and two chain sprockets. A second countershaft, to the rear, carried two more sprockets—not

keyed to the shaft—and change-speed mechanism consisting of dogs fitted with hard steel pins. The dogs were keyed to the shaft, and one or the other could be engaged with its adjacent sprocket, which had holes drilled in it for the reception of the dog pins.

The rear sprockets were mounted in a very novel way. As I have pointed out, they were not keyed to their shaft, and, further, they were kept hard up against a bush on one side by strong helical springs bearing against the other side. If, therefore, the dog pins did not engage when the gear lever was pushed into the first-speed notch, one let in the clutch gently, causing the sprocket to rotate and slide on to the dog pins when the correct position was reached.

At each end of the second countershaft, and outside the chassis, was an 8-in. V-pulley, the final drive being by belts to, I think, 18-in. pulleys on the rear wheels. Springing was by quarter-elliptics all round, the wheel bearings consisted of plain bronze bushes, and both foot and hand brakes acted on the rear-wheel pulleys.

I ran one of these little cars for about 6,000 miles. When I took it over it had already covered 15,000 miles, and, naturally, things were not so tight as they might have been. Nevertheless, it gave little trouble, and I enjoyed many a trip in it. As a design for a simple, workable cyclecar well within the building capabilities of the amateur it is quite good, but, were I in the position of "H.K.," I should be strongly tempted to substitute a suitable three-speed motorcycle gearbox for the dogs and secondary chains.

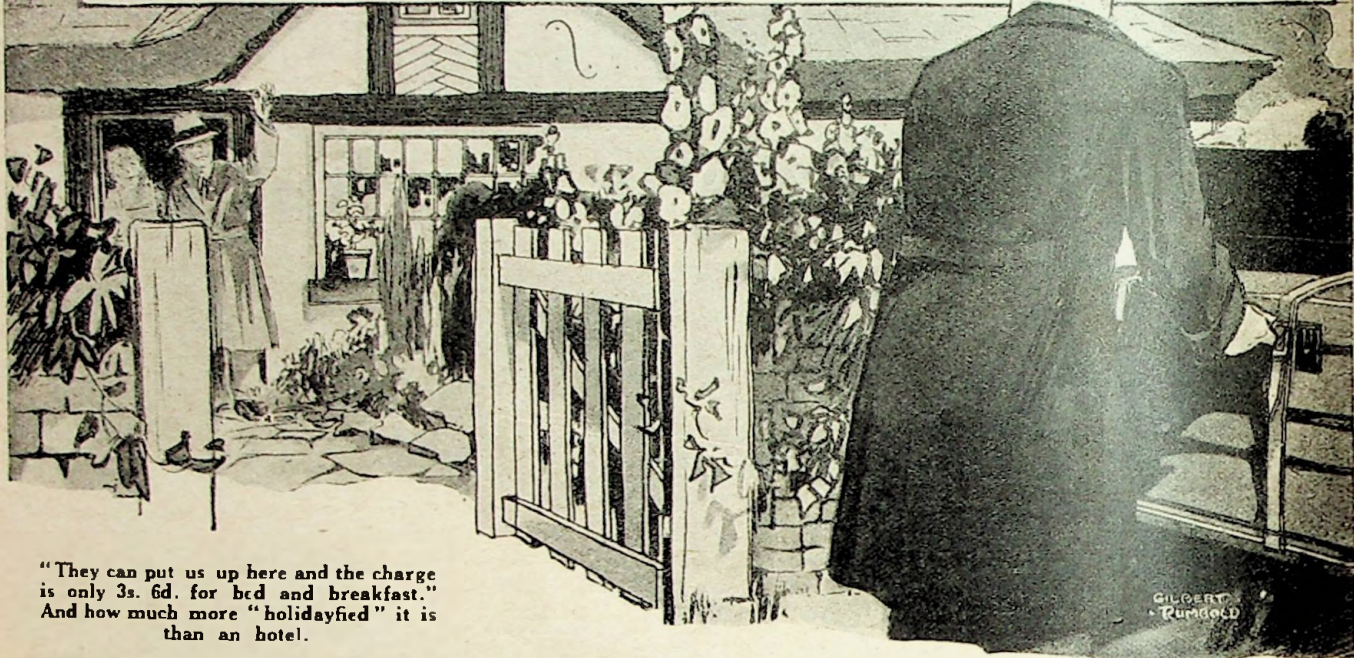


*Oh, to be in England now  
that SPRING is there.*

*It should be April, admittedly, or so thought Browning. But the new quarter's licences are available on March 25th, already there is light enough for a short run after business hours, primroses are out in the southern counties and even the blossom in all its glory abounds upon the fruit trees. Spring this year is a fact—not merely an entry in the calendars. Get out on the roads and enjoy it.*

CONNOR

## TOURING ON 10/- A DAY



"They can put us up here and the charge is only 3s. 6d. for bed and breakfast." And how much more "holidayfied" it is than an hotel.

GILBERT  
RUMBOLD

*It's well worth trying. Economy has, of course, to be fairly rigidly exercised, but no enjoyment need be sacrificed on that account. Two can tour on £1 a day and cover quite a large mileage, if they can content themselves with cottage accommodation overnight*

THE cost of touring in Great Britain in a small car naturally varies very widely according to the tastes of the tourists, but it may be taken for granted that a man and his wife in a reasonably economical two-seater can tour, without making any special efforts to economize, at a cost of £1 per head per day. This works out at £28 for a fortnight's holiday, which is, naturally, considerably more than most readers would care to pay.

Broadly speaking, the figure of £2 per day for a married couple on tour is arrived at by allowing the following prices for the essential items of expenditure: Hotel and breakfast, 18s.; tea, 3s.; five gallons petrol, 8s.; supper, 5s.; lunch, 5s.; oil, 1s.

With this outlay one can stop at quite good hotels, cover 200 miles a day at 40 m.p.g., and enjoy excellent meals, whilst it will be found in practice that unless there are ferry dues, toll-bridge fees, and similar expenses to be paid, there will be a little change left for cigarettes and so forth.

The largest figure in this daily balance-sheet is 18s. for bed and breakfast, and this appears to be rather extravagant, but it will be found that if A.A. and R.A.C. hotels are patronized it cannot be lowered, as 10s. 6d. is about the usual price for a double room for a night, whilst breakfast seldom costs less than 3s. per person and gratuities will easily run away with the odd 1s. 6d.

At some hotels, of course, a charge of 1s. or so is made for garage. Later we will consider how this hotel bill can be cut down.

It will be noted that 5s. is allowed for lunch, and this must be regarded as the lowest figure if meals are to be taken at restaurants in towns. Hotel lunches generally cost either 3s. or 3s. 6d., but are seldom better than those taken in restaurants, whilst one usually has not so varied a menu from which to choose.

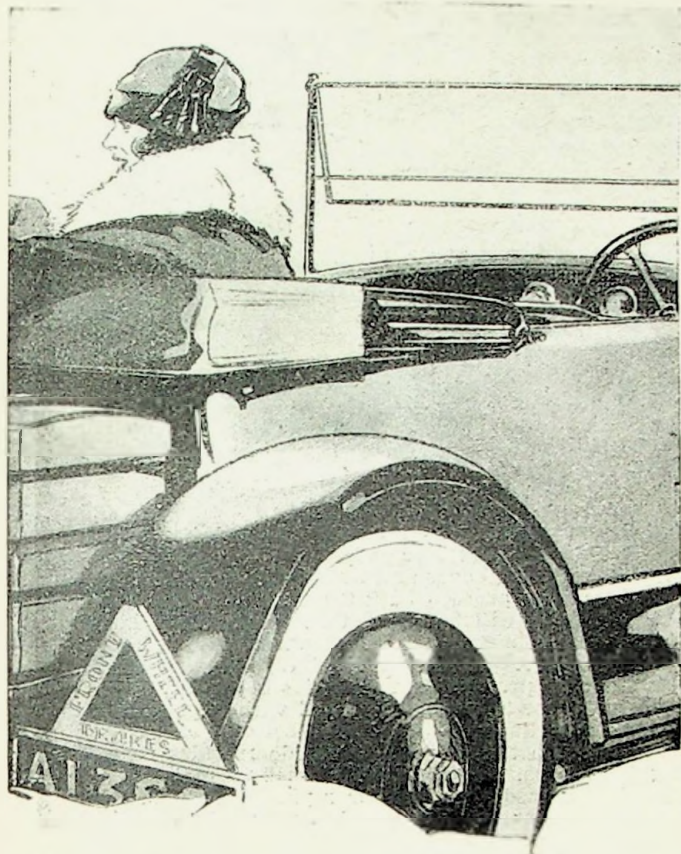
An allowance of 3s. for tea is on the generous side, particularly as 5s. is allowed for supper and many tourists prefer to combine these two meals into a high tea at about six or seven o'clock.

A supper at 5s. for two people is, of course, not attainable in the average "recommended hotel," at which a complicated meal costing from 5s. to 7s. 6d. a head is nearly always put on in the evening. Partaking of this hotel dinner will be found to be an extravagance which few small car tourists can afford, and it is a much better plan when you arrive at your stopping place for the evening to drive to the hotel, book a room, wash, unpack, and so forth, and then sally forth into the town or village in search of a nice, clean, inexpensive restaurant. Such places are to be found quite easily, as a rule, and they can offer an appetizing evening meal at a price well within the figure which we have allowed.

So far as the car expenses are concerned, it will be noticed that provision has been made only for petrol and oil, but the allowance of 200 miles a day is somewhat generous, as there are few tourists who consistently cover even half this mileage every day during the course of a tour extending for more than a few days. The oil ration at 1s. a day would satisfy the appetite of even the most voracious engine, whilst those who keep a five-gallon drum at home and take a supply with them on tour will find that an allowance of 6d. per day for oil is more than adequate.

Some people when they are on tour spend quite a lot of money on having the car cleaned two or three times a week, but the writer has found that if a feather whisk to remove dust, a tin of metal polish for the bright work, and a few cleaning cloths are carried in the tool-box, the need for washing and polishing at a garage will not arise.





We have seen how easy it is for two people to tour for £1 per day; now let us get down to our title. It is necessary, it will be seen, to cut the expenses down by half, and this is not nearly so difficult as would appear at first sight, particularly if the car is a four-seater with all the seats occupied, as the petrol and oil bills per head are thus halved.

Let us consider the case of a married couple who own a small four-seater and who invite two friends to join them on a motoring holiday. If they patronize hotels and restaurants as outlined above, but share petrol and oil bills, they will find that, instead of spending £1 a day each, they will spend only 17s. 9d., thus saving 2s. 3d. a day, or £1 11s. 6d. on a fortnight's tour. They are, however, still far in excess of the 10s. a day ideal. They have, in fact, to find ways and means for saving 7s. 9d. each a day.

#### Where You Can Save.

Starting with the car expenses, we find that they can reduce their mileage from 200 to, say, 120 and, allowing a heavier consumption than 40 m.p.g., on account of the full load, we get a further saving per day on oil and fuel of almost 1s. a head, leaving 6s. 9d. still to be saved. This must be done on the hotel and meals bill, and, starting with the largest item, we find that this can be cut down very substantially indeed, so much so, in fact, that without the two extra passengers helping with the motoring expenses the 10s. a day plan is far from unattainable with a small daily mileage.

A splendid way to save on the hotel bills is to join the Cyclists' Touring Club, the subscription to which is quite small, and then to obtain from the club a copy of its handbook and guide. This contains details of many hundreds of hotels in the British Isles—not hotels of the elaborate order, but those which offer solid comfort, plain meals and clean bedrooms at common-sense prices.

The book gives the addresses of about six small hotels in each big town, and of at least one in every place

of consequence, whilst it quotes the prices charged at these hotels for rooms, meals, baths and, in some cases, full pension. The prices listed are indeed a revelation to those who have made a practice of always driving up to the "recommended" hotels wherever they stop.

Single rooms, for example, with breakfast, are offered at prices ranging from 4s., and even less, to 8s. per person, whilst where two people are prepared to share a room the cost is seldom more than 6s. a head for bed and breakfast. In rural districts it is as low as 4s. 6d.

Here we have a clear saving on our original 9s. a head estimate for bed and breakfast of from 3s. to 4s. 6d.; or say, on the average, 4s. a day. This, if one is to keep down to a total outlay of 10s. a day, will leave 2s. 9d. to be saved, and 1s. 6d. of this can be economized by combining supper and tea into a solid meal, costing 2s. 6d., taken at about 6.30 p.m., following it up, if necessary, with a little fruit before going to bed; 1s. 3d. per day then has still to be saved before we get down to 10s., and this must be effected by cutting down the price of the mid-day meal to 1s. 3d. per head. This may sound impossible, but actually it is quite easy to achieve by having an open-air meal, which need, in fact, cost no more than 1s. A good idea for open-air meals when on tour is to get veal and ham pies, sausage rolls, and similar diet which can be bought already prepared to take as a first course, and to follow this by fruit or buns. A shilling will buy three sausage rolls, two buns and a glass of beer, which should satisfy even the most rapacious appetite.

#### The Daily Budget.

Here, then, is the daily budget for each member of a party of four on tour with a small car, covering 120 miles a day and averaging 40 m.p.g. :—

Hotel and breakfast, 5s.; lunch, 1s. 3d.; tea and supper, 2s. 6d.; petrol and oil, 1s. 3d.

It will be seen that the largest item in this balance-sheet is for hotel and breakfast, and there is no way of reducing it save by camping or caravanning. The latter is not so cheap as one might at first imagine, as the hiring of the caravan has to be paid for, and this amounts to a fairly considerable figure. Camping, on the other hand, offers prospects of extremely cheap touring, whilst if holiday makers, instead of pitching a new camp every night, remain for a few days on each camping ground, they will find that they can get their daily budget as low as 7s. 6d. or 8s. a day per person for a fortnight's holiday.

The cheapest plan so far as the tent itself is concerned is to buy one, and it can then be used year after year; but if storage space for a tent is not available at home, or if it is thought that the tent is not likely to be used again, it is possible to hire one at quite a low figure.

It must be borne in mind, of course, that, having bought or hired the tent, there still remains a number of other important requirements, notable among which is a dependable oil stove and a few items of camp equipment, such as crockery, washing appliances, and so forth, but these can be hired at reasonable prices.

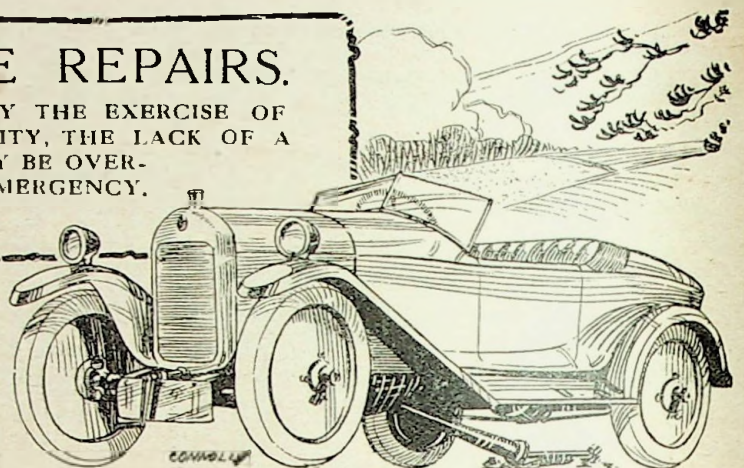
Some cars, of course, lend themselves quite readily for sleeping in, but naturally it is impossible for more than two persons to be accommodated. When camping out in this manner one is always sure of a dry bed, whilst the windscreen provides a convenient means for ventilation, and the car can be placed in a position where it is sheltered from the wind. The chief drawback to camping out in a car is that there is so very little room for the mattress, luggage, cooking utensils, and so forth during the day. But this inconvenience is offset by the extra economy which may be practised with little real sacrifice of enjoyment.

Camping holidays are, however, so entirely dependent for their success upon the weather that the writer hesitates to recommend them except to young, healthy people who can endure hardships without allowing them to spoil their holiday.



## ROADSIDE REPAIRS.

SHOWING HOW, BY THE EXERCISE OF A LITTLE INGENUITY, THE LACK OF A SPARE PART MAY BE OVERCOME IN AN EMERGENCY.



TO experience engine or chassis trouble on the road nowadays is so unusual that when the unexpected happens the owner-driver may find himself unprovided with the necessary spares or with the knowledge of how to rig up some temporary substitute. Before starting on a lengthy run or a tour, therefore, it is well to make sure that the tool kit is in order and that the usual spares are on board.

No suggestions will be made here, however, concerning the spares which should be carried, because it would be more useful to discuss ways and means of doing without them in an emergency.

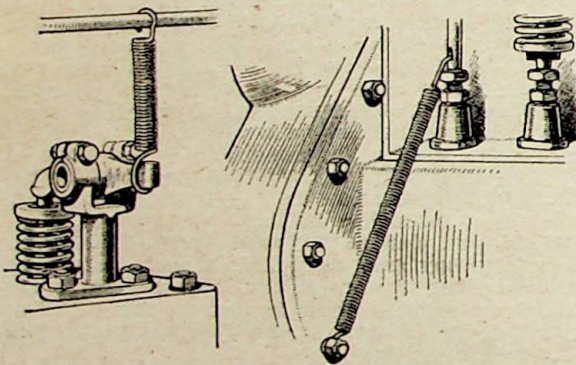
To this end the tool kit must be supplemented by the addition of such things as a length of thin rope or strong cord, some stout copper wire, a selection of bolts and nuts, and a few "pull off" springs. A list of this

side of the cover and, with the tube replaced, it should be lightly inflated and strong leather straps or rope wrapped around the cover and rim between the spokes. Inflation can then proceed until the correct pressure is reached, when it will be found that the bandage has tightened and imparted a fair amount of strength to the gashed place. In the case of cars having disc wheels the only practicable repair lies in the use of a blow-out patch or a tyre gaiter fitted with clips which engage the rim clinches.

Next on the list of possible roadside troubles come spring breakages, but it is only when a main leaf breaks that immediate steps for repairing it must be taken. In the case of half-elliptic springs the chassis frame must, of course, be jacked up to its normal position, and then a packing-piece such as a block of wood or anything of the kind obtainable may be slipped in between the spring and the under side of the frame member. The packing should be lashed into position with rope or wire so that it cannot shift, and the jack may then be removed. In this condition the car can be driven with safety provided that the speed is kept very low and the tyres not too hard.

### Tyre Levers as Splints.

Another way to overcome the effect of a broken main leaf, and this applies especially to the quarter-elliptic type, is to lash a tyre lever very tightly to it after having taken the weight of the car on a jack. Strong lashings which will not "give" appreciably must be used in this case, because upon them will depend the success and safety of the repair.

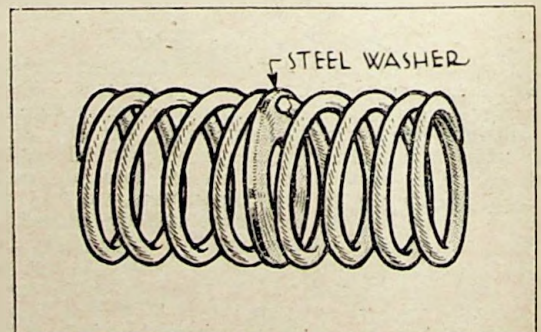


(Left) If the push rod is lost an overhead inlet valve may be made to work automatically by using a pull-off spring almost as strong as the valve spring. (Right) A pull-off spring replacing a broken valve spring.

kind could be enlarged indefinitely according to the amount of pessimism existing in the nature of its compiler, but in the present instance we shall keep our list small and, by suffering a few imaginary breakdowns, see how the car can be got going again with the available material and a little ingenuity.

Tyres are a vulnerable part of any motorcar, and although an ordinary puncture or burst may easily be repaired by the roadside, a large gash in a cover and tube is a more serious problem. The slit in the tube should have round holes cut at each end before patching is attempted; otherwise the slit will be liable to extend under the patch when the tube is inflated. It is advisable, also, to stick a patch inside the tube as well as outside if the slit is a long one.

A badly gashed cover can only be repaired temporarily, but this may be sufficient to get the car home or to the nearest tyre stockist. One or more thicknesses of patching canvas should be stuck on the in-

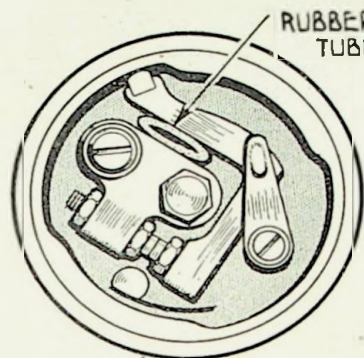


A flat steel washer placed between the broken ends of a valve spring will prevent the coils interlocking. Alternatively, the flattened ends may be placed together.

Luckily, steering mechanism breakages very seldom occur, but it is not unknown for a drag link or track rod to fracture. In this event the temporary repair which can be made will depend upon the nature of the

break. Thus, if it is along the length of the rod the two ends may be butted together in their normal position and braced with a tyre lever lashed firmly in place. Held in this manner either a drag link or a track rod will function safely in compression, that is, when it is "pushing," but in tension (pulling) there will be a risk of the broken ends being drawn apart and, of course, when a car is being driven both of these forces are in action.

Having lashed the broken ends together, therefore, a few turns of cord or wire should be passed round the two track rod steering arms or the drop arm and its steering arm, as the case may be, and drawn taut



A piece of rubber tubing fitted as shown here will serve temporarily as a contact-breaker spring.

parallel with the rod. The idea is depicted in an illustration at the foot of this page.

Turning now to the engine, common sources of roadside trouble are broken valve springs and, possibly, a broken contact-breaker spring. In the case of valve springs, if the break is in one place only, so that the spring is in two pieces, it can, as a rule, be made to work satisfactorily by turning each broken piece upside down, so that the two flattened ends are in contact and the broken ends fit into the collar and the other into the cup of the guide.

In this manner the spring will have almost its

original strength, and there will be no possibility of the broken ends becoming interlocked. When the spring is broken in more than one place, however, it cannot be used again unless a plain steel washer is available for fitting between the broken ends to prevent interlocking.

By using a light "pull off" spring hooked into the slot of the valve stem and to some convenient part of the engine or framework, the valve can be made to close in a reasonable manner. Failing a spring a piece of rubber tubing or elastic may be pressed into service.

Should an inlet valve stem break it is still possible to get going again provided that enough stem is left to project half an inch or so through the valve guide. The procedure is to file a groove round or drill a small hole through the stem and secure to it a light pull-off spring or piece of elastic in the manner just described.

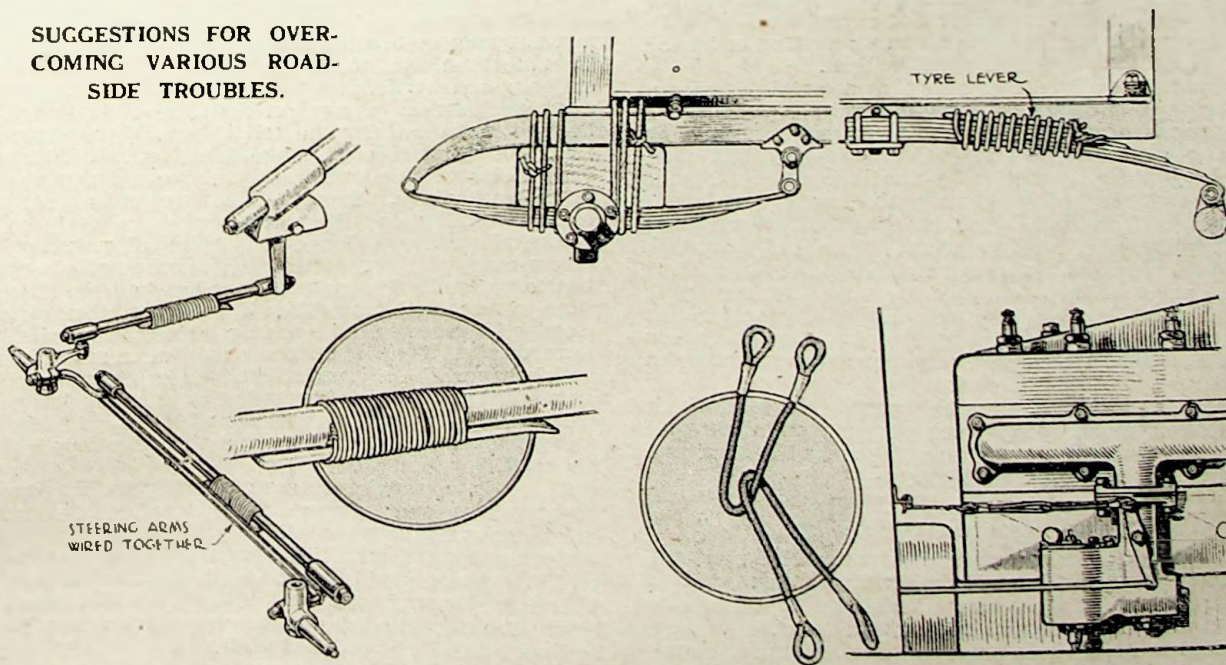
The pull of the spring should be only a few ounces, because the idea is to make the valve work automatically when the engine is running, as the tappet can no longer reach the stem. At slow speeds the valve probably will not lift and the engine will run only on three cylinders, but on opening the throttle it will be found that the valve will work well enough for the car to be driven home.

### Broken Exhaust Valves.

A broken exhaust valve cannot be "faked" in this way, because it cannot be opened automatically, but usually it is possible to fit an inlet valve in the place of the broken exhaust valve, which may then be fitted to the inlet seating and used as described above. If, however, the engine is of the detachable head type without valve caps the owner will not relish taking off the head by the roadside, and the only remedy in this case is to remove the high tension wire from the plug and earth it to some convenient metal part of the engine, thus putting the cylinder out of action. The inlet valve tappet adjustment should be slacked back until the valve is no longer lifted, and the engine may then be run on three cylinders, which will give enough power for the car to be driven home slowly.

Although the resulting noise may prove objectionable,

### SUGGESTIONS FOR OVER-COMING VARIOUS ROAD-SIDE TROUBLES.



The above group of sketches depicts some of the jury rigs mentioned in the text. Road spring repairs can be made with a block of wood or a tyre lever and some rope or wire. Broken steering connections lend themselves to temporary repairs by means of tyre levers and wire, whilst a lost or broken throttle return spring may be replaced by the ends of a pair of braces or other piece of elastic.

It is a good plan to remove the plug from the idle cylinder in order to prevent oil being drawn past the rings into the head.

The foregoing suggestions have dealt with side valve engines, but similar jury rigs may be adapted to the overhead valve type.

Unless there is a watchmaker handy who can supply a piece of drilled clock spring the only other way in which to make a contact breaker work after its spring has broken is to wedge a piece of small-bore rubber tubing between the bell-crank arm and the fixed centre block. This arrangement is shown clearly in a sketch on the preceding page.

A broken throttle return spring can prove very annoying, especially if the broken pieces drop on to the road and cannot be found. If a spare spring is available all is plain sailing, but if not a substitute of some kind must be devised. A strip of rubber from an old inner tube can be used, or often the driver's or passenger's personal clothing will yield the necessary piece of elastic: there is a type of braces which has separate end pieces of round woven elastic, and these ends form very useful "return springs" in an emergency.

Broken petrol or oil pipes are not very easy to deal with as, short of soldering, a good repair is difficult to make by the roadside. By wrapping the broken pipe tightly with ordinary tape thickly coated with common yellow soap, however, the leak will be stopped or, at least, reduced sufficiently to enable the car to proceed without undue loss of fuel or oil as the case may be. A piece of small-bore rubber tubing slipped over a broken petrol pipe so as to join the two ends will effect a very good repair and the petrol will not have any appreciable ill effect on the rubber for some time.

If petrol-proof rubber tubing is used, however, it may, of course, be fitted permanently and will prove of advantage in taking up any vibration in the pipe, thus going some way towards preventing future fractures.

Enough has been said in the foregoing to show that a breakdown must be very serious before the driver need despair of getting the car home under its own power, but because various sources of possible trouble have been mentioned the novice should not assume that he is likely to be visited by any of them, for to-day, a broken-down car is as rare as the proverbial dead donkey.

## INNS AND THEIR INMATES.

THE more that we travel up and down our country the more do we realize that not only is there a diversity of creatures, but that there is also a diversity of inns.

Motoring for most of us calls for frequent halts at wayside and roadside inns at which we encounter our fellow-creatures, and by reason of these meetings with all sorts and conditions of folk our impressions of the various inns known to us are often based on the kind of treatment we receive and the experience of the people met thereat. Therefore, in judging an inn, we ought to bear in mind that it is only just to see how far we are estimating the place and how far the people whom we met.

Too often in life our minds are prejudiced against a place because we remember that our associations with it were marred by someone whom we disliked or by the occurrence of some untoward incident.

It is necessary to state here that a certain few inns, possessing desirable features—antiquity, splendour or quaintness of architecture, a picturesque setting, or some other charm peculiarly their own—are robbed of much of their attraction by the lack of courtesy or absence of hospitality shown by their owners and staff. Thus it will be found that our judgment of an inn is mainly dependent on two points—place and personnel.

To these two points must be added, however, a third—sentiment. We know only too well that the spirit which pervades Kipling's "Sussex" is in most of us. That poem extolling Sussex contains the sentiments within us that we ourselves cannot always express in words.

There is for most of us some corner of our land which we look upon as home, some refuge from work and worry, somewhere to turn when the end of the journey is drawing near, where we may—

"Husband out life's taper at the close  
And keep the flame from wasting by repose."

This decidedly is the case with inns, and the chosen few have points which tend to make, if not the hostleries of our dreams, at least places which we desire to frequent and which we will recommend to others. The essential points include, among others, quietness, cleanliness, good cooking and service, reasonable charges and, above everything, a cheerful hospitality.

In writing of the last point, it is well to bear in mind that innkeepers and their staffs are often spoilt by the behaviour of those who visit their inns. There is a certain type of individual who is found everywhere, even

in a motorcar, who seems always to make himself as objectionable as possible. It is his kind that goes far to spoil the innkeeper—who, after all, is only human—and to try his temper, his good nature and his manners to the uttermost.

There are many types of this objectionable person. Some go out of their way to be unpleasant to all and sundry; others are possessed of no manners; others, who are merely selfish, seem to have no consideration for anyone save themselves.

These types are fairly common, as also are the light-fingered gentry who annex small things in the course of their travels. Small things, maybe, but the loss of them tends to make the landlord suspicious and cautious. Hence the petty, often irritating, restrictions at which we are inclined to kick. The lack of manners in what may be broadly termed the "general public" is, unfortunately, on the increase. Not that the majority of travellers are lacking in manners, but with a certain number the need of the little courtesies that help to make easier "the trivial round, the common task" does not seem to make itself felt. With some even "Please!" and "Thank you!" are dropping out of the vocabulary. Even in these days of burdensome expenses civility is still gratuitous.

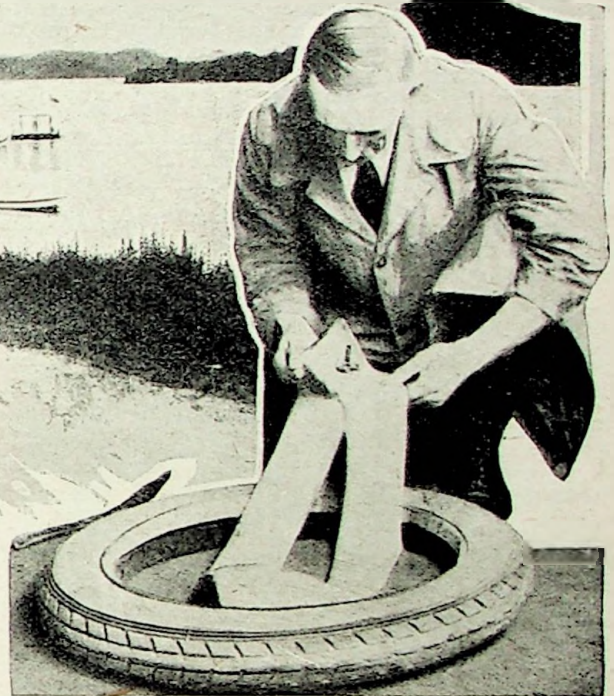
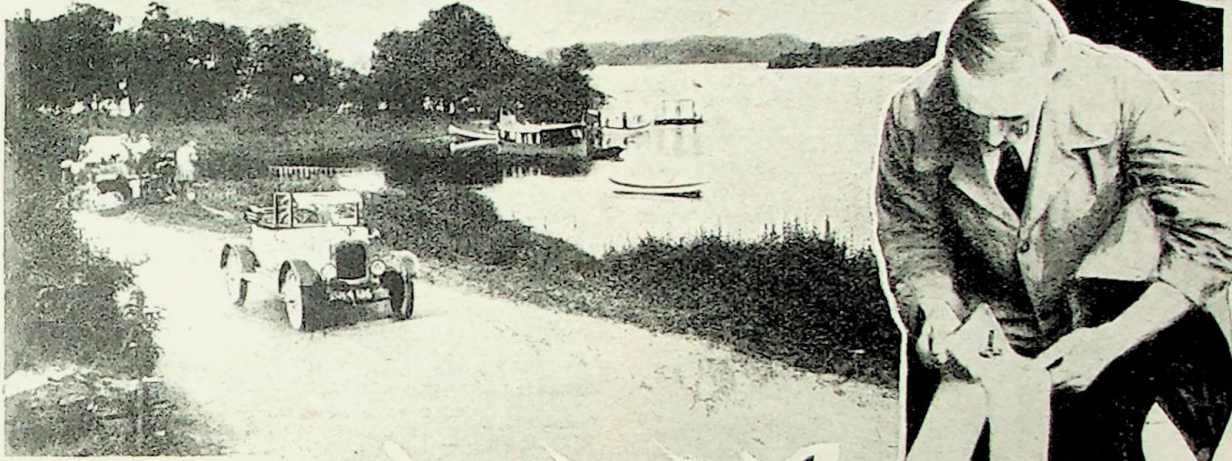
The above are a few of the types of people with whom every innkeeper and each member of his staff has to contend. If any innkeeper has had the misfortune to meet with more than his share of them, small wonder if he seems to be unduly lacking in hospitality towards strangers. If anyone comes into a man's home and behaves like a lunatic, hooligan or common thief, care is taken that the door is shut against him for evermore. The innkeeper cannot shut his door; he has to grin and bear his troubles; and this also applies to his staff.

There is a wonderful atmosphere pervading most country inns, and in many there is a lingering touch of other years, the "good old days" as they are sometimes termed, and which, although no better than those of 1926, were probably more English, inasmuch as the "foreign element," through difficulties of locomotion before the advent of the railway and motor transport, had not made itself so keenly felt.

It is the duty of everyone who travels by road and who frequents the inns on the way to endeavour by his own actions and demeanour to establish esprit de corps not only on the road, but with those with whom he comes in contact at places where he stays en route.

E.A.H.F.

# TROUBLE-FREE TOURING



THERE ARE MANY PITFALLS INTO WHICH THE NEW MOTORIST MAY FALL WHEN TOURING. THIS ARTICLE SHOWS HOW THEY MAY BE AVOIDED AND A PLEASANT TRIP ENSURED.



HERE is no more delightful or healthy way of spending a holiday than by touring. The change of scenery, the fresh air and, above all, the glorious sense of freedom, all combine to this end. If carelessly planned, however, a motor tour can be neither delightful nor health-giving, and many an otherwise successful and enjoyable trip has been marred by an incident

which could have been avoided by a little consideration and foresight in the first place.

The suggestions given in this article are based on many years' experience; if they are conscientiously carried out the tourist will have done all that is reasonably possible to ensure an enjoyable holiday and he need have no fear of its being otherwise.

Of the preparations necessary the car will probably occupy the most time unless it has received an overhaul just previously. It must be borne in mind that a car usually has to stand up to much harder treatment during a tour and receives less attention from its owner than in the ordinary course of events, and it is asking for trouble, therefore, to set out with a car that is not in good fettle.

Important points are the engine and the brakes, as it is impracticable and unsafe to take a car in hilly districts unless these are working efficiently.

The engine should be reasonably free from carbon, and if this is not the case decarbonizing is advisable. Remember that even if this is not necessary at the beginning of the holiday the engine may call for it before the tour is over, and limping home with a badly carbonized engine is a very poor way of ending a trip. The valves should, of course, receive attention, grinding in and tappet adjustments being carried out if necessary.

A little time spent in dismantling and cleaning the carburetter will be well repaid; while an inspection of the magneto distributor and make-and-break is also advisable. If the former is of the carbon-brush type and any carbon dust has accumulated on the contacts, they should be wiped with a clean, soft rag moistened with petrol; moisture may be wiped off with a soft, dry rag.

The correct gap for the contact points of the make-and-break is  $1/50$ -in. This should be checked and the points adjusted if necessary. Should the points be uneven, they must be trimmed with a dead smooth file until they are perfectly flat, the smallest amount of metal possible being removed during the operation. Files are made especially for this purpose.

It only remains to clean the sparking plugs and set the points so that the correct gap is obtained, and the engine adjustments may be considered complete.

## Efficient Brakes Essential.

The importance of having efficient brakes should need no emphasis and, although most drivers realize this, those whose journeys normally lie in flat districts are apt to be misled into thinking that their brakes are efficient, although they may perhaps be quite incapable of holding the car on a really steep gradient.

If the brakes are inefficient and adjustment does not effect any improvement, the linings should be inspected. In the case of internal-expanding brakes this will, of course, mean removing the drums. A recent article in *The Light Car and Cyclecar* dealt with this subject fully. The lack of efficiency may be due to the linings having worn thin, or possibly oil may be the cause of the trouble.

In the former case relining is the obvious cure, but oil or grease may be burnt off with a blow-lamp; the

shoes must, of course, be removed for the purpose. Unless the linings are otherwise in good condition it is not worth while to carry out the latter operation, relining being the better course.

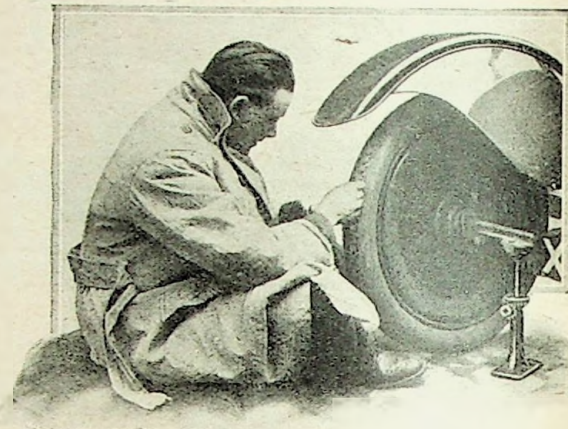
Tyres are probably the most frequent cause of roadside trouble, and every effort should be made to eliminate this risk. It is far better to replace worn tyres with new ones than to patch them up in the hope that they will last out to the end of the tour. The motorist to whom economy is of primary importance may think this is an expensive procedure, but if the old tyres are refitted after the holiday, the last few hundred miles' wear may be obtained from them on local runs. The possibility of retreading should not be overlooked.

Examine each cover carefully and remove any flints which may be embedded in the tread. This should be done with the blade of a small screwdriver or pocket-knife and the cuts should be filled up with tyre-stopping medium. This can be obtained from any large accessory dealer.

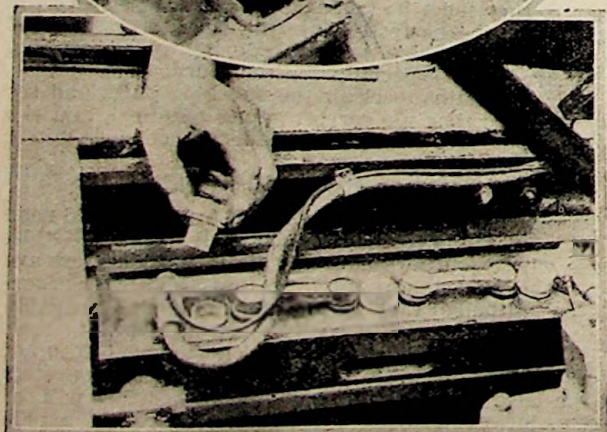
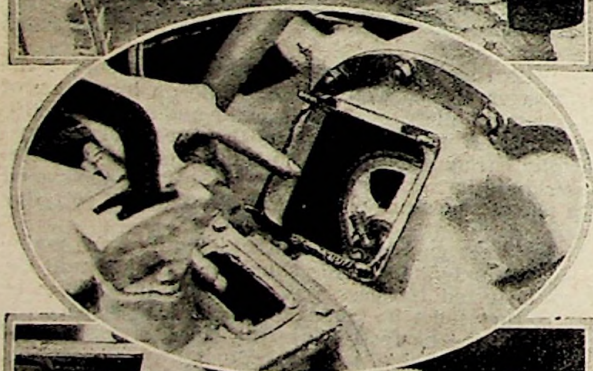
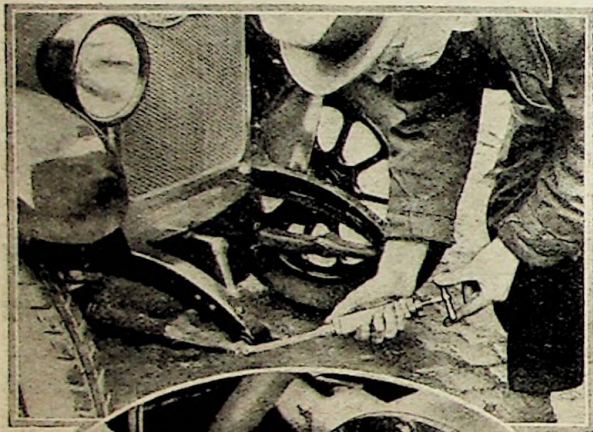
If the covers are worn unevenly, as is usually the case when they have occupied the same position for any considerable time, it is a good plan to change the wheels

over so that the two in the best condition are on the rear of the car.

Inner tubes which have seen a large amount of service may with advantage be inspected to see if they are badly chafed in any place. While the tyres are off



A little time spent in removing flints from the tyres and in stopping cuts should not be grudged — it may save hours during the tour.



(Top) Every part of the chassis should be thoroughly oiled or greased before starting. (Centre) Do not forget to lubricate the clutch spigot and to check the oil level in the gearbox. (Bottom) The acid level in the battery may be low — an inspection should be made and distilled water added if required.

remove rust, if any, from the wheel rims and, if necessary, give them a coat of quick-drying enamel.

Springs should not require much attention unless the suspension has become noticeably harsh. If this is the case, and gaiters are not fitted, the leaves should be separated, any rust scraped off with the back of an old knife and a liberal quantity of grease inserted between the leaves. Lubrication by gun is usually provided where gaiters are used.

It will probably not be necessary to spend much time overhauling the lighting system. An inspection of the dynamo commutator and carbon brushes should be made; the former may be cleaned and the latter renewed if badly worn. The level of the acid in the battery should be checked and distilled water added until the tops of the plates are  $\frac{1}{4}$  in. below the surface. The correct specific gravity of the acid should be 1.250, and this can be verified by using a hydrometer.

#### Lubrication Details.

Lubrication must not be forgotten, and all the usual points should receive their quota of grease or oil. Do not forget to check the level of lubricant in the back axle and gearbox. If a prolonged tour is contemplated, it will be advisable to drain the oil from the gearbox and fill up with fresh lubricant. The sump should certainly be drained and replenished with fresh oil, as the necessity, perhaps, of carrying out this rather objectionable operation during the trip will be avoided.

A final examination of the chassis, to make sure that everything is in order and that there are no rattles, will complete the preparation of the car.

It may be thought from the foregoing that making a car ship-shape for touring is a very formidable task, but it must be borne in mind that if the vehicle has been kept in reasonably good condition many of the operations described will not be necessary.

Having dealt at some length with the preparation of the car, let us now consider the question of selecting a route. The tourist will probably have already definitely decided to what part of the country his wanderings will lead him, and it only remains to choose a route which will give the maximum enjoyment in the time available.

The first point to be settled is the approximate distance that is to be covered. It is here that many novices make the mistake of planning a route which is far too ambitious; the frequent result is that the programme

has to be curtailed, to the disappointment of all concerned, or else the discomfort of continuing when the driver and passengers are tired has to be endured.

The daily mileage for the trip is entirely a matter of individual preference, and most people who have had previous experience of touring will know what distance suits them best. There are many who consider that a mileage of anything under 200 in a day is a very unsatisfactory performance, while at the other end of the scale are motorists who are content to average 80 to 100 miles, spending much time visiting places of interest. The novice will probably find that 100 to 150 miles, according to the amount of sight-seeing to be done and his normal driving speed, is all that he will feel inclined to cover each day.

The question of whether or not to run to a timetable is another matter where the temperament of the driver plays an important part. To some it is a sheer delight

difficult to read. Postcards are eminently suitable for the purpose, as they will clip together and can easily be carried in the pocket.

The names of all places of any importance on the route should be written down in a column and the distances between each written at the side. A third column may be added with advantage, this containing the distances of each place from the start. If there is an item of special interest at any spot, it should be marked, so that it will not be missed.

#### Securing Hotel Accommodation.

Hotel accommodation may be booked beforehand if the tour is being made to a fixed schedule, but it is not really necessary, and has the disadvantage that the programme cannot be altered en route. A better way is to wait until a stop is made for tea, when it will be known how much farther it is convenient to proceed before stopping for the night. A guide containing a list of recommended hotels may be consulted and accommodation booked over the telephone.

The question of carrying luggage is an important one, for it is difficult to know how much or how little to carry. Another article in this issue deals with the subject in a very comprehensive manner.

The only remaining point to be settled is what spares it is advisable to carry. The full tool kit supplied with the car should certainly be taken, and the owner will possibly have found that it is desirable to supplement it. A puncture outfit containing a good supply of different-



The novice is strongly advised to avoid roads of the type shown in these photographs, as skilful driving is called for and assistance may be difficult to obtain in the event of a breakdown.



to glance at the clock at every town or village and compare the time with that marked on a route card. To others the mere idea of a timetable destroys all pleasure, the greatest enjoyment being obtained from the thought that it does not matter whether 20 or 200 miles have been covered at the end of the day.

These are points which everyone must decide for himself, and when they have been settled the route may be mapped out.

In the case of those who have had no experience of rough by-lanes, precipitous hills and formidable water-splashes it is advisable to keep to main roads (from which, however, the best scenery is not always to be observed), or to obtain beforehand advice as to roads which it is proposed to include in the route.

If the intending tourist is a member of one of the principal motoring organizations, he may write to the touring department giving a list of the principal places it is desired to visit, the type of route preferred and the approximate mileage to be covered; a suitable route will then be made out by the club. Some of the leading tyre manufacturers will also supply routes on request.

Route cards may be found extremely handy during the run. They will save frequent consultation of the map, which, if opened in a strong wind, is extremely

sized patches must not be omitted, while tyre valve parts should be included. A spare tube is not necessary if the tyres are in good condition, but it should certainly be carried if this is not the case.

With regard to the engine, a set of spare plugs is most important, while the carrying of an inlet and an exhaust valve complete with springs and cotters is a wise precaution. If the valves are interchangeable the tourist will only need to take one spare.

Spare lamp bulbs should certainly find a place in the car, care being taken in packing the bulbs to prevent the possibility of a breakage. An electric pocket torch may prove to be extremely useful in the event of lighting troubles on the road.

With regard to oddments, the following should be included:—Assorted nuts, bolts, washers and split-pins, a sheet of emery paper, insulating tape, a length of copper wire, and a few clean rags.

The owner may consider it worth while to supplement this list if his car has any particular weaknesses, but the spares enumerated should be sufficient to cover average needs.

## Is Picnicking worth while?



*The alfresco meal is just as popular as ever with those motorists who have plenty of experience to guide them; but, to novices, picnicking is often disappointing. Here are the views of an expert.*

AS the result of long experience the writer has no hesitation in saying that, for economy or pleasure—for both if you will—picnicking is worth while; but success depends entirely on the ability of the parties concerned to make the proper preparations and to enter into the spirit of the thing in much the same way that they would be prepared to enjoy any other minor adventure of the road.

Lemonade and Bath buns will be just as out of place as a ten-course repast starting with soup and ending with liqueurs; the happy medium must be struck and an endeavour made to provide a tempting menu without elaboration, but sufficiently substantial to satisfy appetites whetted by a long run in the open air.

This in itself, of course, is an art; further, it is one in which women excel, but, if one may venture a suggestion, it is more satisfactory if a round-table conference be held, the bill of fare being mapped out to the entire satisfaction of all concerned.

Roadside cooking may provide a good deal of amusement, but it is not recommended; such tasks should end with the preparation of tea or coffee to round off the meal, and even this can be taken in vacuum flasks and served as " piping hot " as the most meticulous diner desires. It should not be forgotten that soup can be served in the same way—providing that a sufficient number of vacuum flasks is forthcoming!

### Get Large Flasks.

If it is decided to buy one or two extra flasks it pays in the long run to get the large size, whilst vacuum jars, with large-diameter lids, suitable for ices and so on, make a welcome addition to the kit.

A picnic basket solves many problems, but it is not absolutely essential. The best substitute is a wicker hamper, into which food and utensils can be packed.

Breakable crockery sometimes proves discouraging, but it cannot be denied that, whereas few would object to eating off a papier mâché plate, the majority would jib at drinking the post-prandial coffee from a tin mug! At any rate, stout chinaware should be taken; the " drawing-room " pattern is quite unnecessary and, for the matter of that, unsuitable.

There is no objection to knives, forks and spoons. Fingers, it is true, were invented first, but manners maketh the man, a proverb to the truth of which some motorists are always anxious to testify.

Paper serviettes save a lot of trouble; they cost very little, and can be thrown away after use—but not by the side of the road, please!

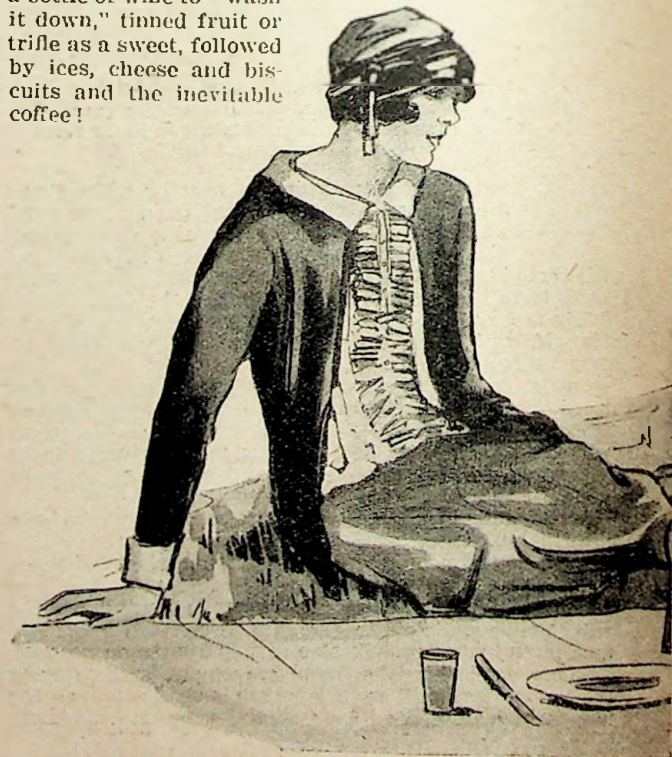
Picnics of the "hasty-snack" type are easily

arranged, and can be made quite appetising. The most simple menu would be dainty sandwiches, followed by fresh fruit and coffee à la vacuum flask. This might be described as the busy tourist's lunch; it is not "picnicking for picnicking's sake," but the provision of a fairly satisfying meal at a time, perhaps, when food is essential.

### Wayside Menus.

A more elaborate menu would include cold meat, pickles, rolls and butter, cheese and biscuits, and fresh fruit, tea or coffee—plates and cutlery, of course, being taken—whilst a simple salad will add to the attractions.

For a "real spread" the writer recommends soup, cold chicken with vegetable salad and rolls and butter, a bottle of wine to "wash it down," tinned fruit or trifle as a sweet, followed by ices, cheese and biscuits and the inevitable coffee!





Having settled the menu, the organizers of the picnic are faced with the problem of deciding how the meal shall be served. Given a full 4-seater, it is probably far more comfortable to dine within the car itself, but this will necessitate balancing a plate on one's knees, unless the owner has been sufficiently ingenious to provide a clip-on table.

Some enthusiasts, however, do not believe in this; they affirm that it is not doing the job properly, and nothing but a real spread on the grass will satisfy them. In this case the writer is hardly called upon to give advice, for the trials and pleasures of picnicking under these conditions have been well known from time immemorial.

One or two warnings, however, may be mentioned. Picnicking near a slow-moving stream is not advisable, and it should be absolutely barred in the neighbourhood of stagnant water, the reason in both cases being that small insects abound in these regions and are easily attracted to the scene of the feast.

The shade of some kindly tree may prove very tempting, but here it is necessary to guard against falling insects, and it is preferable to take advantage of the shade of the tree at a slight distance than to lay the cloth immediately beneath its boughs.

#### Keep Off Main Roads.

Do not endeavour to picnic on a main road, leaving the car on the road whilst the *al fresco* meal progresses. There is nothing more irritating to other road users than to have to circumvent a stationary, unoccupied car on a thoroughfare which is, perhaps, particularly busy. The car also may form a dangerous obstruction.

Quite apart from this consideration, little privacy or seclusion is offered, and the party would do far better to take the first turning right or left, when a suitable site would almost certainly present itself.

When the meal is concluded, the picnickers should

Roadside cooking may provide a good deal of amusement but it is not to be recommended.

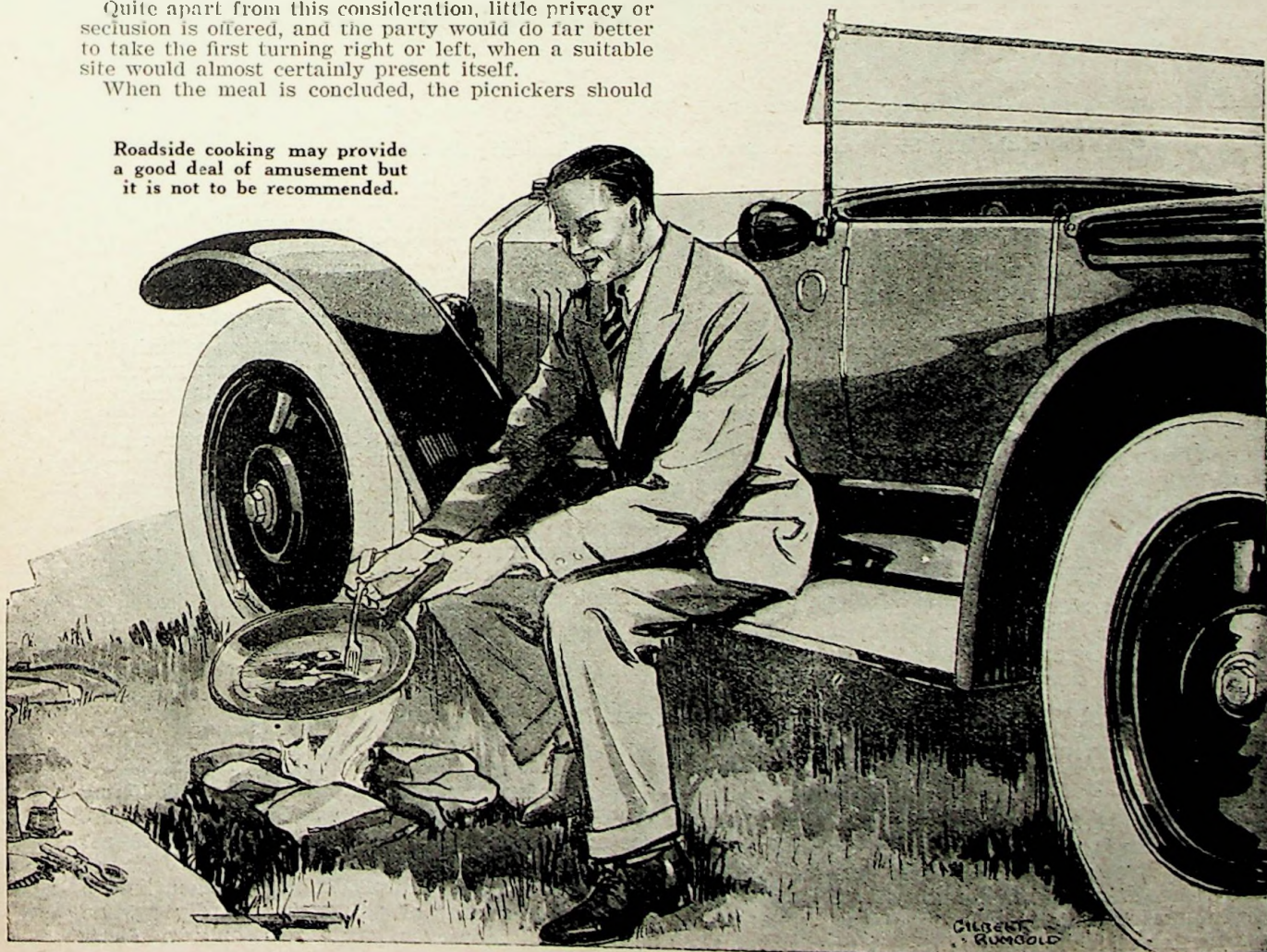
take particular care to see that they do not strew the ground with litter. Paper bags, empty tins, used paper plates and so forth should be repacked in the hamper, taken home and disposed of in the correct manner.

For those who cannot enjoy an open-air meal without cooking it on the spot the best advice that the writer can give from his own experience is to avoid the romantic camp fire and invest in a Primus stove—of the "roaring," as distinct from the "silent," type. These stoves may be filled with petrol from the car tank or spare can and thus save the need for carrying paraffin oil, which has a knack of "creeping" and imparting its unwelcome odour to the food.

#### Elaboration Not Essential.

It must not be thought from the foregoing that picnics are not a success unless of an elaborate order. On the other hand, one recollects occasions when a pork pie and a bottle of beer taken by the wayside have given more pleasure to the participants than the most carefully organized *al fresco* meal that was ever demolished.

Finally, a word or two as to where one may and may not picnic will not be out of place. This naturally introduces the somewhat delicate question of trespass, but a sound rule to follow is this: Where access can be gained to any picnicking site without opening gates, squeezing through hedges, or jumping well-kept ditches, it may be taken for granted that there will be no objection to picnickers, providing they are well behaved, and that those who have gone before have not left an untidy litter behind them. If the owner of the land approaches the party and orders them off, discretion is by far the better part of valour.





# Rich Mixture

LIGHT CAR COMMENT & ADVICE BY

*Focus*

One of the latest Singer saloons among the pine trees bordering the Portsmouth Road.

### *Almost Here.*

**H**ERE are some glad tidings! The first day of spring is on Sunday—the day after to-morrow. The Easter holiday begins just a fortnight hence, and Summer Time starts a month from to-morrow. The season—if motoring is still seasonal—has opened, and there seems every promise that for we roadfarers it is to be a very noteworthy season indeed. First, we are surely due for a fine summer, the last having been that of 1921—five years ago. Secondly, the roads of the country—and particularly those around our big towns—are better than they have ever been, and, thirdly, for many readers this will be their first season on four wheels.

### *The Gloomy Side.*

**O**N the other side of the balance-sheet one finds that driving this summer will be more difficult than ever on account of the ever increasing number of new cars and new drivers that will be found on the roads; running costs will have gone up a shade owing to higher petrol and tyre prices than those ruling last year, and for those who are keen on the sporting side of motoring there will be little to entertain them.

Hill-climbs to-day are practically things of the past; there are to be very few speed events indeed, except at Brooklands track, and even reliability trials, save minor club events, will be extremely few in number. This curtailment of sporting events is a matter of trade policy which I need not deal

with here, but so far-reaching will be its effect upon this year's competitions that even the London-Edinburgh run is likely to lose a substantial number of its erstwhile regular supporters.

### *Mahomet Goes to the Mountain.*

**I**S there any joy which quite compares with that of driving through the countryside in early spring? It is indeed the "sweet of the year," but no poet has gone so close to the heart of it as the child who called it the "green-time." I spent a recent Sunday in the West Country, where spring seemed to have awakened a month earlier than elsewhere, and it was a sheer delight to drive along the lanes with the hedges newly fledged and the banks already spangled with primroses. I passed many a garden gay with early flowers and daffodils were blooming in profusion. With lambs frisking in every field, it was a pastoral to linger in the memory. One felt thankful indeed that the possession of a car enabled one to go to welcome spring instead of awaiting her arrival in the bleaker eastern counties.

### *Inconspicuous Speed-limit Signs.*

**H**OW many car owners passing through Fenny Stratford, on the London-Birmingham road, are aware that a 5 m.p.h. limit is in force there? Probably few, for the signs indicating the fact are not only set in an inconspicuous position, but so badly need a coat of paint that hardly anyone sees them. Moreover, they are only a short

distance from dangerous cross-roads, on which a driver's attention is naturally concentrated.

Coming through Fenny Stratford the other afternoon, I found the A.A. man there busily employed directing traffic, what time two police officers stood idly looking on, ready, I have no doubt, to catch anyone exceeding the special speed limit. It seems to me that, where a section such as this is scheduled, the signs should be placed well away from houses and not allowed to become indistinguishable for lack of paint.

#### *To Hinder or to Help?*

**T**HE matter of police idling at corners leads me to ask whether a constable on ordinary duty is supposed to give traffic any assistance at cross-roads. A few miles from where I live a secondary road intersects a main artery in a village where some large houses make all the corners blind. In the daytime an A.A. man acts as pointsman, but at night drivers have no such assistance.

Approaching this junction from the secondary road on a dark night recently, I pulled up, gave a long blast on the horn, and then proceeded at a crawl into the main road and, simultaneously, was nearly rammed by a fast car crossing my bows. At the same time I noticed, to my astonishment, a constable standing with his back to the wall on my right. Being just round the corner, he must have seen my lights and heard my horn, yet he had given me no warning or help. A few days later I read in the local paper that a car driver had been prosecuted for crossing the main road at

speed at this very spot on the night in question.

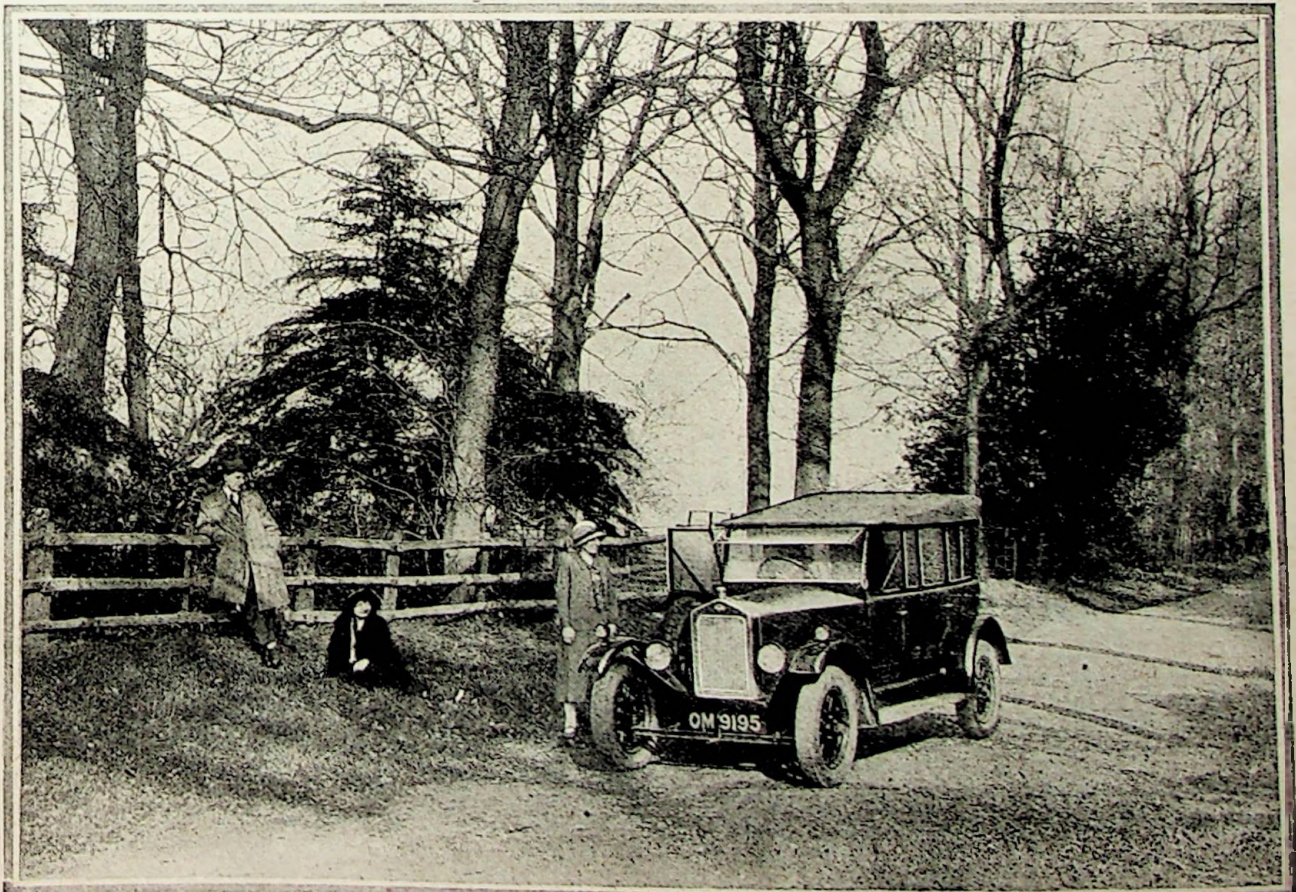
The conclusion is that the constable was placed there not to prevent accidents, but to catch those who might cause them, and, if so, I consider it a most despicable form of trapping. After all motorists pay rates for the upkeep of the police force and they have a right to look to the police for assistance in an emergency such as I have mentioned.

#### *Round and Across London.*

**T**HE lot of the provincial motorist who is a comparative stranger to London, and who is faced with making a journey which will necessitate crossing the Metropolis, is not a happy one, but a very handy map, called appropriately "Round and Across London," should go far to make such a journey easier. It shows the best way to enter, leave, cross or skirt London by routes on which there is a minimum of traffic, and is primarily a map of routes and not of roads. I think that the R.A.C. is to be congratulated on the production of such an eminently useful little guide.

#### *Ha'p'orths of Tar.*

**M**ANUFACTURERS will have their little joke. A friend has just taken over a light car with which he is well satisfied. It is by no means a cheap car. The finish is very good, and the standard equipment includes most of the usual extras, yet there appeared on the invoice an additional charge of 5s. 6d. for a licence holder—a charge which rather tickled my friend.



In the spring sunshine. An 11-22 h.p. Wolseley four-seater photographed near Kingsbury, Warwickshire.

One other little discovery awaited him. He announces it thus:—"You will remember how I used to revile the disc wheels on my old bus. The tyre valves were on the inner side of the wheels, and could never all be got at without moving the car. On my new car, which also has discs, the valves come through on the outer side. But when I unpacked the inflator I found that the rubber connection wasn't long enough to reach the valve if it happened to come to rest at the top of the wheel. Of course I can buy a new connection for a shilling or two, but doesn't it bring to mind the old proverb?" It does.

*Towards Easier Changing.*

GEAR-CHANGING is still a bugbear with many drivers, some of whom, even after 12 months' experience with a car, cannot make a quiet change. I suspect that much of the trouble is due to the reach from the seat to the pedals not being sufficient to facilitate footwork.

If a driver has to lift his foot instead of pivoting it in order to operate the pedals the action is not quick enough. I have found, however, that some car owners actually cause their own difficulties through a too conscientious effort to make a quiet change down.

A friend of mine who had reviled his gear-change for a whole season recently discovered that if he kept his foot on the accelerator pedal while gently easing the clutch he could pull the lever right over without a sound when changing down. For 12 months he had been performing unnecessary gymnastics!

*Mysteries of Carburation.*

MY present car, which could not by any stretch of imagination be described as "standard," is the most intriguing vehicle which I have ever owned, and I propose, with the Editor's consent, to give readers before long a detailed description of its somewhat remarkable characteristics. Meantime, for the past few weeks I have been busy trying to bring everything about it to a state of perfection. In this connection I was busy all last week endeavouring, with the aid of the technical staff of one of our leading carburetter manufacturers, to obtain reasonable fuel economy without too great a sacrifice of performance. The results of very carefully conducted tests are, to say the least, mysterious.

*A Mind of Its Own.*

THE engine, however, has succeeded so far in thwarting our every move, and positively declines to give a better consumption than 24 m.p.g. with 25 degrees of valve overlap and a 4.7 to 1 top-gear ratio. You may change complete carburetters, or merely content yourself with alterations of jets and chokes, but not the slightest improvement in consumption can be obtained. On one test run with a most absurd setting, which was so weak that the car would only just run on it, we recorded a consumption of 28 m.p.g., but this was the one and only occasion—and the one and only setting—on which any different figure from 24 m.p.g. could be obtained. I wonder if there are any highbrow readers who have helpful observations to make on this somewhat surprising state of affairs?



WHEN REVERSING. — Having safely backed the stern end of a car through a gateway, turn your attention to the front. Many wings are crushed through neglect of this simple precaution.

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

**Be Cautious.**

SALOON bodies, hoods and side curtains have gone far to make motoring almost as enjoyable in January as in June, but the spring is still the time of year when the newcomers to motoring first take to the roads and when seasoned owners obtain delivery of their new models. It is, in addition, the season when the motor trade is at its busiest, when the best prices are obtainable for second-hand models and when every car owner is making his plans for the opening season. The first day of spring comes only four days before quarter day, and thus extends promise to those who have laid up their cars during the winter months of soon again having a current disc in the licence-holder with the freedom of the road which its presence there confers.

It may be said with confidence that the number of new cars put on the roads and the number of new drivers who will be at the wheel will reach record figures during the next two or three weeks. It therefore behoves every road user to remember that even greater caution is needed if mishaps are to be avoided. Accidents give no warning of their arrival, and they descend as surely as the sword of Damocles upon the reckless. On the other hand, those who drive carefully, who recognize the accepted courtesies, and who keep their cars in a good state of repair, are as safe upon our highways as they are whilst travelling by any other means.

**Oil Cooling.**

THE appearance a few years ago of a light car with an oil-cooled two-cylinder engine aroused considerable interest, and the system certainly did all that was claimed for it. It should be mentioned that the engine in question was air-cooled as well as oil-cooled, but at least it embodied an entirely new principle to the success of which hundreds of light car owners will be willing to testify. The car in question is now out of production, but the reason for its demise is in no way connected with oil-cooling: on the contrary, racing car designers, than whom there are few more discerning or far-seeing folk, are disclosing by their designs an apparent conviction that for sustained high-speed work oil is just as necessary a cooling medium as water.

In this issue we describe three new racing cars,

and the prominent part intended to be played in the functioning of their engines by oil-cooling will readily be discerned. How long, the public ask, will it be before the same degree of importance is attached to the possibility of far greater use being made of oil in the general cooling system of the ordinary touring light car? In this connection the question of oil consumption is naturally all-important. An engine cooled largely by oil may be entirely successful

for racing, but useless for every-day purposes. There is, however, no reason why an engine designed so that oil plays an important part in the cooling arrangements should necessarily be extravagant—a fact which has been proved in aero engine practice, where it is not uncommon for so much as a dozen gallons of oil to be in circulation and yet for the consumption to be no heavier than in the case of car engines with similar characteristics.

**Another Grand Prix Threatened.**

UP to the time of writing, the entries, which closed at ordinary fees on Monday last, for the Royal Automobile Club's British Grand Prix were—*nil*, and the Miramas fiasco looks like being repeated. It is a staggering position in which the R.A.C. finds itself, and there must be some very good reasons for the non-fulfilment of the high hopes of success that had been entertained.

To discover these we can turn confidently to one source, namely, the regulations. They reveal three points which account for the obvious lack of support. First, the day; this, so far as the competitors are concerned, clashes with the Spanish Grand Prix, leaving only one clear week for would-be drivers to travel across to England and tune up their cars for the British race. Secondly, builders of unsupercharged cars do not fancy their chances, and, thirdly—perhaps most significant of all—the race is open only to cars with a minimum weight, empty, of 700 kgs., that is, just under 14 cwt., and the regulations distinctly state that "no ballast may be added to the car in order to obtain this weight." Intending competitors were, therefore, faced with evolving special racing cars to comply with this regulation, and they have apparently decided against doing so on account of the uselessness of the cars once the race had been run. A 1,500 c.e. racer to be successful in present-day speed events must not weigh more than 10 cwt. or so.

Topics of the Day



We have all met the man who airily informed us that he had averaged "35" over a fairly long journey, but who, when cross-examined, admitted that what he intended to convey was that on the open road he had "done 35 a lot of the time."

To such a man the information that he probably averaged a figure nearer 20 m.p.h. often comes rather as a shock. Nevertheless, it must be appreciated that to average even 20 m.p.h. over give-and-take country necessitates travelling at 30 m.p.h. whenever opportunities present themselves.

Keeping up a good average speed requires skill, experience and a knowledge of the country through which one is passing. To know the road thoroughly means that a much better average can be maintained. This can be proved by comparing the time taken during one's first journey over a certain road with that obtained at a later date when the same road has been covered, say, half a dozen times.

At the outset, then, endeavour to memorize individual "slow sections" such as sharp turns, deceptively steep gradients where an early change-down is an advantage, and so on, so that on a subsequent journey time will not be wasted. In parenthesis it may be noted that it is not necessary to take risks: the careful driver will cover the ground quite as quickly as his more daring brother and will arrive at his destination without mishap.

#### Help from Maps.

A cross-country journey is rather like an obstacle race: there are certain points where speed must be reduced, such as when passing through big towns, villages and 10-mile limits. It is of primary importance, then, to become acquainted beforehand with a strange road; but as a rule it is possible to do this only on paper. Quite a lot can be learned from maps and road guides: in fact, they are the vade mecum of the tourist who is anxious to maintain a good average speed, with no fear of missing the road.

As a general rule it is safer and quicker to adhere to main roads. Short cuts may look all right on the map, but actually the road may be narrow, twisting, badly surfaced, and so on. Signposting, too, is not

always what it should be, and valuable time may be lost when inquiring the way.

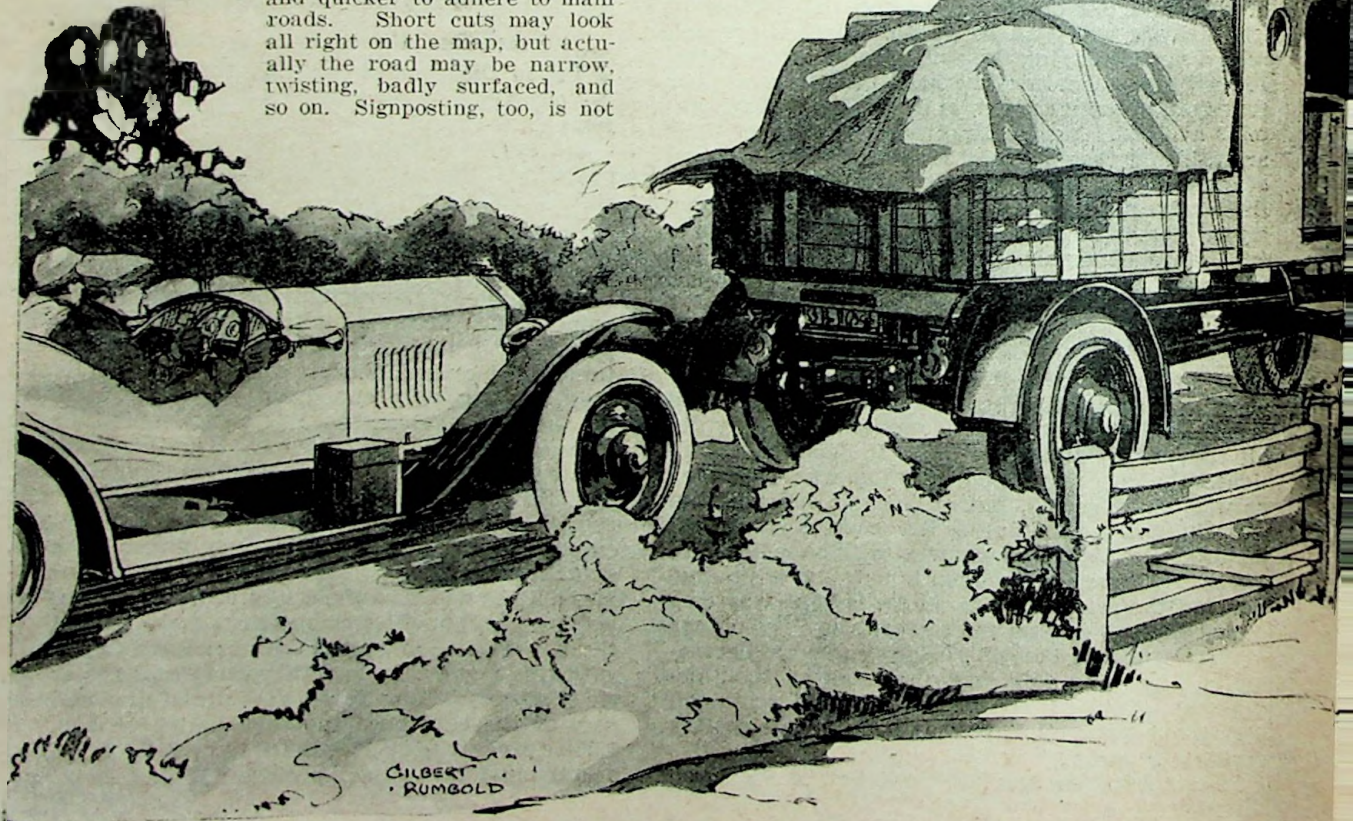
The road-guide mentioned above will be invaluable for finding the quickest way through large towns. Do not endeavour to memorize the names of the streets, for it is easy to become confused between one town and another. When you arrive at the outskirts of the town, your passenger should produce the guide, turn up the appropriate map and instruct you as you proceed.

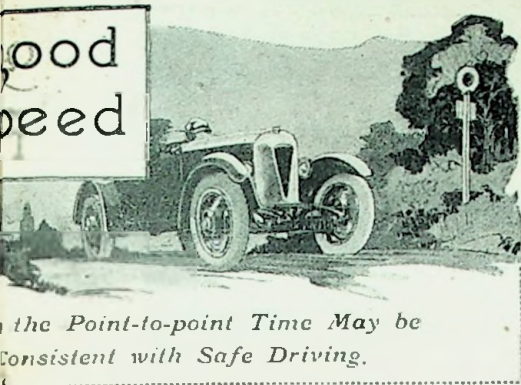
Make a particular note of towns which will be "celebrating" market day when you pass through, and during the actual journey be on the qui vive for cattle and so on, not only in the town itself but on the roads for several miles around. The police as a rule are stricter on market days and are quick to warn or pull up motorists who, in their opinion, are travelling too fast.

On the open road driving skill is called into play in several ways, prominent amongst which are the occasions when good judgment and decisive action are essential. For instance, heavy commercial vehicles occupying perhaps half the road, and slightly over to the wrong side as

## Keeping up a Average S

An Article which Explains  
Reduced to the Minimum





the Point-to-point Time May be Consistent with Safe Driving.

often as not, will frequently be overtaken. Often oblivious to the sound of a horn in the rear, the lorry driver carries on, serenely unconscious that a faster vehicle wishes to pass, and only a good driver knows when he can seize the opportunity of slipping by.

Ten-mile speed limits are the

cause of quite a lot of lost time; whether or not the motorist strictly observes them must be left to the individual, but their existence emphasizes the need for good brakes and quick acceleration. Moral; Keep the car tuned up in these respects to the best of your ability.

A road is not always what it appears to be from a map. The latter seldom shows all the minute twists—witness the Fen roads—but if a sharp eye is kept on the telegraph posts ahead, the course of a road which is hidden from the view of a driver by a slight bend fringed with high hedges may be gauged with tolerable accuracy and no time lost by slowing down in anticipation of the unexpected.

This advice, of course, refers to the direction of the road and its gradient only; it is not an invitation to pass on corners or take other undue risks.

Replenishing a petrol tank by the roadside may occupy five full minutes. Before starting out, therefore, fill up to the brim and, knowing the petrol consumption of the car, choose a garage in a suitable town where, with the assistance of a kerbside pump, filling up will occupy only quite a short time. If the same town can be chosen also as the stopping place for a meal, the passenger can enter the hotel and make

the necessary arrangements for food whilst the driver attends to the wants of the car.

A maxim which might well be borne in mind is: "Time spent in the garage is time saved on the road." As an example, to set off on tyres which have

several thousands of miles to their credit without first having gone over them, extracting flints and stopping gashes, is obviously crass foolishness. In the same way, cleaning out the carburettor filter, adjusting the make-and-break and ensuring that the high-tension leads are firmly anchored will remove the chances of minor but irritating delays by the roadside. Such jobs really are part of the garage routine, but many neglect them, to their cost.

Many miles may be put between the car and its starting point if a daybreak getaway is made. Early rising in the springtime is half the joy of living, the country is never fresher nor the road more deserted and

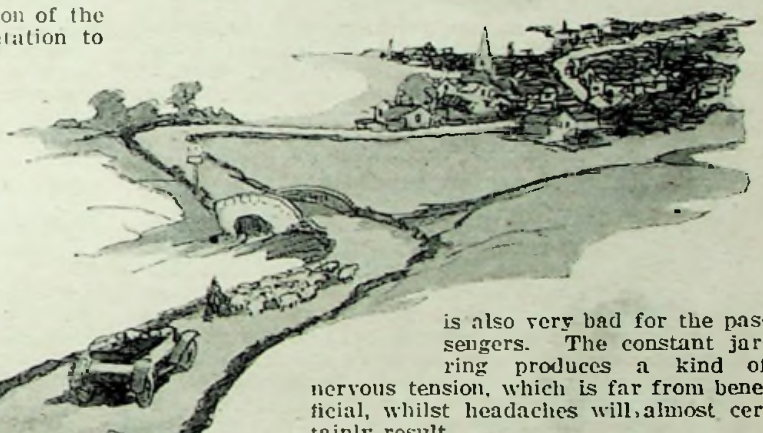
an uninterrupted run of some 60 miles is generally possible. A late start, with the idea of carrying on after lighting-up time, is, on the contrary, a mistake. Apart from the increased difficulty of driving by artificial light, there will be traffic in plenty, and frequent reductions of speed on account of approaching headlights will be necessary. Finding the route will be doubly difficult and, compared with that maintained in daylight, one's average speed will possibly be halved.

A novice who is making his first tour, probably over strange roads, will do well if he adheres to a 20 m.p.h. schedule for, say, eight hours' running per day. Over the same ground a more experienced driver would probably be able to average 25 m.p.h., but it takes an expert with a very good car to average the "30s", and "35s" of which some optimists so airily speak. It is sufficiently difficult to keep up high averages like these over roads on which every turn and twist is familiar to the driver.

### State of the Roads.

There is one aspect of road travel which does not always strike the man or woman who is planning a cross-country run and who wishes to maintain a certain average so as to be able to allocate a definite period of time to the journey. It is the state of the roads which will have to be traversed.

None but brutal drivers will flog their cars along at "schedule speed" over bad roads, when, by every dictate of common sense, a much slower speed is called for. This sort of thing is obviously bad for the car, but



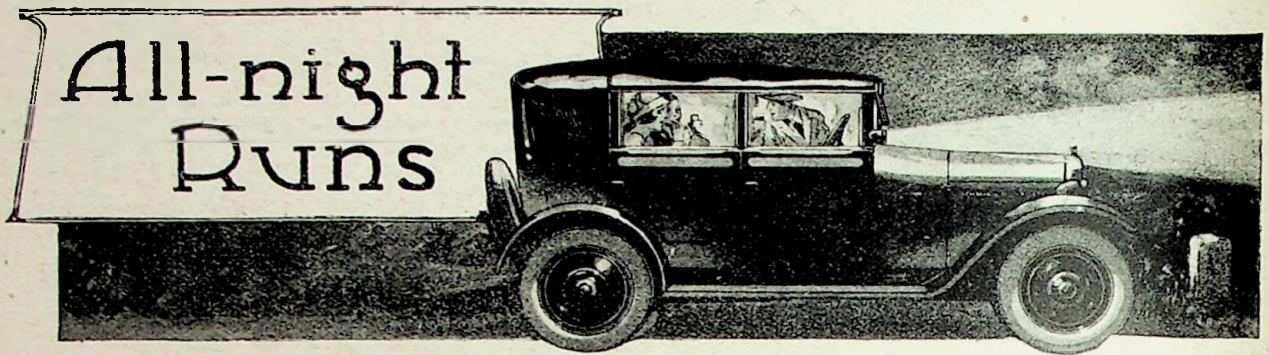
is also very bad for the passengers. The constant jarring produces a kind of nervous tension, which is far from beneficial, whilst headaches will, almost certainly result.

Fortunately, really bad roads are getting scarcer and are confined to the secondary systems, but reconstruction work often makes it necessary to by-pass main-road traffic and much time may have to be sacrificed by this unexpected deviation from the straight line.

### Shortest Way not Always Fastest.

If one's journey is of sufficient importance to warrant the trouble, it is a good plan to ascertain the condition of the selected road before starting, and if it is not so rosy as it looks on the map, to plan a different—and perhaps slightly longer—route: for the shortest way, even along main roads, is not always the quickest! The principal motoring organizations can generally supply useful information, and, at holiday times, specially prepared maps can be obtained. These maps show at a glance the state of the principal main roads throughout the country and are most useful to long-distance tourists.

If rough roads must be traversed, it is a mistake to study theoretical tyre pressures too closely. Let a little air escape from each tube, so that it is very slightly on the flabby side; it will make the riding far easier and will help to maintain the average at which one is aiming. After the bad sections have been traversed, however, a few moments spent in reinflating the tyres will not be time wasted.



*Have you tried them? Whether you have or not, this article by Focus is certain to interest you. He describes himself as a "confirmed and unrepentant All-nighter."*

EVERYONE enjoys a new experience, whether it be pleasant or otherwise. For this reason people explore coal mines, climb mountains, enter into matrimony and commit all manner of similar indiscretions. Car owners, happily, need not go to these extremes in seeking new experiences and new thrills, for, given the wherewithal to travel from place to place, there is no end to the variety of entertainment, relaxation and sheer excitement which may be enjoyed.

There comes, however, a time when the motorist who has passed his sixth season on the road may feel that he is getting "fed up" with ordinary runs; when, in fact, he may even view the prospect of, say, a long journey to a seaside or other holiday resort as a penance rather than a joy. The trouble with him is not that he has drained the cup of motoring to the dregs, but that he has not learned how to whet his palate.

The most priceless champagne would be intolerable to an epicure if he were compelled to drink it from an earthenware jampot and so may driving a magnificent car be a burden rather than a source of pleasure to a big-mileage motorist if the "atmosphere" is not to his liking—and at holiday times it seldom is. The roads may be crowded, the sun in his eyes and the dust of passing cars a continuous source of annoyance. To him I commend the charms of an all-night run. It will introduce an entirely new sensation, and, just as a drug fiend can never break away from his vice, so will he find that one all-night run leads inevitably to another.

Why this should be is not difficult to explain. Darkness has fascinated mankind from the beginning of things; it extends the possibility of adventures which are never met in daylight and, whilst it holds sway, it gives to the man who explores the countryside an entirely new outlook which he who stops in bed can never appreciate.

The adventures and experiences likely to be met on an all-night run may appear on the face of it to be far from enjoyable. "Imagine the misery of rain," you will say, "and the incessant backing to look at signposts if we get lost." Quite true; but think of the flies and the heat and the sandstorms of the East; yet its attraction, once it has gripped a man, can never be shaken off. He was a wise man who declared that there is nothing pleasant that has not a background of unpleasantness!

I come now to the greatest attraction of an all-night motor run—the arrival of the dawn. By 2 a.m. at this season of the year you will find that if the start was made at about 10 p.m. the rear-seat passengers have passed the yawning stage and given themselves unashamedly over to sleep. The driver's neighbour on the front seat may also have reached the nodding stage, whilst he himself, if a new hand at the game, will be feeling none too wakeful.

The time will then have come to call a halt. Pull in to the roadside, bring out the Thermos flasks and the sandwiches and revive yourselves in readiness to enjoy the wonders of dawn. Thousands, tens of thousands, possibly even hundreds of thousands, never see the dawn from year's end to year's end. They have no idea of the thrill which is experienced by the all-night wayfarer when he sees those first grey streaks appearing in the sky, when the east gradually becomes suffused with streaks of grey, blue and white, and the hitherto unseen clouds overhead slowly take form and reveal themselves, lighted seemingly from beneath, with dark ominous centres and fairy-like edges, diaphanous and silvery.

Shortly comes the twittering of the birds as they begin to stir in the trees and hedgerows; farmhands (walking and on bicycles) relieve one's sense of being alone in the world; wisps of smoke from cottage chimneys begin to be in evidence, and thus slowly, stage by stage, the new day is begun. If you would squeeze the last ounce of enjoyment from attending its birth, I would advise you to make your plans so that you are following an east coast road when the sun first peeps over the horizon. The finest road I know for this purpose leads over the moors from Scarborough to Whitby, whilst there are others in Scotland which are almost as attractive.

If by good fortune there is a sailing ship or a fleet of fishing vessels within view with a very slight mist hanging over the water when the early rays of dawn throw the whole panorama into relief you will have imprinted on your memory a picture which will never be forgotten.

But enough of the fascination of an all-night run; let us turn to its more practical charms. Suppose your starting-point is London and your destination Cornwall, Yorkshire, Lancashire, Wales or Scotland. To reach it in a single day, and starting after breakfast, will be very hard work—and it may cost you a pound or two for a night's lodging. In that event, you will probably arrive at mid-day, tired, dusty and feeling more like sleep than pleasure-seeking. About two days of your holiday will have passed before it has really begun.

If, on the other hand, you had started the holiday with an all-night run, there would be a very different story to relate. Between 10 p.m. and breakfast you would have covered at least 180 miles and probably more than 200. You would have enjoyed a leisurely breakfast, been on the road again by, say, 10.30 a.m., and completed a further 150 miles to 180 miles by tea-time. Even 350 miles can be journeyed in this manner within the 24 hours, with remarkably little fatigue and with keen enjoyment of the greater part of the distance. If you do not believe me, try it for yourself. Better still, ask another motorist who, like myself, is a confirmed and unrepentant all-nighter.



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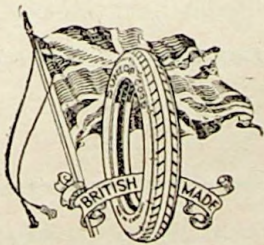
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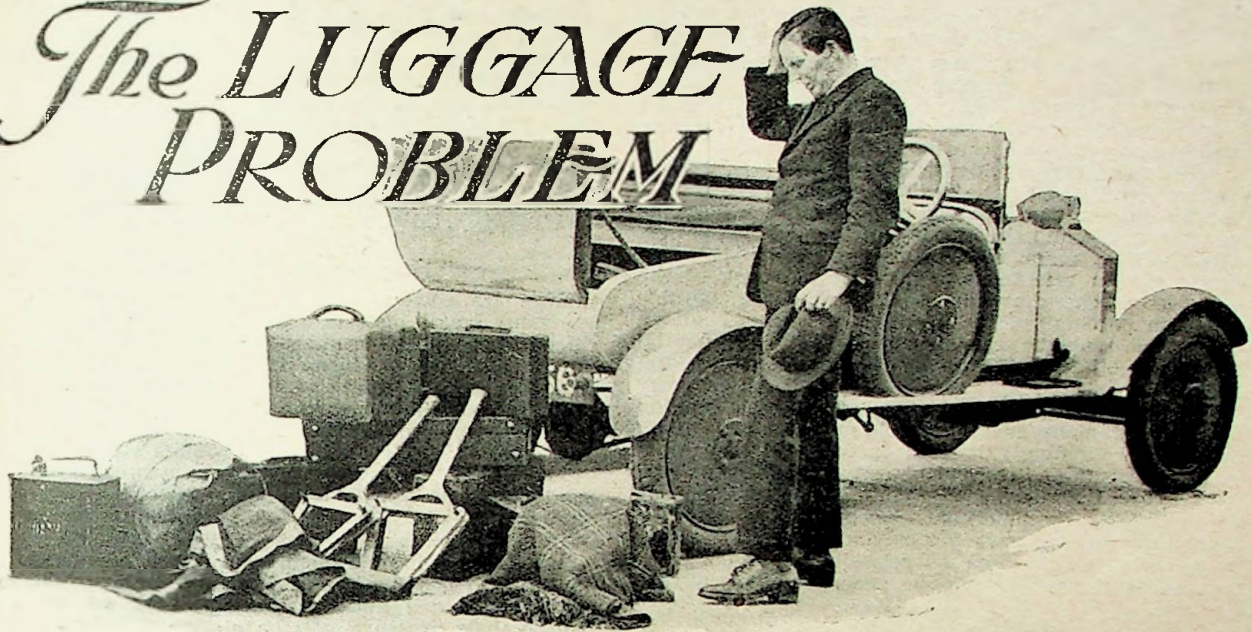
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MENTION of "The Light Car and Cyclecar" when corresponding with advertisers assists  
the cause of economical motoring.

# The LUGGAGE PROBLEM



## CONVENIENT METHODS OF STOWING PERSONAL BAGGAGE AND STORES FOR THE CAR.

ONE of the ills in the ointment of most people's travelling—when railway transport has to be relied upon—is luggage. Getting it to the station, finding a porter, and watching it up to the last moment to see that no misguided individual takes it out of the guard's van, after all the trouble of getting it put there, are trying to anybody's temper. Then there is the trouble at the destination—but enough of this gloomy topic; let us think rather of how easy is a motorist's lot so far as the luggage question is concerned.

True, it may be something of a problem to pack aboard a small four-seater all the luggage for a family for a fortnight, but it can be done, and that without bother, if space is properly planned before starting and the various items are packed so as to make the best of the room available.

Before considering the stowage of personal belongings, stores for the car itself must be accommodated. This applies particularly to oil; consumption nowadays is at such a low rate that about half a gallon will often suffice for a comparatively long tour. In order to avoid the need for mixing the various brands, a

spare tin can be tucked away in a corner or fixed upright on the running board. Another method is to make a small cradle for it below the floorboards. Alternatively, special containers, held in spring clips, are sold for this purpose and can be fixed under the bonnet, where they are handy and do not occupy space useful for other kit.

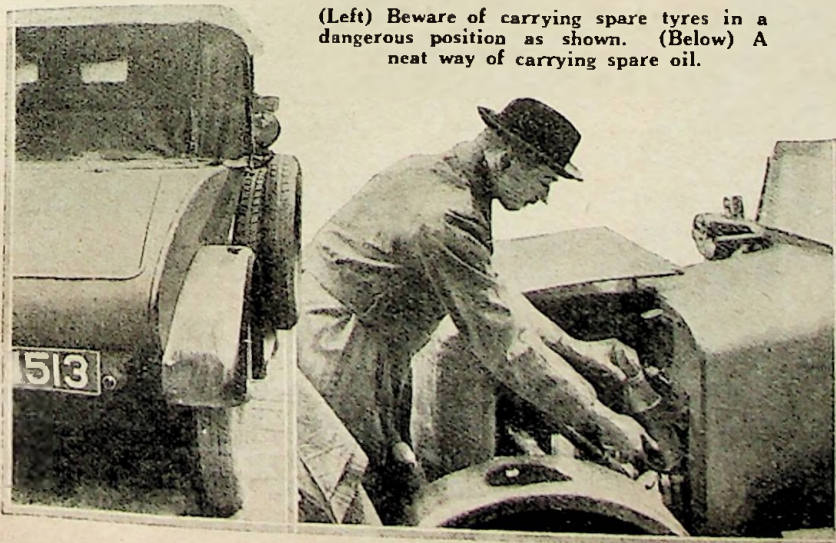
### A Better Method.

Petrol is another item; naturally, one does not take large spare supplies on tour, as they are available all over the country, but there is the danger that one may run out of fuel at a lonely place. A spare 2-gallon can fixed on the running board is one of the most popular methods of avoiding being stranded, but fitting a two-level tap to the tank is better, as this avoids the necessity for carrying the spare tin, thus reducing weight and giving more space for personal luggage.

The tool kit is an essential part of the touring equipment, and two purposes may be served by giving it a real spring clean. The first is to clean out the box or compartment in which it is stored, and thus find out whether there is any spare room for further odd items; the second is to check over the various tools, making certain that no important item is left behind.

A spare wheel is, of course, obviously a thing to be taken, but in some cases the space it normally occupies on the running board may be better employed for carrying suit-cases. In these circumstances the wheel can be dismantled and a fixing made for it below the luggage grid if one is fitted, but make certain that the fixing is really substantial, otherwise there will be another entry in the "lost and found" columns of the newspapers.

So much for the car and its stores. Now, as to clothes and personal belongings. It is far easier to stow away a fair number of small packages than to find room for trunks or large suit-cases. Do not forget that small parcels can be tucked away in the pockets of doors and



(Left) Beware of carrying spare tyres in a dangerous position as shown. (Below) A neat way of carrying spare oil.

corners which otherwise are unused. Then, again, there is the question of the nature of luggage; boots, for example, may be wrapped up in parcels and stowed away in odd corners where they will occupy useless space. Fragile or delicate things such as collars, dresses and hats obviously need treating with much more care and they should be stowed where neither weather nor vibration can harm them.

Before actually packing the luggage, go over the car and make a list of all the available spots where parcels can be stowed, and then the best choice can be made of cases, boxes and the like to suit the accommodation.

Obviously, one of the most roomy luggage-carrying spaces is that afforded by a grid at the back of the car. Many cars have not one fitted, but a suitable type can be obtained for about £2. It should not be overlooked that the rear panel of the car must be protected, otherwise damage may be done by the packages.

The next largest area consists of the two running boards, and many racks are sold suitable for fixing to them for holding suit-cases on edge, or, of course, small parcels in any convenient way. These racks cost from about 15s. upwards. Again, the protection of the varnished body panels must be considered. Another method of carrying packages on the running boards is by means of straps, and parcels slightly wider than the boards themselves can be accommodated in this

way. It may be necessary in certain circumstances to make holes in the valances for the straps to pass through.

Coming now to the space inside the car, the owner of a two-seater has the boot at his disposal, and this will form the chief housing for luggage. When the dickey seat is not required the cushion may be left at home with advantage. The outside of the boot may also be used, but rubber matting or a wooden framework should be fixed to prevent the body suffering as a result of scratches. In some instances means of fixing the cases must be provided.

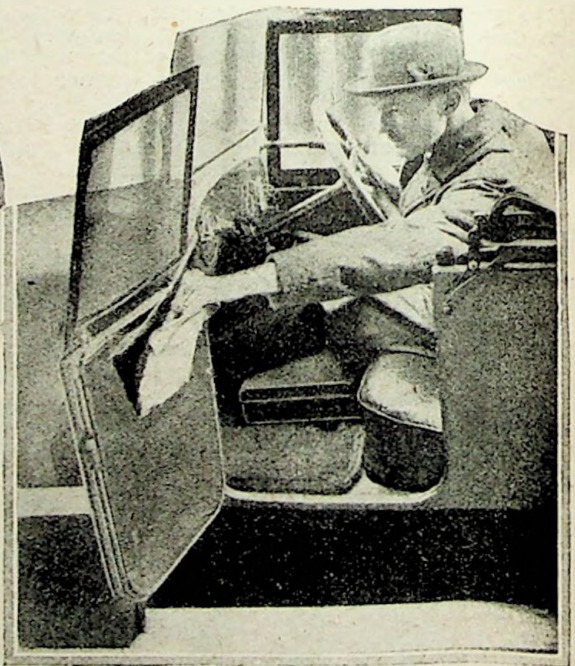
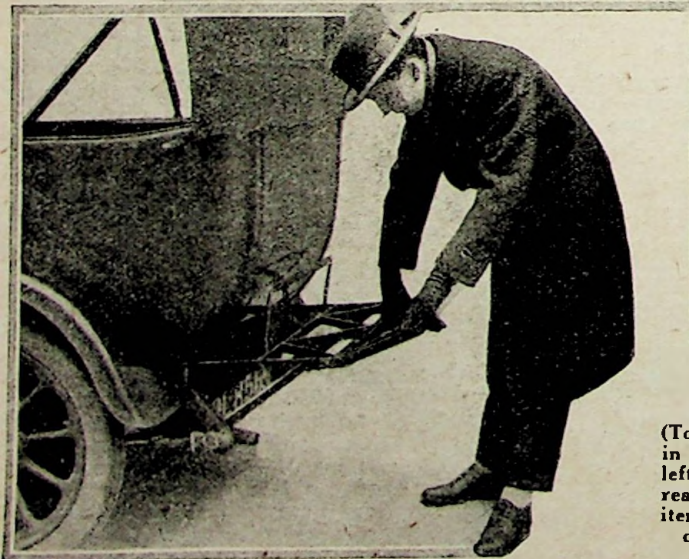
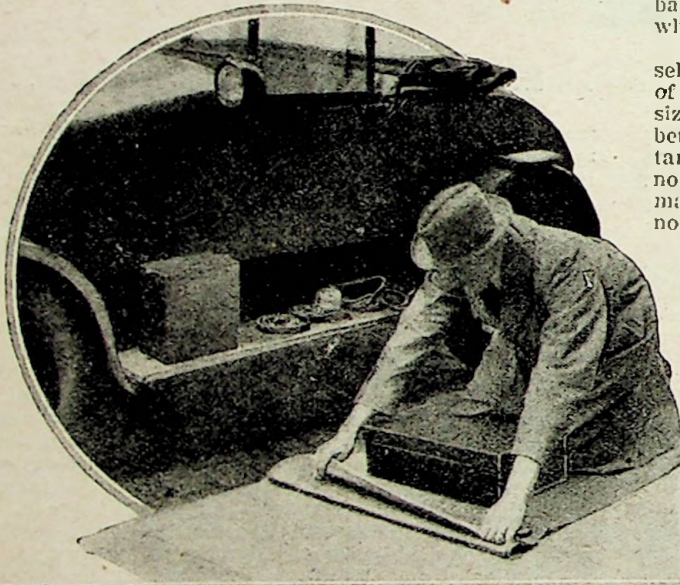
### Housing Small Packages.

Now we come to the odd corners which can hold so many small parcels. When the side curtains are in position, their normal home behind the squabs or under the seat cushions is available, and thin flat objects may be put there. Next, there are the door pockets, but do not overlook the need for leaving a little space here for maps, papers and other small items which are certain to be wanted en route.

Dashboard cubby holes may take a number of little oddments, but remember to leave room for cigarettes, matches, pipes, tobacco and chocolates which are wanted en route.

Rugs are often needed, and when they are not actually in use they can be spread out over the seat backs or folded and laid beneath the seat cushions, where their presence will be almost unnoticeable.

So far we have thought about the packages themselves and where to house them; now as to the means of holding them in position. Straps of all sorts and sizes are never really wasted on tour, and it is far better to have straps too long than too short. The tang of a file may be used for making more holes, but nothing can give those extra few inches which often make a strap useless. A tip when buying straps is not to consider any which have cast-metal buckles.



(Top left) Cases carried outside the body should be wrapped in macintosh sheets to make them weatherproof. (Lower left) The bulk of the luggage can be carried on a grid at the rear of the car. (Above) Door pockets are best used to carry items wanted en route, such as maps. Shallow cases can be carried under the occupants' legs without inconvenience.

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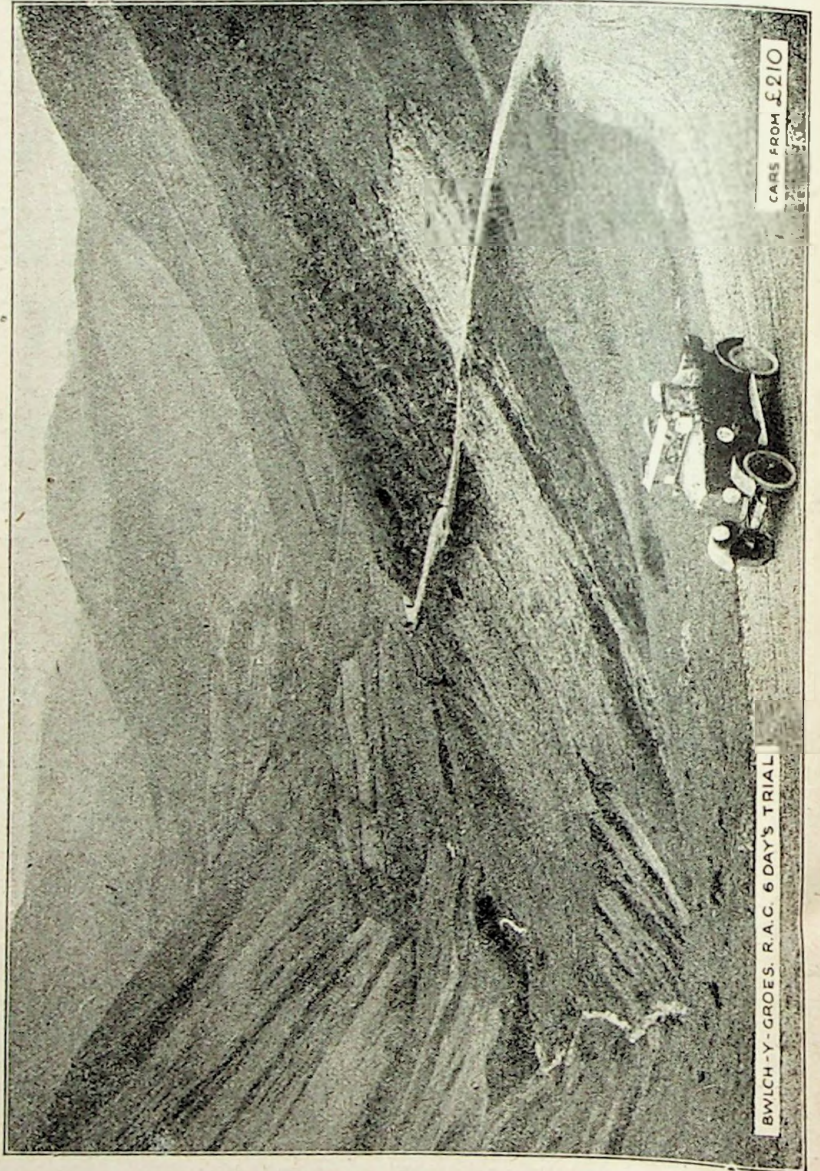
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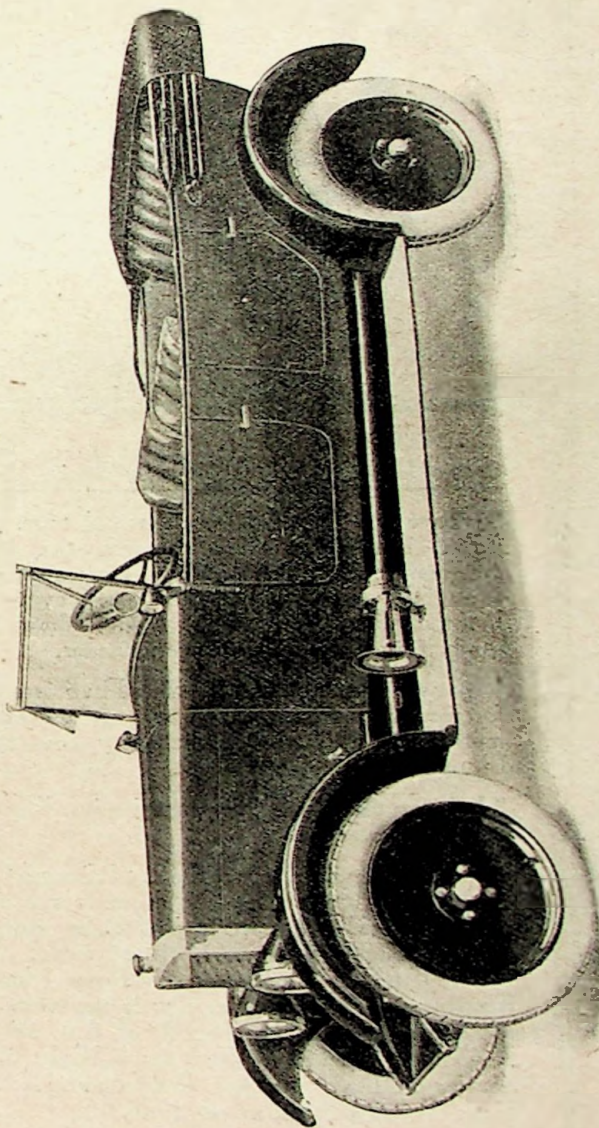
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to Messrs. Lea & Francis, Coventry, for the  
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The above is the exact wording of the R.A.C. judges in  
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"In two visits to the A.A. office I had arranged for me every minute detail of a comprehensive motor tour through almost every country in Europe, and all without cost.

"It is the most complete organisation I've ever come in contact with."

The A.A. member is a privileged motorist and one who is backed by the gigantic resources of the world's largest organisation working in the direct interest of car users. The above letter instances one advantage (Foreign Touring assistance), but emphasis cannot be laid too strongly upon the benefit of A.A. Patrols, Roadside Telephones, Day and Night Road Service Outfits, Free Legal Defence and Advice, Home Touring Facilities, etc., etc.

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

# MAKING THE MOST OF A MAP.

HOW TO FIND OUT POINT-TO-POINT DISTANCES—VISUALISING THE COUNTRY BY STUDYING THE CONTOURS—SETTING THE MAP.

**A**LMOST as highly treasured as the photographs taken on a holiday are the maps used by a really enthusiastic tourist. Showing signs of wear, marked here and there for reasons only known to the owner, and often labelled with a nickname for the particular trip for which they were originally bought, maps are part and parcel of a light car tour.

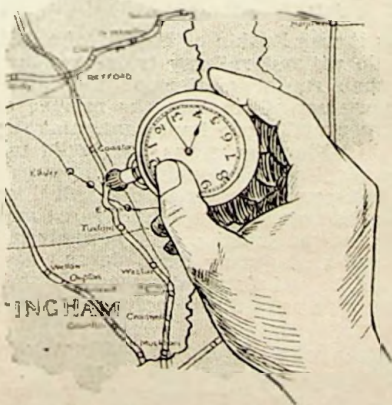
So far as the majority of motoring maps are concerned, particularly those plotted from Ordnance Surveys, there are many signs used to denote churches, level crossings, woods, and so on, but a panel is usually inserted either at the side or at the bottom of a map for the benefit of the reader, explaining the various symbols used and stating to what scale the map is drawn.

### A Matter of Proportion.

This scale is easily understood and is presented in three different ways; first a simple statement of proportion, secondly a representative fraction, and thirdly an actual scale divided into miles and parts thereof. An example of the first is "Two miles to the inch"; by the second method the scale would be given as  $\frac{1}{25000}$ . The third or plain method consists of a straight line divided and marked to show what those divisions actually represent on the ground.

The first and last named are the most popular, and are easily understood without calculation. Direct distances from point to point may be measured on the map by making pencil marks on a strip of paper and then scaling off on the divided line. As roads twist and turn, direct measurement is often very inaccurate, and a better plan, in the absence of a proper map-measuring instrument, is to use the winding knob of a watch.

For this purpose hold the watch so that the knob rests on the map, then move it along the route to be measured so that the winder revolves backwards—that is usually anti-clockwise. In this way the revolving knob will give so many clicks per revolution. The



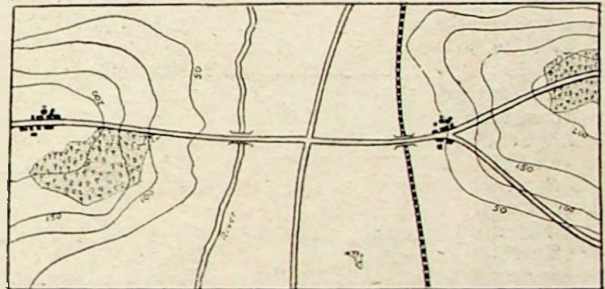
A simple method of map measuring described in the text; the actual course of a road is followed.

scheme is to count the number of clicks from the start to the finish of the road, and then to run the watch along the scale until the same number has been counted; the distance on the scale may then be read off.

Ordinary motoring maps are planned to give the user information which helps him to find his way from point to point, but intimate geographical detail is generally ignored. For those who want to explore any particular area closely Ordnance Survey type maps

are useful. In such productions changes of elevation are shown by means of contour lines and "hachures"; the former are lines of uniform elevation, whereas the latter are shading lines, showing the steepness of the slopes by their spacing.

Take any map and note the figures on the lines which twist and turn in and out. Say, for example, one is marked 200, then all points on that line are 200 ft. above sea level. Detached figures will also be found, and these are called "spot levels," indicating the heights above sea level.



The relation between a map and the country it depicts is shown above; the use of contour lines can be seen.

The other method, hachuring, generally is used to show more local features, such as hillocks. Gentle slopes are indicated by long lines, widely spaced, whereas steep ones are shown by short lines drawn close together. In some cases a difference in the thickness of the line itself indicates the steepness of the slope. Another plan is to employ distinctive colourings for country of different general elevation, but each map has its own colour scheme, and a guide chart is usually printed in one of the margins.

Having dealt with some of the chief points which arise when reading a map, let us now consider the actual use of it on the open road. It is quite an easy matter to choose the road by means of a map, but it is often difficult to discover one's actual position on the map to begin with.

### Setting a Map.

To do this, the map must be properly set. A compass is, of course, useful, but not necessary, and as the average motorist does not carry one, we may well ignore this instrument and rely on natural aids. One of the most simple schemes is to place oneself between two outstanding objects, such as a church and a station, which can be identified on the map. Next hold the map so that the direction of an imaginary line between the two points in question coincides with that of the imaginary line on the ground; that is to say, the line on the map must point in the same direction and be parallel with that on which one is standing. Now "pick up" two objects which will give an imaginary line at right angles to the first. The intersection identifies one's position very closely.

## ROADS AND BRIDGES OF THE FUTURE.

"THE GOLDEN AGE OF RAILWAY DEVELOPMENT . . . IS PAST AND THE HIGHWAY ONCE MORE OCCUPIES THE CENTRE OF THE STAGE," SAYS CHRISTIAN BARMAN.

"OUR bridges are built either by private or by public bodies. Those built by public bodies are bound to grow more numerous in comparison with the others, for the golden age of railway development, which has been so prolific of bridges, is past, and the highway once more occupies the centre of the stage."

Thus argues Christian Barman in an article in *The Structural Engineer*, which deals with one of the acknowledged problems of the day. His views are of particular interest to road users.

The elevated crossing at busy centres must come, he says, "but not, it is to be hoped, as foreshadowed by Sir Alfred Yarrow's recent model, where a platform was shown put up in the middle of Oxford Circus, with no regard whatsoever for the architectural configuration of the place. The effect of such a structure as that would be much the same as that of a step-ladder left behind in the drawing-room by a forgetful housemaid.

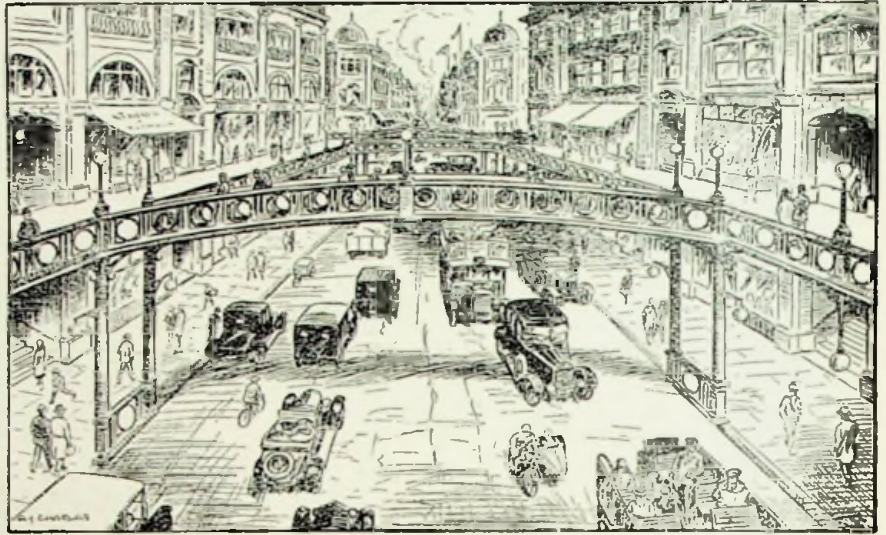
"No, an important elevated crossing for vehicular traffic should be *designed* as the Holborn Viaduct, or rather as Waterloo Bridge, was designed, with a full realisation of all that is implied by its juxtaposition with streets and buildings. From this necessity we may deduct the axiomatic rule that, as the elevated crossing must occur at a higher level, the neighbouring buildings must take cognizance of this level; that is to say, that the main floors of these buildings must be placed at or near this upper level, and in any case not below it. For it is an obvious but inflexible law in architecture that, although a principal floor in a building may occur *above* the level of the entrance from the street, it cannot occur lower down. And if you enter a building from two different levels, the upper will always dominate the lower, upon which you can only place apartments of subsidiary importance.

### Viaducts More Numerous.

"It is aesthetically impossible, therefore, to suspend an elevated way in the middle of Oxford Street while the shop windows remain at the level of the pavement. We must, it will be agreed, make up our minds to create new elevated ways for these high-level crossings in such a manner that the lower floors of the buildings abutting on this way will be made neither useless nor ridiculous by its presence. We have such viaducts already, and we shall doubtless have more of them before long."

Sooner or later special footbridges for pedestrians will have to be considered, concerning which Mr. Barman writes:—

"Such footbridges will very naturally be constructed of iron or steel, and their forms will be akin to those of the metal trimmings with which our buildings are adorned. If they are designed with a proper regard for architectural logicity, they will no more compete with the surrounding buildings than do the balconies that protrude from these, or the electric lamp-standards



WILL IT EVER  
COME TO THIS?

Oxford Street, London, as it might appear if elevated pavements and crossings ever materialized.

that are put up in front of them. If they are not so designed, we may indeed expect the worst. The modern fire-escape has shown us to what depths of vulgarity this sort of structure may descend. We may take it that an elevated footway will be all the better for being attached to the buildings on each side and adequately composed with them, and perhaps the ideal type would be one in which the stairs leading to it were contrived within the building itself, and separated from the street by a gateway.

"It may be argued that the alternative of subway crossings present a much less complex æsthetic problem, although it is well known that the proper treatment of the stairway openings is difficult enough. But where an enclosed cage or tunnel is necessary, it is better to put the machine into the tunnel and to leave the human being the freedom of open space.

### Our Present Subways.

"I forget whether it was Ruskin or Morris who said that if you cannot do without railway trains you can do nothing better than run them through an underground tube. May we not affirm that the reverse of this statement is truer and more important, and say that if we cannot do without subways we should use them for our mechanical vehicles and not for unprotected men? It is unnecessary to stress this point, for the public has made its own decision long ago, as may be seen at the Bank, at the junction of Whitehall and Parliament Street, and at the many other places where costly subways would be completely deserted did they not at the same time give convenient access to railway stations."

Mr. Barman's views with regard to subways are akin to those which we expressed some time ago in *The Light Car and Cyclecar*, when we suggested that the tramway tunnel from Southampton Row, London, to the Embankment should be thrown open to all classes of mechanically propelled vehicles. The reduction of congestion which this would bring about should more than justify any alterations to the tunnel which were found to be necessary. Similar tunnels for motor traffic clearly have big possibilities in other important cities, not so much for providing speedy through routes but for allowing specially congested centres to be avoided.

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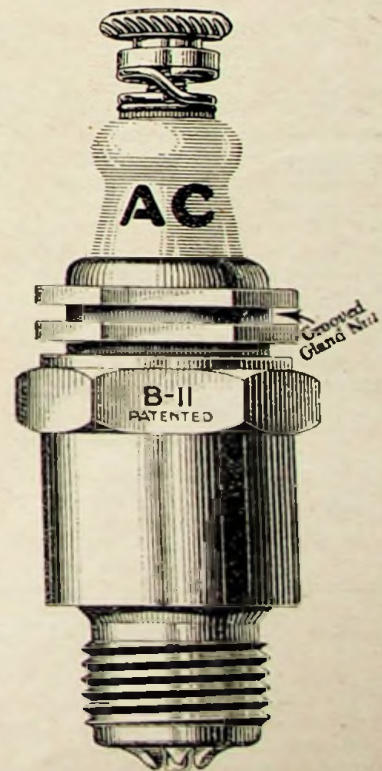
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# ROAD SERVICE

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All these are of great value, but with ordinary luck you should not need any of them.

There is one service, however, which you will always require — Road Service. That complete provision for every need a motorist may have whether on or off the road. A Service which never sleeps and which is ever at your elbow with information and help. You cannot do without Road Service. Why not have the best?



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# SAFETY AND ECONOMY IN INSURANCE.

HOW TO GET THE RIGHT POLICY AT THE RIGHT PREMIUM.



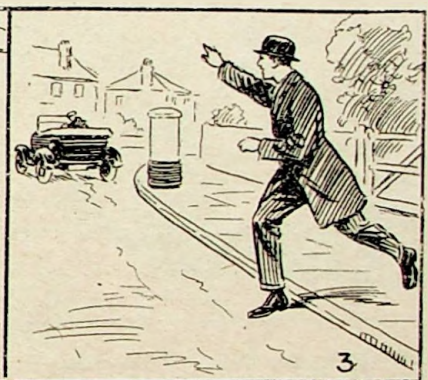
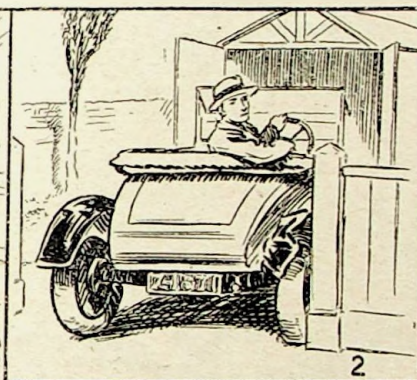
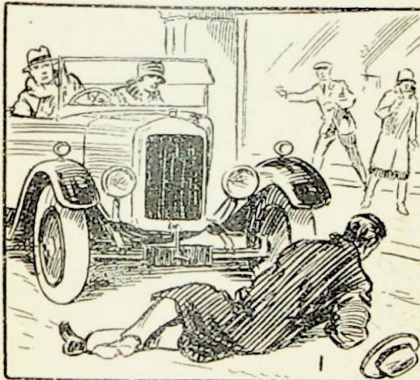
**T**HERE are few people who are not aware of the necessity for taking out an insurance policy for a car, but a relatively small number takes the trouble personally to deal with the matter in detail. It pays, however, to understand the proposal form and the terms which it includes.

It must be remembered that every company has its own particular forms and wording; therefore, the motorist should read a proposal form or prospectus carefully and methodically so as to make sure that he understands it before going any farther.

The first step in insuring is to obtain from companies,

decide for any reason not to take out a full policy, this section is the one which must on no account be omitted. No limit should be stipulated as to the company's liability, and the policy should hold good when any licensed driver is at the wheel. Usually the insured is protected when driving other cars, but *only* in respect of third-party accidents—a point which many do not realize.

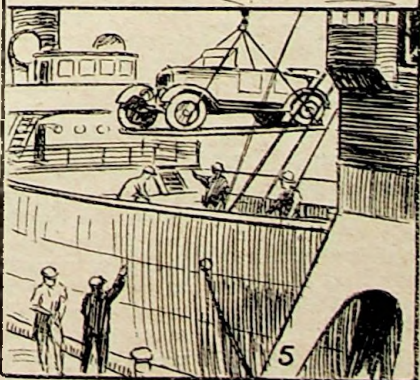
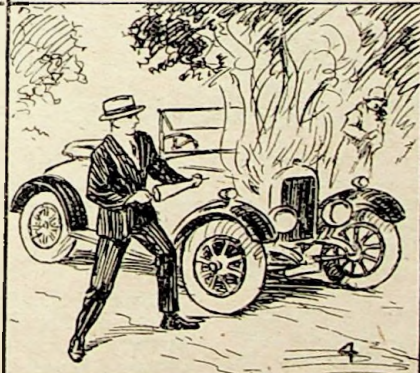
Accidental damage is that caused by external means, collision due to breakdown or as the result of wear and tear, and malicious acts of third parties. The wording of various policies is different in this connection, and



agents or brokers details of the policies available. A proposal form, a schedule of premium rates and, if possible, a specimen policy issued by any company in which an owner may be interested will be invaluable in helping one to come to a decision. It is comparatively easy to pick out the good points of any one insurance policy, but accurately to compare it with others is not so simple unless the names of the companies are written down on a sheet of paper and the various sections of the policies are used as column headings. These should be as follows:—Third-party, accidental damage, fire and theft, transit and Continental risk, personal accident and medical expenses, general, no-claim bonus and premiums.

When weighing up the merits of two or more policies, this sheet is kept at hand and comments are written down in the proper column as each section is read, enabling a true comparison to be made. Let us now consider the points under each of the foregoing headings which should be watched by the prospective insurer of a motorcar, or, in fact, of any mechanically propelled vehicles.

Third-party cover is of the utmost importance. It is under this heading that the most costly claims arise, and, should an owner



careful attention should be paid to the point. It is important to note whether the cover operates when the car is at rest or is being towed, as this does not always hold good. A policy which provides for delivery of a damaged car to a repairer and redelivery to the owner is to be preferred to one which does not contain these obviously useful benefits.

Fire and theft clauses are usually clear in their meaning, but the question of replacement value arises. An agreed sum is most satisfactory to the assured. If any other basis be adopted, the owner should see that the value is revised yearly when the policy is renewed, as by this means he will not be paying a premium based on a value which he would not obtain in case of total loss. A considerable sum of money can be saved in a few years by attention to this important point.

Transit and Continental risks vary but little so far as the different policies are concerned. Use abroad is generally covered without extra charge, but the company must be notified before the car leaves these shores. Certain countries are generally excluded, such as Russia, Turkey, Greece, Serbia, Bulgaria and Roumania.

Personal accident and medical expenses clauses are not always

The five principal risks for which motorists should insure. (1) Third-party. (2) Accidental damage. (3) Theft. (4) Fire. (5) Transit and use abroad. These are generally included in a comprehensive policy.

included in the policy without extra charge. The limiting amounts often vary, and in some cases provision is made for compensation for the passengers, but an extra premium is usual. Enormous sums are occasionally awarded to passengers by courts of law in respect of accidents causing them to be permanently or temporarily disabled, and it is really advisable to cover this risk by insurance.

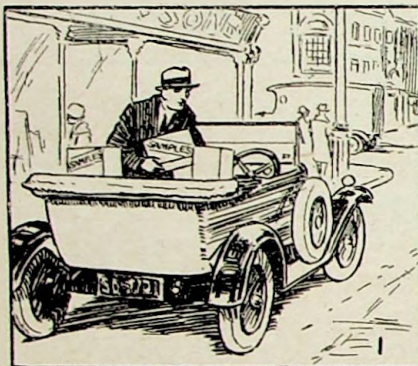
Minor sections of different policies, such as those dealing with loss of luggage or rugs, permission to start repairs immediately, legal protection and arbitration in cases of dispute, should be compared under the "general" heading.

A no-claim bonus is a rebate, granted when renewing a policy, in respect of a previous period during which no demand has been made upon the company. Two points require explanation. First, if a policy is allowed to lapse and is not renewed with the same company, the bonus cannot be claimed; second, many a man is of the opinion that if a crash was not his fault he should

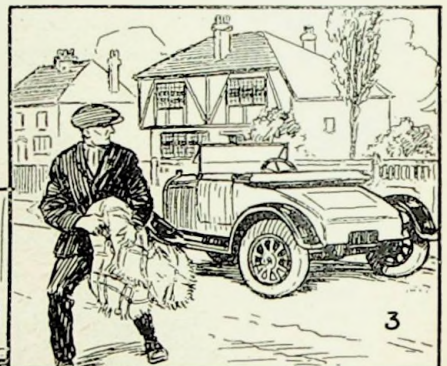
the company is sound, and that it has a good reputation for meeting claims in a fair and reasonable manner. Accuracy is absolutely essential in proposing for insurance, and it must be remembered that the form is the basis of the contract; for this reason it is advisable to keep a copy of the proposal form, which serves at a later date as a means of checking the policy.

As a rule, a proposal form is made out about the time that an owner takes delivery of a car, and the policy cannot, of course, be prepared on the spot. In these circumstances a cover note should be obtained from the agent, broker or company, which serves instead of the policy until that document is delivered. Read the policy carefully and check the registered number, chassis number or other details which are typed or written, and any endorsement slips—that is, statements regarding extra insurance—to see that they are in accordance with requirements.

The usual period of car insurance is one year, commencing from any required date, but short-period cover



Extra premiums are commonly asked to cover (1) business use, (2) personal accidents compensation, and (3) theft of rugs or luggage. These items should be remembered when proposing.



be eligible for the no-claim bonus. The question of responsibility does not enter into the matter; the whole point is whether a claim has been made. In some cases one company will allow the bonus in respect of the previous 12 months, although they have not been the insurers; this occurs when transferring to another company; the practice, however, is by no means general.

It should be remembered that premiums for cars used for business purposes are higher than those charged for purely private vehicles. Should there be any query, the definition of "business use" should be ascertained from the company selected.

When comparing the premiums charged by one concern with those of another, it is important to make sure that the figures are comparable; that is, the cover in one case must be identical with that in another. To put this in another way: if two policies be offered at, say, £11, the one which gives the greater cover is preferable, providing the proposer is satisfied as to the financial position and claims reputation of the company concerned.

### The Question of Cost.

Premiums are based on horse-power and value. The former is calculated according to the Treasury rating, but decimal points are usually ignored; that is, an 11.9 h.p. car ranks as 11 h.p. When working out the value of a new car, the price paid, plus that of any extra fittings, gives the desired result; but when the vehicle is second-hand, it is no good entering the value above the current market price of such a model.

A reduction of premium may be obtained if the owner bears an excess; that is to say, if he undertakes to pay an agreed first portion of any claim. Whether or not this course is desirable must be left to an owner's discretion.

Now we come to the actual filling in and signing of the proposal form. The insurer should be satisfied that

is usually available; the premium rates, however, are much higher, and not, as many imagine, *pro rata*. The majority of policies can be transferred to another owner, or the vehicle mentioned in the policy may be replaced by another, premium adjustments, of course, being made; but in every case of this description the company's acceptance of the change must be obtained before the new owner or vehicle is protected.

### Claims Under the Policy.

After the policy has been read and put away for safety, various points arise which sometimes puzzle an owner, and it will be well to deal with some of the more common ones. Particularly with an unfamiliar car there is always the risk of grazing a wing when manœuvring or in traffic; possibly the damage is a matter of five shillings and the motorist doubts the wisdom of claiming. Unless a demand is made promptly, the insured prejudices his position, therefore delay may be fatal to the success of the claim. On the other hand, it is worth remembering that a minor injury to the car is often cheaper to repair than losing the no-claim bonus, but the user must decide whether he is willing to gamble on another accident during the year, in which case his caution proves to have been in vain.

Doubts sometimes arise in the mind of a motorist as to the correct procedure after an accident, so far as repairs are concerned. Let it be a golden rule to have everything in writing, as verbal estimates, verbal instructions and hazy telephone conversations lead to disputes, which waste time and cause needless annoyance. It is imperative to know the position with regard to starting repairs; if the policy limits the value of work which may be instructed by the owner, he should remember it and avoid giving orders for work which might not be agreed to by the company.



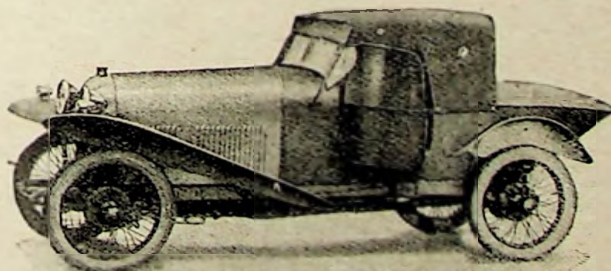
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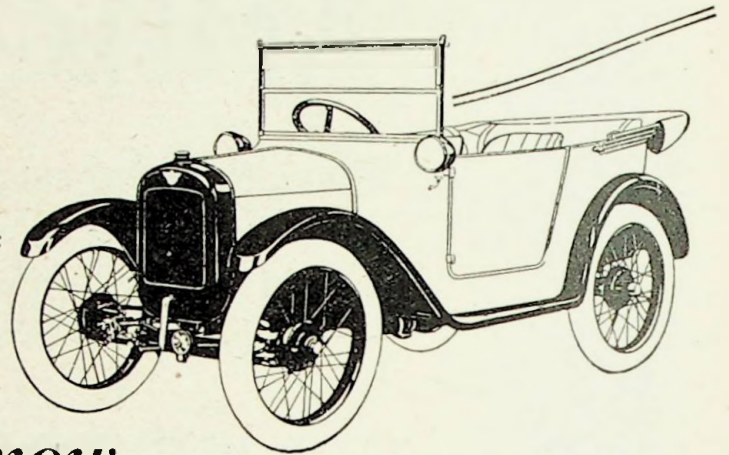
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*Austin Seven*



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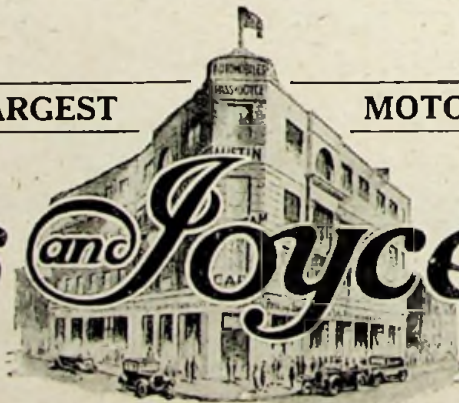
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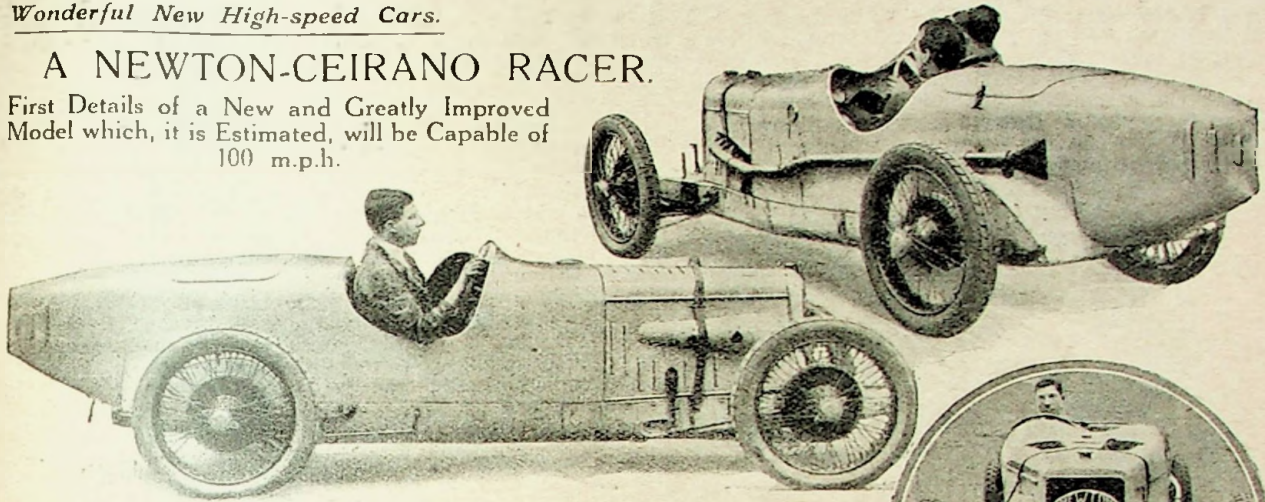
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**A NEWTON-CEIRANO RACER.**

First Details of a New and Greatly Improved Model which, it is Estimated, will be Capable of 100 m.p.h.



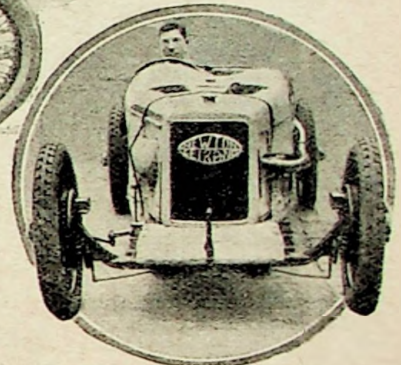
READERS of *The Light Car and Cyclecar* will remember the favourable impression which was created by the Newton racer two or three years ago at Olympia. The car, which was designed and built by Mr. Noel Newton, in Italy, has been quietly undergoing tests and improvements, and we are able to announce exclusively that Mrs. Ivy Simpson, *nee* Miss Ivy Cummings, will make her reappearance in the racing world at the wheel of one of these cars which Mr. Sydney Cummings has purchased from Newton and Bennett, Ltd., of London.

It has been mentioned that the car was built by Mr. Noel Newton, but in view of his present close association with Ceiranos, Mr. Newton has decided to call it the Newton-Ceirano. In addition, Mr. Cummings has made one or two interesting alterations, and has been busy for several months in tuning up the car in preparation for a race meeting at Southport.

The engine is a three-bearing four-cylinder monobloc of 60.4 mm. bore by 95 mm. stroke, giving a capacity of 1,098 c.c. The crankshaft has been specially balanced by Laystall's and runs in ball bearings. In the particular engine we are describing, new mag-

**FROM DIFFERENT ASPECTS.**

The improved Newton - Ceirano racer is to be driven by Miss Ivy Cummings.

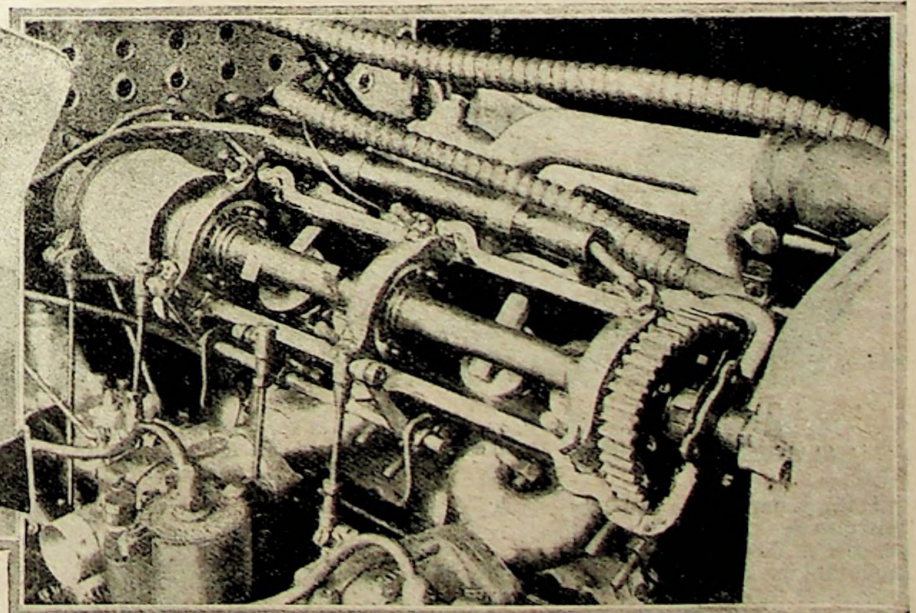
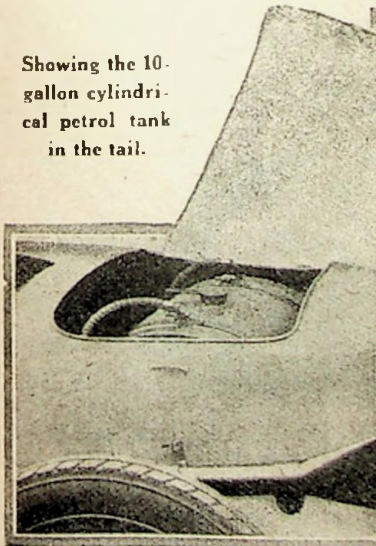


nesium pistons, weighing 4½ oz. complete with gudgeon pins and rings, have been fitted. The engine has tubular connecting rods.

The overhead valves are inclined at 45 degrees to the axis of the cylinder and are operated by twin camshafts which are driven by a chain of spur wheels at the forward end. Carburation is by two Claudel-Hobson carburetters with sealed float chamber lids and balance pipes extended beyond the bonnet.

Ignition is by coil, the current being supplied by a 12-volt battery carried in the tail. The distributor is driven from the rear end of the off-side camshaft. No magneto will be fitted.

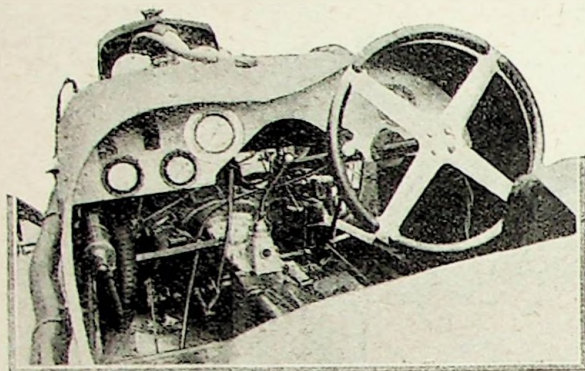
Showing the 10-gallon cylindrical petrol tank in the tail.



**STRIKING ENGINE FEATURES.**

The photograph shows the off side of the Newton-Ceirano engine, one of the o.h.v. covers being removed so as to disclose the camshaft and how it is mounted and driven. The distributor at the rear end is visible and the two carburetters can plainly be seen. The oil supply tank, with its 39 cooling tubes, appears in the top left-hand corner of the photo. The armoured pipes carry oil.

One of the most interesting features of the engine is the lubrication system. The main oil tank, which holds about four gallons and has no fewer than 39 cooling tubes passing through it, is fixed under the scuttle dash. Two centrifugal pumps connected to the tank via a junction box and large-diameter supply pipe force the oil through large-area filters to a distributing pipe in the crankcase, whence oil is fed to each main bearing and big-end. There is a valve in



The cockpit of the Newton-Ceirano, showing the staggered seating, controls and so on.

the main pipe so that the supply can be cut off when the car is not being run, and thus prevent gradual flooding owing to the effects of gravity.

At maximum engine r.p.m. the pump pressure is only about 3 lb. or 4 lb., but owing to a special centrifugal system of distribution—the subject of a patent by Mr. Noel Newton—the big-ends receive a pressure of oil which rises in direct proportion to the r.p.m. of the engine. This has the advantage of drawing a large amount of heat from the big-ends and enabling them to stand up to hard work. Two further centrifugal pumps are utilized for scavenging; they suck the oil direct from the bottom of the crankcase and return it once again to the main tank.

The lubrication system of the overhead camshafts is entirely separate from the engine delivery system, but here again two pumps are employed, one drawing oil from the main tank and forcing it along the hollow camshafts, which, by the way, are also mounted in three ball bearings apiece. The second centrifugal pump keeps the valve chests constantly drained by returning the surplus oil to the tank. A cut-off valve is fixed in the supply pipe to prevent flooding. Each cam face is fed with oil direct by an oilway connecting it with the drilled interior of the shaft. Rocking levers are interposed between the cams and the valves, whilst the latter have two springs each.

From this it will be observed that certain parts of the engine are cooled as effectively by oil as are the cylinders and so forth by pump-assisted water circulation.

Engine, clutch and gearbox are built as a unit, the clutch being a Ferodo-lined cone, which has been slightly altered from standard, and has been specially balanced by Laystall's. The gear ratios are 12½, 8, 6.2 and 4 to 1, the final drive being by an open propeller shaft to a straight-cut bevel and full differential.

The U-section frame is, of course, liberally drilled, and is kept low by up-sweeping the rear part of the longitudinal members and employing semi-elliptic springs of flat formation both front and rear. Hartford shock absorbers are fitted. The body lines are kept low by arranging the driver's and mechanic's seats on each side of the propeller shaft. The body is, of course, streamlined, the fairing being carried underneath the frame from stem to stern.

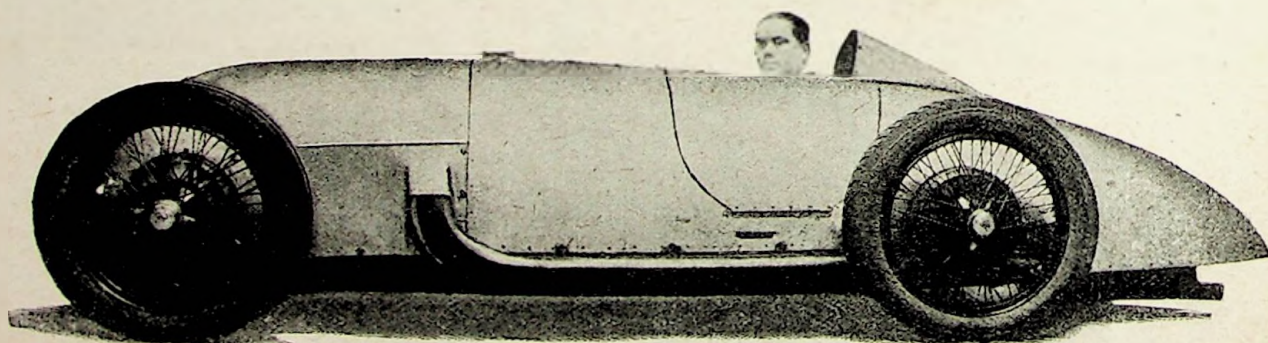
As already mentioned, the streamlined tail carries the 12-volt accumulators; it also houses a 10-gallon petrol tank, fuel being delivered by pressure to the twin carburettors.

The car has four-wheel brakes, the drums being heavily ribbed to dissipate heat; contrary to usual practice, however, the pedal operates only two shoes in the rear wheels, whilst the lever works the front-wheel brakes—a scheme popularized on the Austin Seven.

The car has been overhauled practically from end to end, and will shortly be ready for testing. It is anticipated that when tuning operations have been completed a speed of 100 m.p.h. will be possible.

## ELDRIDGE'S SPECIALS FOR THE INDIANAPOLIS.

Two-seater Ready—Single-seater Nearly Finished.



ELDRIDGE — The famous driver at the wheel of his new Indianapolis two-seater. The passenger seat can be "AT HOME." — covered in so that it conforms with the lines of the body, the removable shield being shown in position. The car is, of course, supercharged.

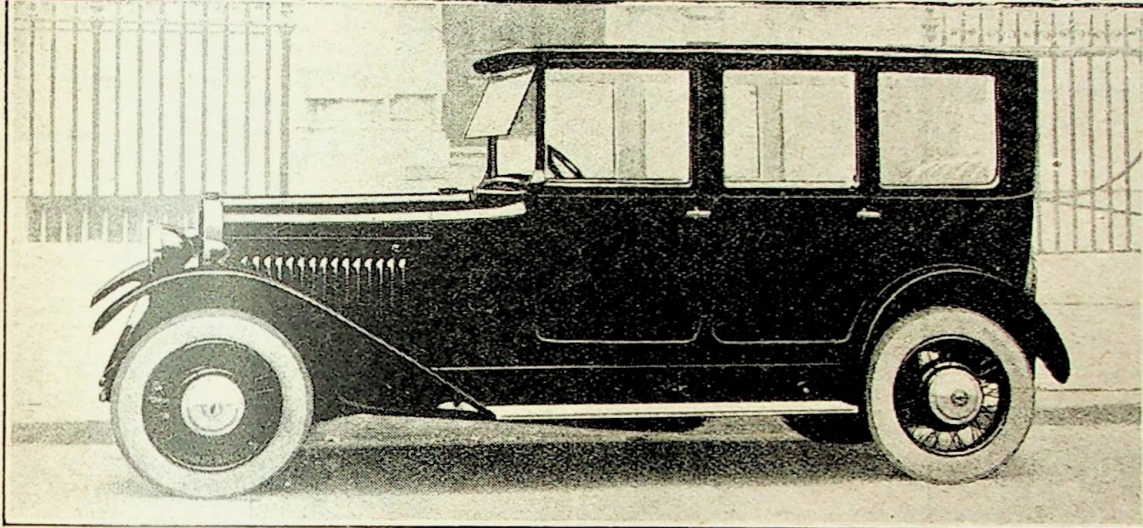
If the perseverance which Mr. E. A. D. Eldridge has shown for the past 12 months is rewarded with the success it deserves, Great Britain will play a very important part in the classic Indianapolis race which is fixed for May 30th.

The first of the Eldridge Specials is practically complete, and it presents so businesslike an appearance that we may be forgiven for being optimistic as to the chances of this car in the race.

The extremely low build and the almost perfect streamlining are the points which impress themselves upon the observer during a first examination, and it is interesting to note that although there is over 5 ins. ground clearance, the overall height is only 29 ins. Wind resistance, therefore, will be reduced to a minimum and the car will be extremely stable, owing to its low centre of gravity.

The low build has been attained principally by under-

And now a De Dion Saloon at £375



The lowest price at which any De Dion Saloon has ever been sold

The New J.P. De Dion  
10/20 h.p.

Long supple cantilever springs to smooth out every hump in the road—four wide doors—finely proportioned outlines—a dignified and harmonious colour scheme—elegant fittings—these are the features which distinguish the De Dion J.P. Saloon.

Available in two types: the Fabric Model at £375, illustrated above, and the Coach-built model at £395.

The highly popular Fabric Model is equipped with black and nickel-plated lamps, speedometer, license holder, cowl ventilators, arm slings, two horns (bulb and electric), blinds to doors and windows.

In addition, the Coach-built Saloon has the following: an electric windscreen wiper, driving mirror, interior light, luggage carrier, ash trays, rope pulls, adjustable front seat, license holder, Wefco spring gaiters, 8-day clock and dash lamp, Truly a most comprehensive and luxurious equipment—one worthy of the De Dion reputation for thoroughness and completeness of detail.

Other J.P. Models and Prices:—	
All-Weather Torpedo, 4-seater	£310
All-Weather Torpedo, 2-seater	£310
Coupe (with dickey)	£395
All fully equipped.	

YOU'LL like the appearance of this handsome new De Dion Saloon. Although rated at a nominal 10 h.p. it is considerably larger and more roomy than other cars of its class. Its wide and generous body ensures the utmost comfort for four adults. Mere words cannot adequately describe its superb coachwork—the flexibility and quietness of its wonderful engine, true to every De Dion tradition—the delightful simplicity of its gear change—the positive safety of its four wheel brakes.

Only a spell at the wheel can do this. Five all-too-brief miles will convince you that never before has such value been offered for so little money.

A touch on the starter and its powerful engine leaps into life. Depress the clutch—flick the gear lever into first—release the pedal and instantly the car glides away with a silken smoothness that must astonish the most critical owner.

In flexibility, ruggedness of construction, luxurious springing, economy of maintenance, the new J.P. Saloon is a typical De Dion product. Its deep, restful cushions and ample leg room ensure perfect relaxation even though you drive the whole day through.

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**De Dion Bouton**

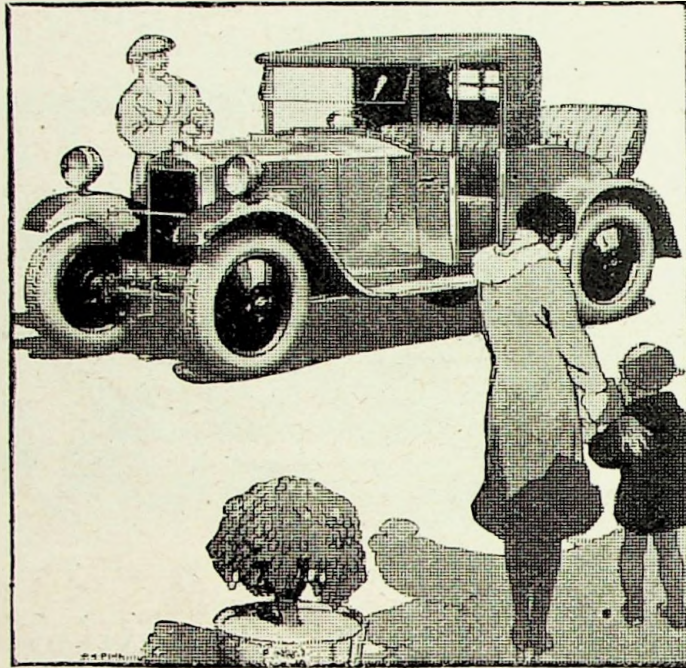
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**Peugeot**  
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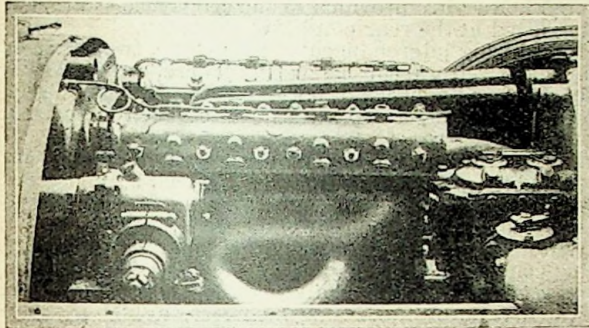
New Four-Seater Model at £165 will be available for delivery March 20th.

*7/12 h.p. Tax £7. 50 m.p.h. and 60 miles to the gallon. Convertible in 5 seconds from Coupé to clean-lined two-seater open tourer. Four cylinders water-cooled. Magneto Ignition. Electric lighting and self-starter. Disc wheels; 5 Michelin Comfort Tyres. 3 speeds and reverse. Inlaid dashboard fitted with Speedometer and Clock. Deeply upholstered. Tool kit complete. Big safe dickey seat. Luggage rack. Colours: Crimson Lake or Blue. Cash, or out-of-income payments through local agent. New illustrated art catalogues from*

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

slinging the chassis, and the streamlining has been so cunningly contrived that the whole car resembles nothing so much as an elongated shell mounted on wheels. The work of erection has been carried out in Paris under the personal direction of Mr. Eldridge, whilst he has, in addition, been keeping a watchful eye on a second car—a single-seater with a similar type of engine to the two-seater but differing from it slightly



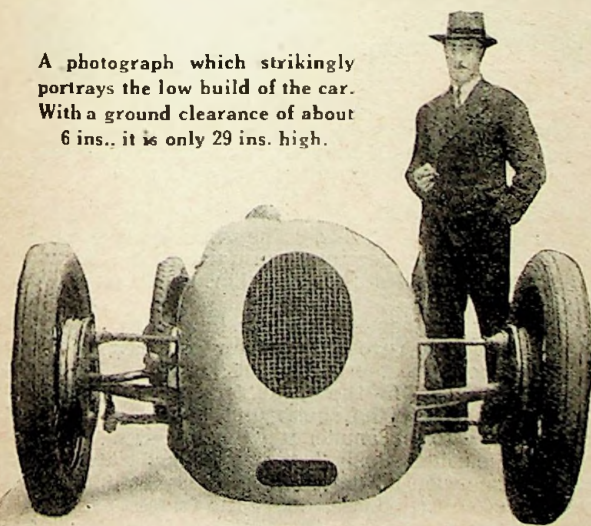
The engine of the two-seater Eldridge Special. The supercharger is situated at the front, but is vertical. The whole engine has a remarkably clean exterior.

with regard to suspension. Incidentally, the single-seater will be driven by Mr. Douglas Hawkes, whilst Mr. J. E. P. Howey will probably act as reserve driver. This car is actually the single-seater with which Mr. Eldridge has established records already, but it has a new o.h.v. engine, new axles and redesigned steering.

Reverting to the two-seater, this has a 69 mm. by 100 mm. four-cylinder engine (1,496 c.c.), and inclined overhead valves operated by twin camshafts driven by a single roller chain at the after-end of the cylinder block, chain adjustment being provided by means of a jockey sprocket.

The valves themselves are set at an angle of 90 degrees, whilst double valve springs give a spring pressure of over 100 lb. The combustion head is hemispherical in shape, and the greatest care has been exercised in the design of the water jacketing, with a special view to maintaining adequate coolness of the valves and their housings.

A photograph which strikingly portrays the low build of the car. With a ground clearance of about 6 ins., it is only 29 ins. high.



Ball bearings have been used wherever practicable; thus they are employed for both the three-bearing crankshaft journals and the big-ends, the crankshaft itself being built up of five pieces. Supercharging takes the form of a Roots blower mounted vertically instead of horizontally, as is usual, and driven by skew gearing from the front end of the crankshaft.

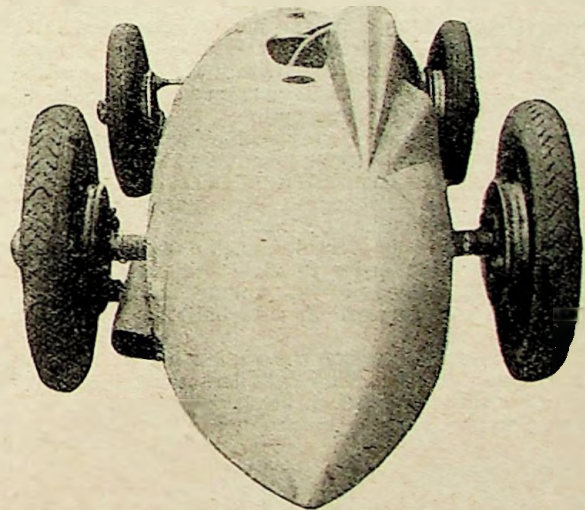
A large-diameter pipe carries the forced air from the blower to the carburetter, whilst the induction pipe itself is also of special design.

Only one carburetter—a Solex—is employed, but Marelli dual ignition is used. The problems of lubrication have been very carefully studied, and the final arrangements embody a five-gallon tank carried under the radiator, the contents of which is distributed by pump. Placed in a position where it can be kept adequately cool, and being in constant circulation, this volume of oil will enable the engine to work under ideal conditions.

Water circulation is by pump and there are no fewer than eight leads from the top of the removable cylinder head. These discharge into two separate leads connected with the header tank direct. A reserve water supply in the shape of a kind of saddle tank fitting snugly into the under curve of the scuttle is available, the contents of this tank being just under 9 pints.

There is a striking lack of elaboration about the engine when viewed from the exterior, and, obviously, many months of patient care have been expended in its design and construction.

The frame conforms, roughly, with the outline of the complete streamlined car, and consists of very light channel-section side members, braced front and rear by steel rods and further stiffened by a substantial cross-



A rear view, showing the extraordinary resemblance which the car bears to a shell. Springs, shock-absorbers and so on are all enclosed by the body.

member amidships. Extra rigidity is given to the frame by the aluminium undershield, which is riveted to the side members from end to end.

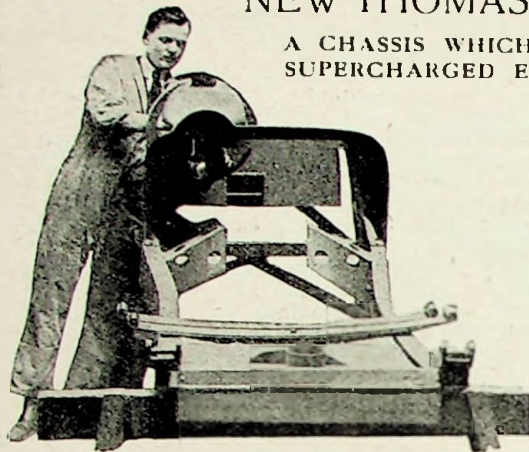
The care which has been taken in distributing the weight emphasizes the thoroughness with which the whole problem of constructing this car has been tackled. The engine, gearbox and propeller shaft are slightly désaxé, the object being to distribute the weight correctly, having regard to the fact that the Indianapolis race is run anti-clockwise and the car has right-hand steering.

Both front and rear springs are enclosed within the streamlined shell, the springs being mounted in small brackets, each rigidly secured to the upper flanges of the side members. The Hartford shock absorbers also are enclosed, and an extremely interesting specification is rounded up by the Perrot-type four-wheel brakes. These can be seen in the front view photograph of the car in the left-hand column.

The regulations of the Indianapolis race do not require a passenger to be carried, but, with an eye to the participation of the car in other events, provision has been made for a passenger. His seat, however, can be covered by an aluminium panel, bent to conform with the general contour of the body.

## NEW THOMAS SPECIAL NEARING COMPLETION.

A CHASSIS WHICH BRISTLES WITH INGENUITY—THE 8-CYLINDER SUPERCHARGED ENGINE—WHOLE CAR SHORTLY READY FOR TEST.



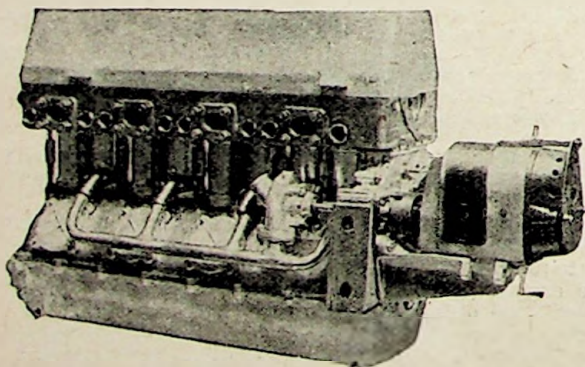
Fitting the steering wheel, immediately in front of which is the spare water tank. Note the short, upswept engine-bearer arms and the forward oil tank. The front springs are resting across the frame awaiting erection.

ONE of the most unorthodox, yet practical and ingenious, racing cars, the new Thomas Special, is rapidly nearing completion. It is a 1½-litre straight-eight supercharged car, and within the next week or two the component parts will be assembled in the chassis which now awaits their reception.

Mr. J. G. P. Thomas is responsible for the design, and we were recently privileged to make a thorough inspection of the various components of the new racer in the well-appointed workshops at Brooklands where the work of construction has been going on.

Preconceived ideas of racing cars must be dismissed from the mind in order to view this new design in correct perspective; it is unique and marks a tremendous step forward in cars built solely for very high speed work.

The bore and stroke of the engine are 52 mm. and 88 mm. respectively. The cylinders are made up of separate steel barrels, each being spigoted, as it were, into the upper part of the crankcase. Water jackets



The main features of the engine, showing the four twin water jackets, water pump and connections, inspection covers and inlet ports. The supercharger is not, of course, in position.

cast in pairs slide over adjacent cylinders, the cylinders, with their jackets, being clamped between the head and the crankcase. Copper and asbestos washers ensure a good joint. The holding-down bolts are of ingenious design: they take the form of left and right-hand threaded studs coupled by sleeves having holes for the engagement of a tommy bar, the principle being similar to that employed for tightening heavy stays or tie-rods.

In marked contrast are the conventional reciprocating

parts—except that specially light metals are employed. The two-ring pistons are coupled to H-section connecting rods and plain bearings are used for both the big-ends and the crankshaft journals. No fewer than seven "hand holes" are provided in the crankcase—an eighth being fitted at the rear off side of the sump.

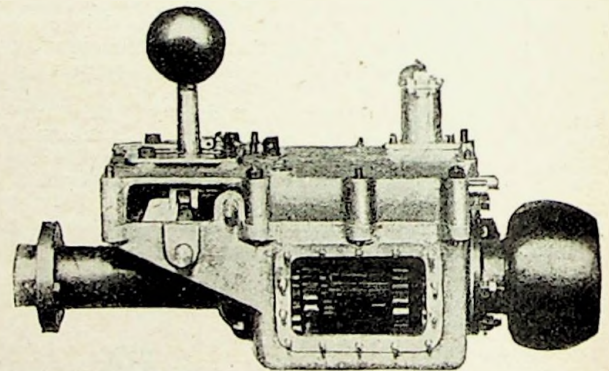
By utilizing interchangeable parts, one, two, three or four carburettors can be used. There are, however, only four cylinder-head ports on the induction side. For the exhaust, a separate port for each cylinder is employed.

There are two tulip valves per cylinder; they are operated by an overhead camshaft driven by a chain of spur wheels. Timing adjustments are carried out by a vernier coupling at the rear end.

Water circulation is by pump, a separate water lead being connected to each pair of jackets. The main oil supply is carried in a shallow tank slung between the forward ends of the frame members, a high-pressure pump delivering the lubricant to the engine. Two scavenging pumps are used to return the used oil to the main tank, and there is a separate high-pressure oil lead for the o.h.v. gear.

The engine is three-point mounted, the forward anchorage being by ball and socket; at the front is the supercharger.

A multiple dry-disc clutch, contained within a cylindrical housing less than 6 ins. in diameter, transmits the drive via a short shaft to a centrally mounted gearbox having a very stubby control lever, the final drive being by enclosed shaft to a double-reduction gear



Surely a unique gearbox and one in which accessibility is a marked feature. It is situated on the forward end of the torque tube.

consisting of a bevel and crown wheel and a pair of straight-tooth spur wheels. The axle casing resembles that used for an underslung worm drive, and the whole arrangement enables the propeller shaft to be kept very low.

The chassis frame is underslung. At the rear suspension is by reversed quarter elliptics, the axle casing being above the frame and passing between the two petrol tanks. Of these, the forward tank acts as a direct support for the squab and is curved upwards at one side to accommodate the driver's headrest. Beneath the scuttle dash there is a reserve water supply tank. Suspension at the front is by semi-elliptics, and the axle, of course, passes above the frame.

In general appearance the 1,500 c.c. car will closely resemble "Babs," Mr. Thomas's 12-cylinder Liberty-engined Thomas Special. Thanks to the shape of the frame "stream" lines will automatically adapt themselves to the shape of the body.

The engine will probably be on test in a day or two and the car will be given its maiden trip directly the necessary bench tuning has been carried out.



Whatever the make of car you drive, to get the best results be sure that all the plugs are

# LODGE

And make equally sure that you have the correct model for your engine, as shown in the list below.

	Lodge Model	Price
A.B.C.	H2	6/6
A.C.	H1	6/-
Albert	CH3	5/-
Alfa Romeo	H1	6/-
Alvis	H1	6/-
Alvis Sports	H33	10/-
Amilcar	H1	6/-
Argyll	C3	5/-
Ariel	C3	5/-
Aston-Martin	H1	6/-
Austin	C3	5/-
Bayliss-Thomas	TS3	5/-
Belaize	C3	5/-
Berliet	C3	5/-
Bianchi	CF3	6/-
Briton	CF3	6/-
Bugatti (4 cyl.)	H1	6/-

	Lodge Model	Price
Calcott	C3	5/-
Calthorpe	CF3	6/-
Ceirano	H1	6/-
Citroen	CH3	5/-
Cluley	C3	5/-
Clyno	C3	5/-
Crauch	C3	5/-
Darracq	C3	5/-
De Dion	C3	5/-
D.F.P.	H1	6/-
Dorman Engines	C3	5/-
D'Yrsan	H2	6/6
Eric Campbell	C3	5/-
Fiat	C3	5/-
G.N.	H1	6/-
G.W.K.	C3	5/-

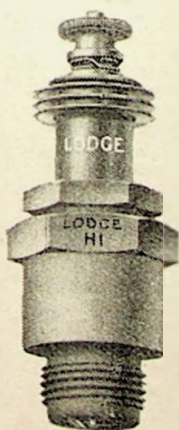
	Lodge Model	Price
Gwynne	H3	7/-
Hampton	C3	5/-
Hareman	C3	5/-
Humber	TS3	5/-
Jowett	C3	5/-
Laçonda	C3	5/-
Lea-Francia	C3	5/-
Mathis	C3	5/-
Morgan	H1	6/-
Morris	C3	5/-
Peugeot	C3	5/-
Renault	C3	5/-
Rhode	H1	6/-
Riley	C3	5/-
Rover, 8 h.p.	CH3	5/-
Rover, 9 h.p.	CF3	6/-

	Lodge Model	Price
Salmson	C3	5/-
Seabrook	CH3	5/-
Singer	C3	5/-
Standard	C3	5/-
Straker-Squire	C3	5/-
Swift, 10 h.p.	CB3	5/-
Talbot	H1	6/-
Triumph	C3	5/-
Trojan	C3	5/-
Turner	C3	5/-
Voisin	C3	5/-
Vulcan	C3	5/-
Westcar	C3	5/-
Whitlock	C3	5/-
Windsor	C3	5/-
Wolsley	C3	5/-

Every part of every model of the Lodge plug is made in England. And every Lodge plug is packed in a distinctive coloured metal box, sealed with a lead seal bearing name Lodge

The above recommendations apply to 1926 engines only. The makers of Lodge plugs will be pleased to advise concerning plugs for engines of earlier manufacture, or for any not shown on the above list.

LODGE PLUGS LTD., RUGBY.



Sports (model H1) 6/- Packed in blue box.



Standard (model C3) 5/- Packed in red box.



Long reach (model CB3) 5/- Packed in cream box.

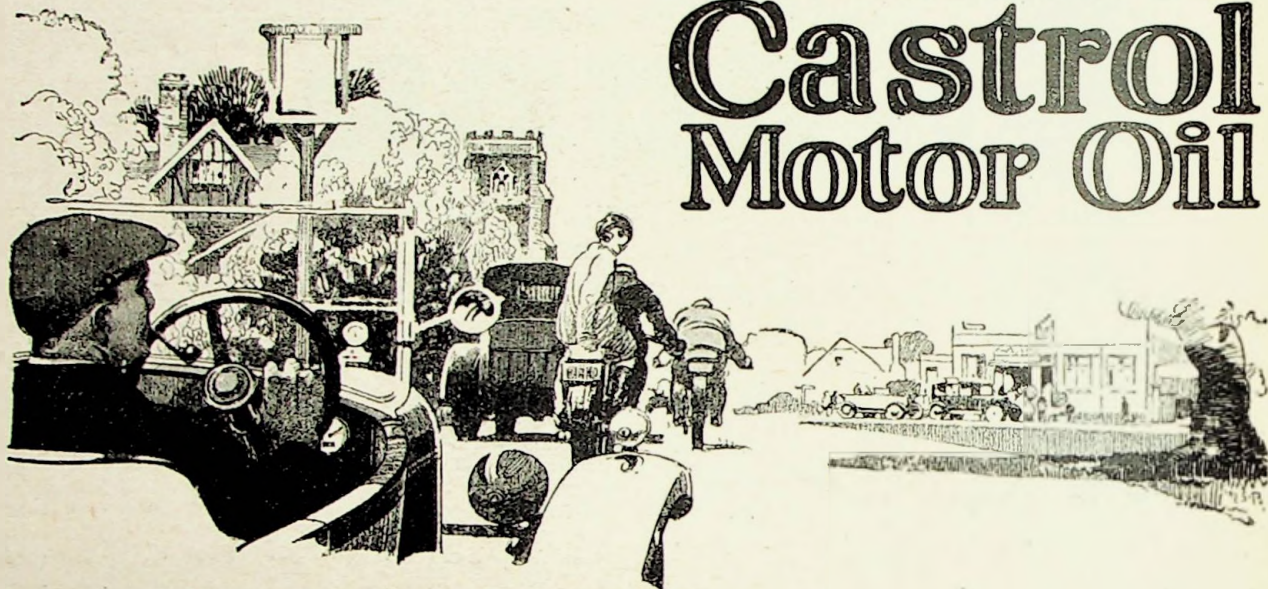


Long barrel (model CF3) 6/- Packed in bronze box.

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.

**E**ASTER is nearly here!

Replenish with—**Wakefield  
Castrol  
Motor Oil**



### Good-bye to Winter!

Farewell to work, to town and smoke. Spring is here and the countryside is calling. Let there be no hint of friction—see that there's Wakefield CASTROL in your sump to ensure sweet running!

Wakefield CASTROL is the first choice of all who achieve feats of speed, reliability and endurance, while in touring use it more than satisfies the most exacting demands of many thousands of enthusiastic motorists the world over.

The unexcelled lasting and friction-reducing properties of Wakefield CASTROL reduce the consumption of both petrol and oil, while by prolonging the intervals between decarbonisation and by minimising engine wear the use of CASTROL will save you pounds in the long run. And with this economy comes improved performance—as is shown by the overwhelming success of Wakefield CASTROL in competition, and by the fact that over 200 Leading

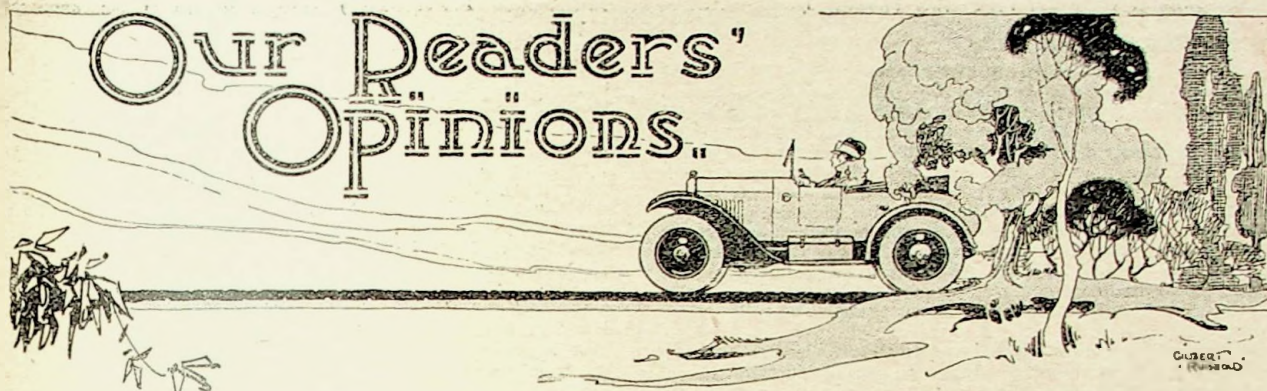
Motor and Motorcycle Manufacturers officially recommend its use.

The CASTROL grade recommended for your needs is shown on the Wakefield Recommendation Chart, to be seen at any garage. If there is another oil in your sump, CASTROL can be added, though naturally best results will not be attained until 100% CASTROL is in use. Make the best resolve you have ever made, and TRY CASTROL NOW!

Over 200 Leading Manufacturers recommend Wakefield CASTROL. Avoid trouble with inferior oil by following their advice; insist on—



C. C. WAKEFIELD & CO., Ltd., All-British Firm, Wakefield House, Cheapside, LONDON, E.C.2.



We welcome at all times letters sent to 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 non 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.

## CYCLECAR AND SUPERCHARGER PROBLEMS.

### Facts and Figures from Practical Experience.

#### Conventional Design and—

Once again we are assured of the coming of the successful £100 car—that very hardy annual. I am speaking, of course, of the £100 four-wheeler; there are already three-wheelers at less than £100. The £100 car will appear in 1926—if it does appear—not for the first time. In most Shows at Olympia (until 1915)

some specimens of its kind have made their appearance—only to disappear. Their fate has not been encouraging, but hope is eternal. "I am certain," writes a correspondent, "that a car to my specification could be made for less than £100 and make the fortune of the enterprising manufacturer." He is certain, because he has never tried to manufacture one.

Now there is no doubt that a three-wheeler can be built more cheaply than a four-wheeler. Therefore, if and when a really adequate four-wheeler can be put on the market at £100 a three-wheeler will appear for something less. At present this has not been found practicable. The three-wheeler at anything like the same price will always be the speedier and more sporting vehicle. If cars were handicapped by cost instead of by horse-power and weight this would be at once apparent. I do not wish in the least to minimize other advantages held by the four-wheeler.

I should be surprised if the big firms engaged in the production of light cars turned their attention to the cyclecar. They have no reason to make such a change, for they can dispose of all the light cars which they can produce. It is still more unlikely that a big firm will be floated to undertake this business. I should be exceedingly unwilling to take shares in it and so, I think, would be those gentlemen who profess so great a faith in the cyclecar. For "the man with a workshop" to produce a few cars by his own labour is quite the most unprofitable job I know—and I know by experience.

Another point is that the day of the unconventional is over. The conventional type has found itself and represents the survival of the fittest. I do not say that there may not arise some genius who will break the bonds of convention, but each year his success becomes more remote. Perhaps this opinion may seem strange coming from one who is interested in a successful three-wheeler—not a "car on three wheels." Is not the success of the Morgan an argument in favour of the unconventional? Not at all. The Morgan is itself conventional—it is the conventional three-wheeler. There are so many on the road and they have been before the public for so long a time that no one is startled by their nonconformity to type.

I was amused the other day to see a description of a new three-wheeler headed "not too unconventional." From the point of view of the light car it was highly unconventional, but it was so like the Morgan, at least in

outward appearance, that it was admitted to conform to a conventional type! As a four-wheeler the Morgan would be a "freak" and I should have grave doubts of its popularity, but as a three-wheeler it is as conventional as the sidcar.

H. GEORGE MORGAN.

#### Superchargers and Petrol Consumption.

The numerous letters from your readers on the subject of supercharging, coupled with recent articles in other motoring journals on the same subject, impel me to state my opinion on this most important matter.

**Full-power Running.** As one with some practical experience of supercharging, and a firm believer in its immediate commercial development,

I crave your space to correct some of the misconceptions bred by befogged frequenters of Brooklands on this question.

In the first place, there are no miracles to perform to supercharge an engine up to 6 lb. to 7 lb. above atmospheric pressure. Given a good, reliable, modern engine, made with the best materials, as all good engines should be, the conversion to supercharging is not so formidable and costly as is generally supposed.

The question of fuel consumption, a most important point, was emphasized in a recent article giving the consumption of the Delage car in the last Grand Prix. This was quoted as being at the enormous rate of 7 miles per gallon, the race being run at an average speed of 72 miles per hour.

Such bald statements as the above, without giving further details, may have a detrimental effect on the development of supercharging for commercial purposes.

To analyse the performance of the Delage cars, it appears that the brake horse-power developed was 130 or more. From the way in which the race was run it is reasonable to assume that this power was used continuously, when accelerating after slowing down and on the fast stretches of the course.

It, therefore, means that the gallons per hour consumed were 10.3, equal to 82.4 pints.

On this basis the consumption works out .64 pint per brake horse-power per hour, a highly creditable performance for road racing, and, I would wager, far better than racing without supercharging.

In my opinion, superchargers, as at present being fitted to run at engine speed, will, in future, be increased to run much faster than engine speed, to obtain the full benefit of adequate supercharging on the lower range of engine speeds.

In this manner the blower may be made smaller and will be less costly, with the advantage of better cooling owing to the larger ratio of metal to volume on the smaller size, and greater reliability.

A. O. LOHN.

c61

OUR READERS' OPINIONS (contd.).

**Spotlights and the Law.**

The limit with regard to petty prosecutions for alleged technical offences was reached the other day when I was summoned at Cambridge "for carrying a light which could be used as a searchlight." The lamp, a

**A Hopelss  
Position.**

Stewart spotlight, is fixed to the off side of windscreen, and is positively attached, so that it can-not swivel either to left or right. The lamp was lighted only for five seconds at most—I switched it off before I had seen the policeman was going to stop-me; owing to very heavy rain it was difficult to see through the screen. I used the light to pick out a cyclist (minus rear lamp, of course), whom I might otherwise have run down. The light was not moved about in any direction whatsoever.

All the above points I mentioned to the over-zealous officer, and even called at the police station to explain matters there; it was of no avail, as they took shelter behind the extremely hazy wording of the Motor Car Act.

Eventually I appeared in court, and with the able help of an A.A. solicitor, who pointed out that the sole reason for the introduction of the "law" was "to prevent alarm to horses on the highway," I succeeded in getting the summons dismissed. I would like to know (1) whether my light is illegal; (2) whether the policeman had the slightest right, legal or otherwise, to lay hands on my light (I had already told him that it did not work on a swivel).

To my great inconvenience I missed an important appointment by having to go to court. I think it disgraceful that in this enlightened year, anno domini 1926, any motorist can be summarily stopped and imposed upon in this way.

GEO. CYRIL BROWN.

- \* \* The Motor Cars (Use and Construction) Order, 1904, Article II, Section 7 (ii) reads as follows:—"Every lamp carried by the motorcar when in use on a highway at any time during the period mentioned in this condition shall be so constructed, fitted and attached as to prevent the movement or use as a searchlight of the light exhibited by any such lamp." If our correspondent's spotlight complied with these regulations the police would have had no case against him. We agree that the law is in need of revision.—Ed.

**Lack of Continuity in Signposting.**

As I have recently made a journey by road from the West of Scotland to Cornwall and back (Oban to Penzance), covering some 1,500 miles of main road (and otherwise), and passing through many

**The Need for  
Improvement.**

different types of country and town, perhaps your readers may be interested to have my impressions on the subject of signposts. Leaving Oban, our route lay through Callander, Stirling, Lanark, Carlisle, Penrith, Kendal, Lancaster, "The Black Country," Whitechurch, Shrewsbury, Hereford, Gloucester, Bristol, Taunton, Wellington, Crediton, Barnstaple, Bideford, Bude, Wadebridge, Truro to Penzance, returning via Truro, Bodmin, Launceston, Okehampton, Exeter, Taunton, Bath, Swindon, Oxford, Banbury, Leicester, Nottingham, Doncaster, Scotch Corner, Appleby, Penrith, Carlisle, and so home by Lanark, Stirling and Callander.

Whereas the roads were, in the main, excellent, except between Bodmin and Launceston (over Dartmoor), where the conditions were vile, I was at once struck by the lack of continuity and cohesion in the signposting arrangements in various parts of England and Scotland. For instance, it is far easier to find one's way from Stirling to Lanark and so on to Carlisle than it is to retrace one's way from Lanark to Stirling! Going south from Stirling, Lanark and/or Carlisle are given with great unanimity, but, coming north, one is frequently at a loss as to the right road to take to Stirling, after leaving Lanark. For, instead of Stirling being mentioned throughout, as it should be, being the key to the North and West of Scotland for the traveller from Carlisle, small and quite unimportant (to the motorist) villages and townlets are indicated, and one has constantly to consult one's maps to see if one is on the Stirling road. And yet, going south, it is practically impossible to go astray!

Again, in some counties, danger points such as level-crossings are ignored almost completely—notably in Scotland, between Lanark and Stirling. Farther south, however, things in this respect are excellent.

Then, again, whereas towns like Carlisle, Leicester and

Nottingham are easily traversed, other towns such as Preston, Wigan, Bath and Bristol need a lot of attention in this respect, the existing signs being for the most part "reflexed," sometimes illegible, and—oh! so ancient and battered! And they are few and far between. Preston was the chief offender, to my mind, in this respect. Getting out of Bristol, thanks to the splendid A.A. signs, was easy, but getting into Bristol was a totally different proposition.

Counties like Leicester and Nottingham seem to be extraordinarily well catered for by signposts, whereas one needs considerable local knowledge to proceed successfully through parts of Lancashire without having to make inquiries, and so losing much valuable time. Yorkshire was good, on the whole. Devon and Cornwall varied in excellence. The Penzance district was excellent and the roads were fine there. (But some so-called "A" roads are considerably worse than "B" roads in other counties.)

It is unnecessary to labour the point about signposts. We need more and better ones in many districts, and the mileage should be given in every case. The A.A. is doing—and has done—miracles, but a lot remains to be done yet. Will not the authorities in the larger industrial towns in Lancashire and elsewhere be fired by the pioneer work of the A.A., and back them up by scrapping obsolete and uninformative road signs, most of which are illegible, and substituting new and comprehensive ones?

WILLIAM S. C. WALKER.

**Losing Control on Hills.**

From the time when I began motoring I have always been obsessed by a secret dread of precisely the experience that has just befallen "Focus"—that of finding myself behind a car which suddenly begins to run backwards down a hill, out of control.

**A Suggested  
Rule.**

This fear is almost a nightmare to me at times, so vividly does the situation present itself to my imagination; and for some reason or other the driver of the runaway car is always, in my mental picture, a member of my own sex. This is not because I have ever been in danger of losing control on a hill myself, although I began driving a car when women motorists were rather rare.

In my less timid moments I deride the notion that such an accident is at all likely, for it is a long time since cars were fitted with brakes that acted effectively only in one direction, but "Focus's" adventure has awakened all my apprehensions. Is there any rule that could be framed to minimize the danger? I think there is, although whether the driver of a car who had committed such a fault as the situation implies would have sufficient presence of mind to observe any rule at all is open to doubt.

The rule I suggest is, steer to the opposite side of the road and stay there. (I am assuming that the car was ascending on its proper side, the left, and my rule means simply that it will also descend on the left—i.e., the opposite side of the road—although it does so backwards.)

If this rule were adopted, following cars would hug their left and hope for the best. Any rule would be better than none—even sticking to the side you are on when the loss of control begins. Following cars would then pass on the right, the only danger being that of meeting an approaching car descending in the normal manner, which might not be able to pull up in time. But do let us have some rule! It might settle a panic-stricken driver's doubt as to what to do, and prevent his putting everybody else in doubt by zigzagging from side to side—which is what the erring lady driver always does in my nightmare.

MARY B.

**The Epping Road.**

As a resident in the county, I should like to ask why Essex is so behindhand in matters relating to road improvements. Five years past the Epping road has been a danger to every road user; it is very little wider than a lane in many places, but it carries a great deal of traffic, including motorbuses and, in the summer, vast fleets of charrs-à-bancs.

**Narrow and  
Dangerous.**

Serving as it does a large agricultural district, numbers of badly lighted farm carts are often to be met at night, whilst horses and cattle are always being led or driven along it, and I have never yet seen a drover carrying any kind of light. Is it not time, then, that steps were taken to widen this important but dangerous road? Why the new Southend road was built before the Epping road received attention I cannot understand.

S.X.



# Get a New Zest out of Motoring

Getting off the beaten track puts a new zest in motoring. When the whir of your tyres on a hard, modern road changes to the scrunch of gravel in some old, sandy lane, then you're nearing the thrill of the explorer.

As your staunchest companions, fit *All-Weather Tread Tyres*. They are armoured with that phenomenally tough tread rubber compound that is the rubber industry's latest formula against abrasive wear. They have the extra life and endurance that only SUPER-TWIST -- Goodyear's new, doubly elastic cord material -- provides. And they have the non-skid, tractive road-grip of their famous twenty-year-proved, diamond-shaped tread.

*Next time buy Goodyear*

**GOOD YEAR**



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## THE SUPER LIGHT CAR

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# GWYNNE

“EIGHT”

ALL MODELS—NEW and SECOND-HAND—

*At the* OLYMPIA MOTOR Co.,

1, HAMMERSMITH R<sup>D</sup>. (OPPOSITE OLYMPIA)

*Phone:* WESTERN 4140 and 3568.

CONSULT

# C.W.D. CHINERY

“GWYNNE” SPECIALIST.

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

OUR READERS' OPINIONS (contd.).

Retreading Balloon Tyres.

Worth While If . . .

\* \* Many readers recently have written asking us whether we consider it a wise plan to have Dunlop balloon tyres retreaded. As, clearly, the Dunlop Rubber Co., Ltd., are in the best position to answer this query we asked the technical department for their opinion, which reads as follows:—

"We have your letter of the 2nd inst., on the subject of retreading tyres, and we offer you the following notes, which we are prepared to have published if they will be of any service to your readers.

"The question is: Whether retreading is really worth while? Now, no direct and definite answer can be given to that question from the point of view of the general application of retreading.

"There is no doubt at all that retreading, in itself, is a perfectly satisfactory process which has been well developed by quite a large number of retreading firms and, regarding the job merely as a retread, it is quite satisfactory.

"Unfortunately, every tyre that is worn out is not necessarily in a fit condition for retreading in an economical manner. This is not because the retreading process cannot be conducted, but because in a very large number of instances the cord casing of the cover has been greatly fatigued and weakened during the course of running. This fatigue generally arises from continuous running of the tyre in an under-inflated state, or from overloading, and here we may say that probably 90 per cent. of motorcycle tyres come to a premature end due to errors in these directions.

"Unfortunately, it is not possible for the tyre user who is not at the same time an expert in tyre construction to tell whether the casing has been excessively fatigued. In a great number of cases these things can only be discovered after the old tread has been stripped off, and by careful examination of both sides of the exposed casing. In such instances it is often found that the retreading process would not be worth while, and the user naturally is disappointed.

"Inexpert firms, however, may be tempted to proceed with the retreading, and the results cannot be expected to be satisfactory in use. People who have had this experience are prone to condemn retreading root and branch, but such experiences really are not any justification for condemning the retreading idea.

"In conclusion, it may be stated that:—

"(1) Retreading undertaken at the proper time, and under proper conditions, is worth while.

"(2) The work should always be given to some competent firm which specializes in tyre repairs, and its advice should be taken as to whether the retreading would be advisable. The tyre should not be run so far that the top layer of canvas has become visible. It should be taken off for retreading just about the time when the pattern has worn smooth in the centre.

"(3) The tyre should be used at the correct pressure, and not overloaded unless the pressure is materially increased to carry the extra load. If this is not done, it is very unlikely that the casing will be in a satisfactory condition.

"W. BOND,

"FOR THE DUNLOP RUBBER CO., LTD."

A Thrust at Cyclecar Design.

In Sarcastic Vein.

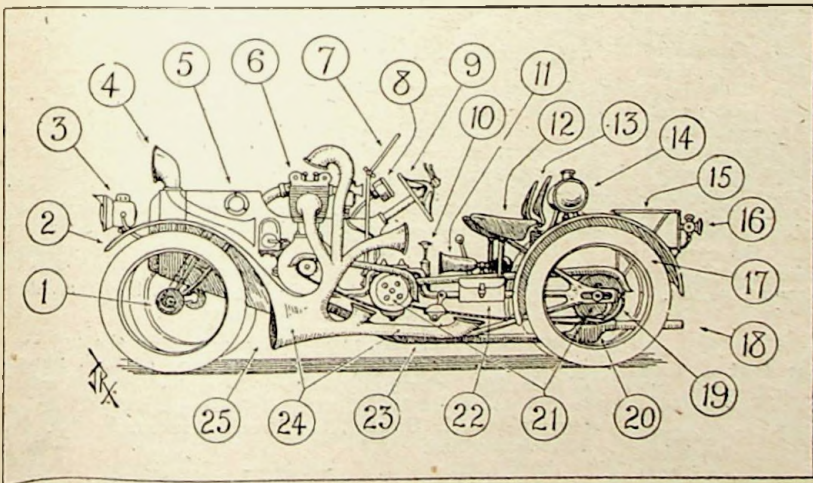
May I encroach on your valuable space in order to tell you of an extraordinary dream which recently visited me? It was to the effect that a number of ingenious persons

An "Untrue" Dream.

deeply versed in the lore and usage of motorcycles had put their heads together and evolved a two-seater motor-car constructed entirely and faithfully in accordance with motorcycle practice and principles.

sports four-wheeler built on motorcycle lines:—

1. A front-wheel brake which seldom does.
2. Four-inch mudguards.
3. Acetylene lighting outfit (extra).
4. Rain scoop to magneto.
5. Licence holder (extra).
6. 650 c.c. single-cylinder o.h.v. super-sports Pandemonium engine.
7. Windscreen (extra)
8. Speedometer (extra).
9. Sports steering wheel.
10. Emergency hand pump.
11. Horn (extra).
12. Flexible-top saddles (extra).
13. Back rests (extra).
14. Petrol tank holding nearly 2 gallons.
15. Luggage carrier (extra).
16. Tail-lamp (extra).
17. Non-interchangeable wheels.
18. Crack-of-deom exhaust note guaranteed.
19. Strong unsprung chassis.
20. Large expansion chamber.
21. Sliding gearbox and back axle to facilitate chain adjustment.
22. Commodious receptacle for carrying necessary tools, spares, puncture repair outfit, carbide, sundries, etc.
23. Adjustable footrests (footboards extra).
24. Duplicated front mudguard scoop system (patent applied for) for conducting water, mud and other road filth on to driving chains, cylinder barrel, exposed overhead valve gear and occupant's legs.
25. Aluminium crankcase forms part of chassis and takes all major stresses.



This weird cyclecar appeared to our correspondent in a dream. Current practice proves that dreams invariably are untrue.

Being more than a little fascinated, and having learnt that the originators had actually placed the result of their efforts upon the market, I hied me to their headquarters in town to have a look at the thing, which, I was told, would undoubtedly cause a big stir in the light car world. The following, in conjunction with the accompanying diagrammatic sketch, will give some idea of the many commendable features which I found incorporated in this unique

I may say, in conclusion, that, just as I was on the point of being inveigled into a scheme of purchase whereby I paid ten shillings down and sixpence per week for ever afterwards, I was somewhat rudely awakened by my man bringing me in my weekly copy of *The Light Car and Cyclecar*.

THE GADFLY.

OUR READERS' OPINIONS (contd.).

**A Four-stroke Enthusiast—**

The thoughtful tone of the letters from C. S. Roscoe and "A.H.S.," and their obviously well-informed nature compel one to respect the opinions of the writers, but are they not idealists? Mr. Roscoe is clearly a

—On  
**Two-strokes.**

Scott enthusiast and probably has the knowledge, skill and cash to make his engine two-stroke below 20 m.p.h., but how many buyers of cheap cyclecars have these qualifications? "A.H.S." also believes that two-strokes will two-stroke at low speeds, or, rather, that they can be made to two-stroke. But why inflict upon us the need for tinkering with a fussy two-stroke having a delicate palate, so far as mixture strength is concerned, and a determination to be oiled with just so much lubricant and no more, when a four-stroke will do the job better and use less fuel?

DOT-AND-CARRY-ONE.

**Hardwick Hall.**

May I point out that your contributor "A.S.," in a recent issue, was in error in assuming the probability that Mary Queen of Scots was incarcerated in Hardwick Hall as it now stands? Local tradition is notoriously unreliable. As every schoolboy should know—but does not—the hapless Queen was executed in

Interesting  
Historic Facts

1587, and Hardwick Hall was not completed until 10 years later, having been started in 1590. Moreover the modern hall was not inhabited for a century after its completion, "the reason being" (to quote Mr. J. B. Firth, the scholarly author of "Highways and Byways in Derbyshire") "that so much space had been allotted to the great galleries and state apartments that there was insufficient accommodation for the large household when the family was in residence."

Doubtless the examples of needlework embroidery exhibited in Queen Mary's room were carried out by the Scottish Queen during her imprisonment in the older Hardwick Hall and the numerous other mansions owned by the Earl and Countess of Shrewsbury in Derbyshire and Nottinghamshire.

L.E.R.

**Upholding the Police.**

Surely Mr. J. Bull, in his letter in a recent issue of *The Light Car and Cyclecar*, is going a little too far. As I understand him, he advocates the formation of a club to throw over-zealous policemen into

A 12-years'  
Experience.

ponds. One hears a great deal about motorists and the authorities, but, in my opinion, more than half the drivers who get into trouble with the police have only themselves to blame. During the past twelve years I have been eight times stopped by the police for the following "offences." On a motorcycle: No lights; no rear number plate; open exhaust; driving to the common danger. In a motorcar: No lights (twice); insufficiently illuminated rear plate; driving to the common danger. Although stopped eight times I have only once been summoned, when I was charged with having an insufficiently illuminated rear plate and fined 10s., including costs. My rule is simple—be civil. Don't try to be smart, sarcastic or abusive at the expense of the constable. He carries much heavier metal than you do.

EALING COMMON.

**The East Leads the West.**

I was much interested at reading that it has been decided to use coloured-light traffic signals in London. It may interest you to know that the same kind of signal has been in use in Shanghai for the past

Motoring  
in Shanghai.

three years, and the system is being gradually extended, as it is, without doubt, very satisfactory. In one or two other things which concern the motorist it seems that the home authorities might take a leaf from Shanghai's book. For instance, motorcars here are taxed according to weight. I pay (about) £1 10s. per quarter for my 10 h.p. car, which weighs 1,500 lb., and I believe it could weigh up to 1,800 lb. for the same amount of tax. When I have paid the quarter's tax I receive a small coloured enamel disc (different colour for each quarter) bearing the number of the car, which is attached to the number plate, so the police can see, without stopping the car, whether I have paid the tax for the current quarter.

B34

Before I could obtain my driving licence I had to pass an examination in driving, with a police sergeant in the car.

As regards tramcars in this city, at nearly all stops, there is an island or platform at which the trams draw up and the passengers either wait to embark, or stand on after disembarking; they are not left on the roadway as at home. Other traffic passes between these islands and the pavement with perfect safety, although naturally at slow speed.

There are between 7,000 and 8,000 cars in this city, all running within its boundaries of four miles by five miles, as there are hardly any roads outside. The cars are mainly of American make because these are sold at a price which is probably 20 per cent. in excess of the price in the U.S.A., while British cars are at least 50 per cent. more than the home price.

SHANGHAI

**CONDENSED CORRESPONDENCE.**

A second-hand Talbot Eight is recommended to "T.A.C." by "G.N. and Tubot Owner," who says that the Talbot offers comfort, speed and economy, whilst it is very free from fuss or vibration.

D.C.M., Windhoek, South-West Africa, points out in a long and interesting letter that, despite the bad roads in the district in which he lives, small British cars are seen in increasing numbers and are giving complete satisfaction. His experience with British car manufacturers has been that they are conspicuous for "unfailing courtesy and assistance when approached with regard to the running of their cars." "D.C.M." points out that in his neighbourhood nearly one-half of the population is German, but that German cars have practically no sale, British and American machines being predominant.

**INFORMATION WANTED.**

ERIC LONGDEN.—Advice as to where spare parts for these cars can be obtained will be appreciated.—S. C. Manchanda, Queen's College, Cambridge.

SINGER.—The loan of a 1923 Singer instruction book is requested; also general hints on upkeep.—H. Turner, 5, Oldbury Court Road, Fishpounds, Bristol.

PEUGEOT.—Private owners' experiences with the 7-12 h.p. coupé or cabriolet models, with special reference to hill-climbing powers and so forth, are requested. Is gear changing easy?—Estate Agent, Smyrna Road, Barnes.

SALMSON.—Information with regard to speed, petrol and oil consumption, efficiency of o.h.v. gear and general reliability of the 1924 9.5 h.p. sports two-seater will be appreciated.—E. H. Thomson, Keld Head, Stainton, Penrith, Cumberland.

BLERIOT-WHIPPET.—Experiences with regard to over-coming belt slip and steering wobble at low speeds are requested and the loan or sale of an instruction book would be a great help.—G. F. Taylor, c/o J. W. Thornby and Sons, Green Lane, Acomb, Yorks.

SCOTT-SOCIABLE.—Enlightenment on the following points is requested:—Does the car hold the road well at all speeds? Is it suitable for carrying two adults and two children? Can spare parts readily be obtained, and how does the engine differ from the motorcycle type?—F. D. Ryte, Abbeyfeale.

ROVER EIGHT.—Hints and tips regarding the upkeep of the 1924 model are requested. The loan of back numbers of *The Light Car and Cyclecar* in which articles relating to the upkeep of 1924 Rover Eights appeared will be very acceptable.—H. Bowker, 22, Beach Avenue, Whitley Bay, Northumberland.

**HOLIDAY ACCOMMODATION.**

(Readers' Recommendations Wanted.)

TORQUAY AND BOURNEMOUTH.—Addresses or localities of camping sites are requested.—Camper, 138, London Road, Far Cotton, Northampton.

YARMOUTH.—For a fortnight from June 19th, for two people. Not necessarily near coast but within easy access by car. Good plain cooking and moderate charges essential.—Percy P. Worsley, 1, Mayfield Avenue, West Ealing, W.13.





**O**F recent years ALVIS design has been looked upon as something to copy, and its performance as a hall-mark of perfection. Nobody in the motor car world questions the superiority of the 12-50 h.p. ALVIS Car in everything which makes for perfect motoring. Its praises are continually being sung by more than five thousand enthusiastic ALVIS Owners. Mr. John Prioleau, the eminent Motor Critic in the "Daily Mirror," March 5th, wrote: "The ALVIS is a real feather in the cap of the British industry." Make sure your new car is an ALVIS. No other car can give you equal satisfaction. The chassis is guaranteed for three years. Let us arrange for one of our local Agents to demonstrate what ALVIS superiority really means.

**The ALVIS CAR & ENGINEERING CO., LTD., COVENTRY.**

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

H.P.

B35

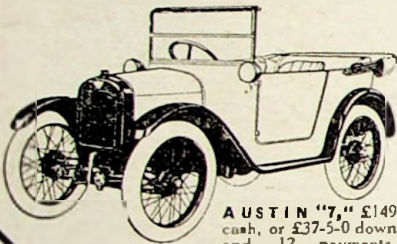
# An EASY way to have! —your car for EASTER!

If you've got your pass book and added up what you can spare towards buying a car, and find it short of the figure you need, don't give up the idea of getting one for Easter.

Come to Lamb's Ltd. and choose the car you want to-day. Pay down what you can afford. If it totals one quarter of the car's cash price you can have immediate delivery.



SINGER DE LUXE, 4-seater, £225 cash, or £56-5-0 down and 12 payments. With option of a special rebate.



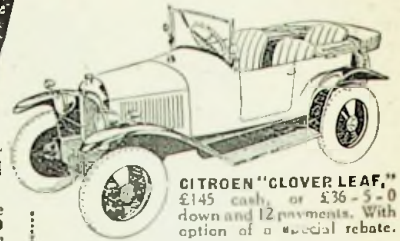
AUSTIN "7," £149 cash, or £37-5-0 down and 12 payments. With option of a special rebate.

The balance is paid off by means of equal and easy instalments spread over twelve months or even longer.

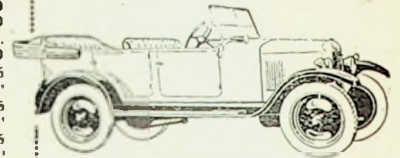
You may search far and near but you'll never find a safer, better, fairer system of divided payments than Lamb's Ltd. Come and learn all about it.

### A Few Second-hand Bargains.

- 1925 Singer 10 deluxe 4-seater, taxed £160
- 1925 Citroen '7,' Clover Leaf, 2,000 miles only .. £120
- 1925 Swift 10 h.p. 4-seater .. £150
- 1924 A.B.C. Sports £85
- 1923 Citroen '7,' 2-seater .. £75
- 1924 Rover '8,' 2-seater .. £95
- 1922 Rover '8," 2-seater .. £57 10
- 1925 Rover '8,' 4-seater .. £115
- And many others.



CITROEN "CLOVER LEAF," £145 cash, or £36-5-0 down and 12 payments. With option of a special rebate.



ROVER "9," deluxe 4-seater, £205 cash, or £51-5-0 and 12 payments. With option of a special rebate.

EXCHANGES ARRANGED.

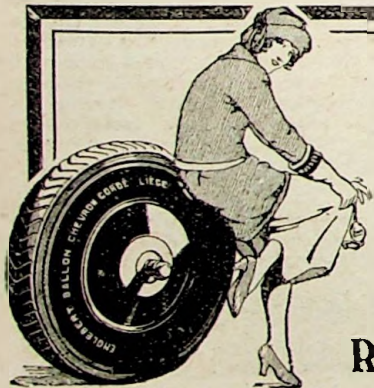
## LAMB'S LTD.

Opposite Hoe St. Station,  
Walthamstow, E.17 Thurs. 1 p.m.

50, High Road, Wood Green, N.22  
10 doors from Emple. Thurs. 1 p.m.

387, Euston Road, N.W.1  
Opp. Gt. Portland St. Sta. Sat. 1 p.m.

USUALLY  
IN STOCK,  
AUSTIN "7,"  
CLYNO,  
CITROEN,  
MORGAN,  
ROVER,  
STANDARD,  
SINGER,  
WOLSELEY,  
SWIFT,  
HUMBER.



The "Chevron" is the Symbol of "Service."

## ENGLEBERT

### "CHEVRON CORD" BALLOON TYRES

ARE A PHENOMENAL SUCCESS.

### READ THIS UNSOLICITED TESTIMONIAL

Messrs. Englebert Tyres, Ltd.,  
162, Gt. Portland Street, W.1.

W. G. Nicholl, Ltd.,  
50-54, Whitcomb Street,  
Leicester Square,  
London, W.1.

Dear Sirs,

I take this opportunity of thanking you for supplying me with a set of Englebert Tyres through the medium of the above firm, of which I happen to be Managing Director.

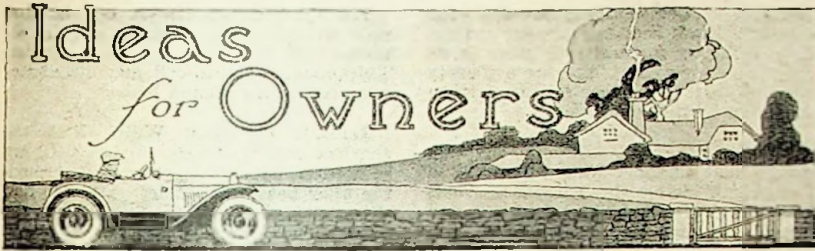
I have had so much trouble with the previous set of tyres fitted to my car that I have decided to try a set of your covers, chiefly because the tyres fitted to IMPERIA Cars, for which Messrs. W. G. NICHOLL, LTD., are the Sole Concessionaires, have given such excellent service. It might interest you to know that a set of 730 x 130 covers fitted to an 11/24 h.p. IMPERIA demonstration car have now covered 14,000 miles with one puncture and are still in excellent condition.

Yours faithfully,  
(Signed) T. AUBERTIN.

Yet another of  
the many enthusi-  
astic tributes paid  
to  
ENGLEBERT  
BALLOON  
TYRES.

ENGLEBERT TYRES, LIMITED,  
162, Gt. Portland St., London, W.1 And 17, STRAND,  
SOUTHAMPTON.

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



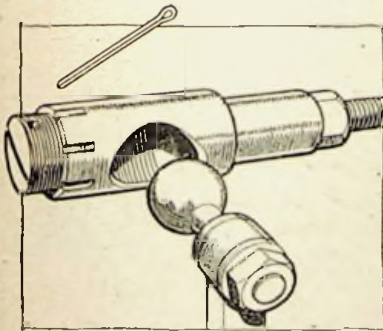
We invite readers to send us hints gained from their own experience for inclusion in this feature. Five shillings will be paid to the sender of any hint published.

### Blackening a Khaki Hood.

After long usage a khaki drill hood is apt to become unsightly owing to the weather having bleached the material to a different degree in various places. If this is the case the appearance of the car may often be much improved by blackening the hood, thus disguising any ugly stains.

A satisfactory way of doing this is by applying a solution of drop black and turpentine. Drop black may be obtained from an ironmongery or oil stores, and for the first coat 8 oz. should be dissolved in 1½ pints of turpentine, the black being thoroughly crushed to a fine powder before dissolving. A small piece of sponge may be used for applying the mixture. For the second coat a slightly stronger solution should be used, only one pint of turpentine being added to 8 oz. of black.

Linsed oil may be employed instead of turpentine and possesses the advantage of making the hood more weather-proof. It will, however, take a longer time to dry.



The construction of a ball joint, showing the facilities provided for taking up wear.

### Wear in Ball Joint Connections.

When ball joints are used for the connections between, say, the accelerator pedal and the carburetter, the play which develops in course of time is caused principally by slackness in the joints. It takes but a few minutes to eliminate it, this being done by removing the split pin and screwing in the plug in the end of the ball housing. The latter is castellated and the split pin should be passed through the nearest castellation when, after tightening up hard, the plug is slightly unscrewed.

### Cracked Celluloid.

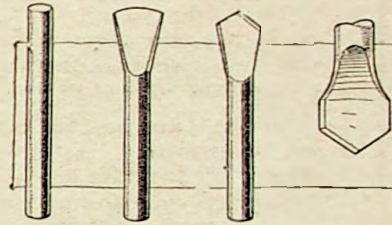
If a crack develops in the edge of a celluloid side screen it will gradually spread and the screen will eventually have to be scrapped unless steps are taken to prevent this happening. The usual way is to cement a strip of celluloid over the crack, and this is quite effective, although perhaps a trifle unsightly. A much neater method, if the damage is small, is to drill a small hole at the end of the crack; this will prevent it spreading and will not allow any appreciable amount of water to enter the car in wet weather.

### Defeating Rust.

Every car owner knows that if precautions are not taken rust will sooner or later appear on the mudguards and other exposed parts, unless these are of aluminium or the metal has been specially prepared before enamelling. The best safeguard against this trouble is to paint the parts liable to rust with a good anti-corrosive paint from time to time. The finish obtained will not, of course, have such an attractive appearance as a first-class enamel would give, but on brake rods, the under side of mudguards and so forth this is not of primary importance.

Rust should never be allowed to remain on any part of the bodywork because it cannot be readily seen; it will gradually spread under the adjacent enamel, causing the latter to flake

off and leave unsightly patches. For this reason it is a good plan to keep a pot of quick-drying enamel in the garage, so that any scratch may be touched up before the metal has time to rust.



Successive stages in the making of a drill from a steel knitting needle.

### Emergency Drills.

Very useful drills may easily be made from steel knitting needles. The needle should first be softened by heating it to a cherry red and allowing to cool. A section about 3 ins. long is then cut from the parallel centre portion of the needle and one end heated and hammered flat until the width across the widest part is just larger than the diameter of the hole to be drilled. By filing or, preferably, by grinding the flattened portion is then made spear-headed and the cutting edges may be formed. The successive stages are depicted in an accompanying drawing which shows also an enlarged view of the end.

The drill should be hardened and tempered by heating to a cherry-red and dipping out in water, then polished on one face and the temper "let down" by holding the drill in a bunsen flame until the bright surface assumes a dark straw colour shading off to light straw at the cutting edges. Directly these colours appear the drill must be quenched in water and it is then ready for use.



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

T.H.A. (Leamington Spa).—The size of a Zenith jet is stamped on the face of the flange close to the squared boss on to which the key fits. A 75 jet is smaller, not larger, than an S0.

R.W.McD. (Edmonton).—Some of the most common causes of brakes failing to come off, which you should investigate, are as follow:—Partially seized brake camshaft, broken pull-off spring, cam moving almost to dead centre point—in the case of cable-operated brakes—or lack of oil on the joints of the brake gear.

T.L. (Coventry).—The rattle which occurs when braking or accelerating in your Swift car may be caused by a broken spring at the front end of the torque member.

N.G.E. (Gravesend).—Special B. and D. stabilizers are made to fit the Morgan rear-springing system. You can easily fit them yourself. They are anchored to the brackets of the quarter-elliptic springs and to the chain stays respectively.

L.E.W. (London, N.W.6).—The persistent squeak which you hear when your Jowett is running over rough roads may be due to movement of the bonnet. Apply blacklead to the strip on the scuttle on which it beds, also to the little rubber buffers at the rear corners of the bonnet, and we think you will find that the trouble will disappear.

**IN ANSWER TO FOUR QUERY  
(contd.).**

**H.A.V. (Chelmsford).**—The squeak which you hear, principally at low speeds, coming from the engine may be due to a dry valve guide.

**G.A. (Darlington).**—You are quite safe in driving your car at night with only the off-side lamp and the tail lamp burning, excepting in the counties of Stafford and Glamorgan, where local by-laws require the use of two side lamps showing the full width of the vehicle.

**A.C. (Lincoln).**—It is quite an easy matter to illuminate the interior of a touring two-seater at night. For a few shillings you can obtain a festoon lamp, which can be fixed to one of the hood stricks, the flex being carried along the strick by insulated staples. The light obtained by this means should be enough to illuminate the instruments on the fascia board.

**G.M.L. (Loughborough).**—As the front-wheel ball bearings of your car are of the ordinary journal type there is no adjustment for wear. You are evidently thinking of the taper-roller pattern which can be tightened up.

**D.S.W. (Redhill).**—Merely cleaning out the float chamber from time to time is only half doing the job. The plugs below the jets should be taken out and cleaned, as they are designed to trap foreign matter. The filter below the float chamber also should be cleaned.

**G.M.C. (Faversham).**—The idea of using frost plugs in cylinder water jackets is not new. These usually take the form of brass plugs having centres made of copper discs which of course are relatively weak and yield first in case of frost. One of these plugs should be used at each end of the jacket or where there are low-level points; a solitary frost plug obviously will not guard places where water is likely to get trapped.

**L.C.V. (Aberdare).**—A coil ignition unit to replace a magneto can be obtained for the majority of light cars. This consists of a coil and distributor mounted on a common base.

**L.M.M. (London, W.G.).**—Both the gearbox and rear axle of your A.C. are lubricated by the oil poured in through the filler behind the axle. You will find that seven pints will fill the casing to the proper level—that is, up to the filler cap. Use gear oil for this unit.

**G.G.K. (Eltham).**—The most simple way of restoring the efficiency of a worn-out Jowett transmission brake is to fit a new band complete. Relining demands more skill. The job is best done as follows:—Take out the floorboards and pull out the split pins which keep the band in place on the operating shaft. Slide the band off backwards and slip the new one into place. When fitted do not overlook the need for obtaining a proper pedal setting in relation to the "on" position of the new band.

**CLUB ITEMS AND SPORTING EVENTS.**

**STAINES MOTOR CLUB.**

The recently formed Staines Motor Club held its first social event on March 7th, when a very enjoyable run was made to Alms Hill, Henley, some good climbs of the notorious gradient being made by members. The club's first competitive event will take the form of a treasure hunt, which will be held on March 28th, starting from the Market Square, Staines, at 2.30 p.m. The annual subscription of the club is 7s. 6d. and there is no entrance fee. Full particulars of membership can be obtained from the hon. secretary, Mr. A. L. Lovell, High Street, Wraysbury, near Staines.

**SYDENHAM CLUB'S HILL-CLIMB.**

The Sydenham and District Motor Club's hill-climb will take place on March 28th—not on March 24th, as announced in last week's issue. The event will be held on a private hill within 20 miles of London, and classes for all types of motorcycle and car will be run. The A.J.S. loud-speaking equipment used during the T.T. races last year will be employed in order that spectators may be kept informed of the proceedings. The closing date for entries is Monday, March 22nd, and motorists interested in the event should communicate with the hon. secretary of the club, Mr. C. L. Smith, 1 Pendrell Road, Brockley, S.E.4.

**TO CLUB SECRETARIES.**

Reports and announcements intended for inclusion in next Friday's issue of "The Light Car and Cyclecar" must reach us by the first post on Tuesday morning.

**EALING AND DISTRICT M.C.C.**

The Ealing and District Motor Cycle Club's seventh annual London-Holyhead Trial will be held on April 30th and May 1st. The car class is open to members, and motorists who intend to join the club so that they may take part in the event must do so at least 21 days before the date of the trial. The start will be from the Berkeley Arms Hotel, Cranford Bridge, Middlesex, at midnight, and the route will include the famous Welby-Groes pass. Entries close first post on Saturday, April 17th, entry forms and full particulars being obtainable from the trials secretary, Mr. E. A. J. Brown, 16, Marchwood Crescent, Ealing, W.5.

**SOUTH MIDLAND CENTRE A.C.U.**

A half-day reliability trial for the Invitation Cup is being organized by the North London Motor Cycling Club, and is open to members of clubs affiliated to the South Midland Centre of the A.C.U., drivers of motorcycles, three-wheelers and cars being eligible to compete. The event will be held on Saturday, March 27th, starting and finishing at the Red Lion Hotel, Hatfield. The first competitor will leave Hatfield at 2.40 p.m., and the route, which must be covered non-stop throughout, is about 60 miles in length. Entries, which close first post on Wednesday, March 24th, should be sent to the hon. trials organizer, Mr. J. R. T. Bates, 8, St. George's Road, Forty Hill, Enfield.

**ROYAL AUTOMOBILE CLUB'S GENERAL COUNCIL MEETING.**

The general council meeting of the R.A.O. will take place at the R.A.C., Pall Mall, London, at 2.30 p.m., on Thursday, April 15th, when vacancies on the associate committee will be filled.

**R.A.C. PERMITS.**

The following closed permits have recently been issued by the R.A.C.—March 20th, Midland Cycling and Athletic Club Trial; March 28th, Ilkley and District M.C. Trial; April 2nd, Ipswich and District M.C.C. and Norfolk M.C. Trial; April 9th-10th, Liverpool M.C. 24-Hour Walsh Trial; May 21st-24th, Liverpool M.C. Scottish Tour.

**EASTERN CENTRE A.C.U.**

The championship and inter-club trial of the Eastern Centre of the A.C.U. is being organized by the Ipswich and District Motor Cycle Club and the Norfolk Motor Club. The trial, which will take place on April 2nd, is open to motorcycles, three-wheelers and cars, and Ye Olde Scole Inn, on the Ipswich-Norwich main road, is the starting point, the first competitor leaving at 11.1 a.m. The event will be run over a circular course, which will have to be covered non-stop twice, making a total distance of approximately 60 miles. Lunch will be served at Ye Olde Scole Inn at 1 p.m., and it is hoped that all competitors will be able to sit down to the meal together. Entries close on March 27th, and should be sent to Mr. A. G. Jewhurst, Shrublands, Caldwell Hall Road, Ipswich.

**FORTHCOMING EVENTS.**

**March 20.**

- Kent and Sussex L.C.C. Rally.
- Coventry Triangle M.C. Run to Bassett's Pole.
- B.M.O.R.C. Opening Members' Meeting, Brooklands.
- M.C.C. Opening Event, Burlford Bridge.
- Southport M.C. Race Meeting.
- Midland Cycling and Athletic Club.
- Dunlop Trophy Trial.
- Yorkshire Centre J.C.C. Slow Hill-climb.
- Catford and District M.C. "Bachelors' Night."

**March 20-21.**

- Oozelum M.C. Night Trial.

**March 21.**

- Coventry Triangle M.C. Run to Stratford-on-Avon.
- North Manchester M.C. Annual Invitation Run.
- Catford and District M.C. Social Run.

**March 23.**

- Morgan M.C. Dinner and Dance.

**March 25.**

- Belsize-Bradshaw L.C.C. Social Evening.

**March 27.**

- Redditch M.C. and C.C. Redditch Open Trial.
- Coventry Triangle M.C. Run to Yarnsgate Common.
- Surliton M.C. Dance.
- South Midland Centre A.C.U. Half-day Trial.

**March 28.**

- Morgan M.C. Home Cup Trial.
- Sydenham and District M.C. Hill-climb.
- Staines Motor Club Treasure Hunt.
- Ilkley and District M.C. Trial.
- Catford and District M.C. Social Run.
- Public Schools M.C. Route-finding Trial.

**April 2.**

- Eastern Centre A.C.U. Championship and Inter-club Trial.

**April 2-3.**

- M.C.C. London-Land's End Run.
- Scarborough and District M.C. Easter Trial.

**April 2-5.**

- Oozelum M.C. Easter Tour to Lynton.
- Catford and District M.C. Easter Tour.

**April 3-4.**

- Rochdale and District M.C. Reliability Trial.

**April 5.**

- B.A.R.C. Easter Meeting at Brooklands.
- Scarborough and District M.C. Sporting Trial.

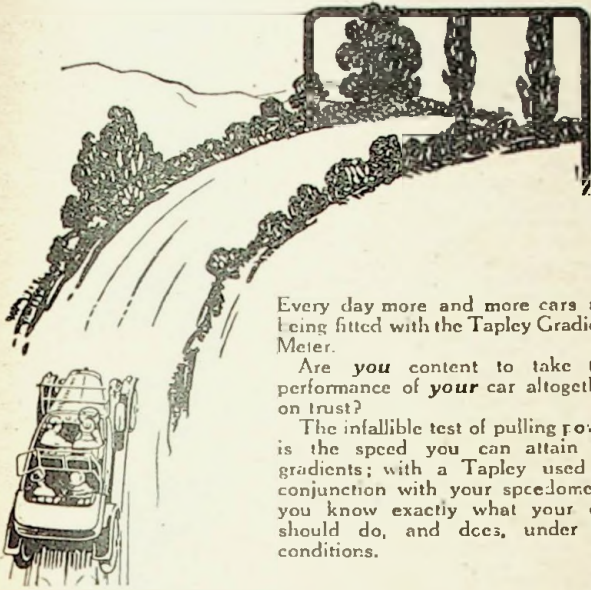


Enthusiastic amateur (selecting his "lubricant"): "Er—waiter—are any of these—er—people paying bonuses on this event?"

**J.C.C. SPRING RACE MEETING.**

The Junior Car Club's spring race meeting will be held at Brooklands on Saturday, April 17th, racing beginning at 2 p.m. The following races will be run off during the meeting:—750 c.c. short handicap, novices' handicap (for cars up to 1,500 c.c.), short handicap (for 1,100 c.c.-1,500 c.c. cars), disabled drivers' handicap (for cars up to 1,500 c.c.), 1,100 c.c. short handicap, long handicap (for cars up to 1,600 c.c.), starting and stopping race (for cars up to 1,600 c.c., other than racing models), and the grand 50-mile handicap (for cars up to 1,600 c.c.). Entries close first post on Wednesday, April 7th, and should be sent to the Junior Car Club, Clock House, Arundel Street, London, W.C.2. Late entries, at double fees, will be received up to first post on Friday, April 9th.

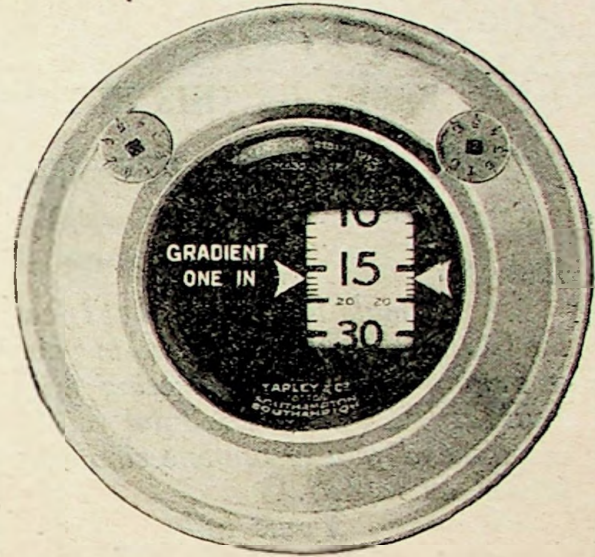
# Your Car's Performance ?



Every day more and more cars are being fitted with the Tapley Gradient Meter.

Are you content to take the performance of your car altogether on trust?

The infallible test of pulling power is the speed you can attain on gradients; with a Tapley used in conjunction with your speedometer you know exactly what your car should do, and does, under all conditions.



The Tapley Gradient Meter is self contained, and is easily fitted on the fascia board or steering column.

The popular revolving scale meter illustrated costs 90/- and Pointer types 58/6 to 70/-. Post free.

Ask for particulars now and equip your car for better motoring this season.

**TAPLEY & CO.,**  
TOTTON, SOUTHAMPTON.

## TEST IT with a TAPLEY

**A NEW STANDARD**  
**of**  
**Tyre Excellence**  
*is set by*  
**PALMER**  
*Flexicords*

Reg. Tread Design No 700,875

THE PALMER TYRE LIMITED,  
100-106, Cannon Street, London, E.C.4 (531)

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

# “CONFIDENCE

IS

# JUSTIFIED”

SEE PROOF OF THIS IN THE  
APPRECIATION FROM DEVONSHIRE

(Original letter can be seen with pleasure.)

Dear Sirs,

*I should like to say that I feel the CONFIDENCE I placed in you, in buying a car without seeing it, is JUSTIFIED, and I shall not fail to recommend you to anyone similarly placed as myself.*

Yours truly,

R.H.S.

100 USED GUARANTEED  
CARS IN STOCK FROM £40.

Complete lists sent free.

SINCERE SERVICE AFTER  
PURCHASE ALWAYS.

Exchanges and  
Deferred Terms  
on any New or  
Used Car.

**The Light Car Co.**

404, 410-414, Euston Road,  
LONDON, N.W.1.

'Phones - - - - Museum 3081 and 3143.

## AROUND THE TRADE.

In the recent Victory Cup trial cars fitted with A.C. plugs were successful in gaining 5 cups and 15 gold medals.

“Potted Praise” is the title of a leaflet issued by Samuel Banner and Co., Ltd., 34, Castle Street, Liverpool, and dealing with their Oak motor oil.

The price of the Brook Super Sparker and Magneto Tester, which was described in our last issue, was quoted as £1 12s. 6d. This price relates to the six-cylinder model, the four-cylinder type being priced at £1 5s.

We are informed that F. W. Lucas (1922), Ltd., 240, Brixton Hill, London, S.W.2, have installed a special plant for cellulose spray painting and are in a position to carry out all classes of repainting under the new process.

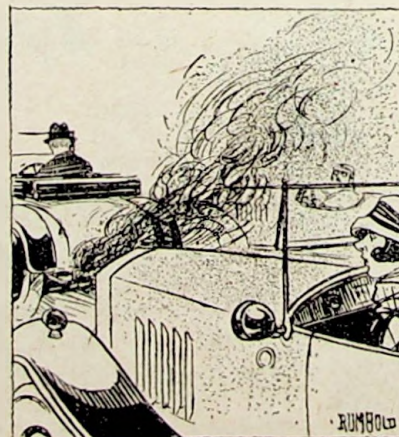
The makers of Solex carburettors are, as the result of the rapidly increasing business, building new works at Marylebone. The new works, which will probably be ready for occupation in June, will include a fitting and service station, with accommodation for 100 cars.

The special trial order discount hitherto allowed on Gutta Percha cord tyres is shortly to be withdrawn. Dealers will also be affected by the new arrangement. Full particulars are obtainable from Gutta Percha and Rubber (London), Ltd., 30-32, Bolsover Street, London, W.1.

Having outgrown their present establishment in Paradise Street, Birmingham, due to continued expansion of business, the British Thomson-Houston Co., Ltd., have acquired commodious new premises in a central position in the city. On and after Monday next their address will be 10 and 11, Snow Hill, Birmingham.

An interesting group of films has been shown by the Champion Sparking Plug Co., Ltd., in various works and motor sales premises recently. Two reels illustrate the various processes connected with plug manufacture and others portray the many 1925 racing events won by Champion-equipped cars.

Mr. Ed. J. Hardy, chairman of Ed. J. Hardy and Co., Ltd., who are well known in connection with Hardy flexible joints, and Mr. Joseph J. Oldbury, managing director of the concern, have returned from a visit to the United States, where they have acquired the sole manufacturing and sales rights of the products of the Spicer Manufacturing Corporation, of South Plainfield, New Jersey, and Pottstown, Pa. The latter concern has specialized in mechanical joints for many years and, in addition, is making new types of oil-retaining mechanical joints and flexible couplings.



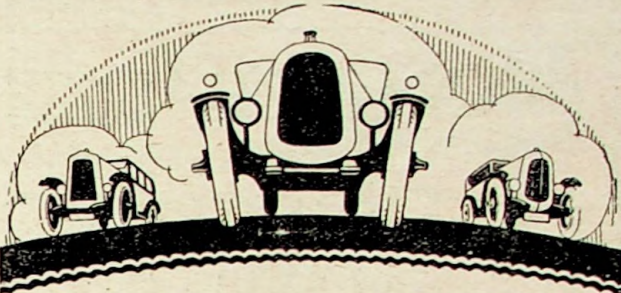
LIGHT CAR  
PROVERBS.—No. 11.

The winner is  
Mr. E. Croft,  
69, Ronald Park Ave.,  
Westcliff-on-Sea.

The prize of £1. 1. 0  
will be sent to him  
in due course. His  
proverb is quoted  
below the subjoined  
drawing.

One man's smoke is another man's poison.

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.



# Just the car you want!

If you want a new car that is economical in cost and maintenance you'll find it in our showrooms. If you want a second-hand car that is *guaranteed* to give satisfaction you'll find it among our stocks of bargains. If you want courteous attention and unstinted service at all times—*before and after sale*—it is yours as a matter of course at Godfrey's. If you wish to take advantage of our Deferred Payment Plan, we shall be pleased to extend every facility to you, without asking too many questions. A copy of our proposal form will show you that all formalities are reduced to a minimum—that such a transaction becomes a purely private arrangement between you and us.

*The Light Cars that are light on your pocket*

**A U S T I N  
C I T R O E N  
C L Y N O  
R H O D E  
R O V E R  
S I N G E R  
S T A N D A R D**

See them all at—

## GODFREY'S

LIMITED

*for Cars  
and satisfaction*

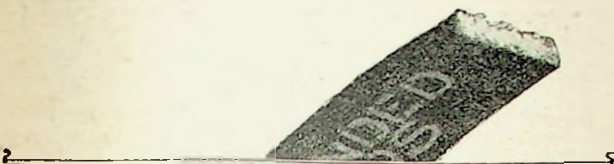
366-368, Euston Road  
London, N.W.1

Telephone: MUSEUM 3401 (3 lines).

Deferred  
Payments

Part  
Exchanges.

Trial runs  
without  
obligation.



## ALL fabric linings are not FERODO LININGS

There are imitations of Ferodo Friction Linings—brake linings made to look like Ferodo linings.

That is as far as the resemblance goes.

\* \* \*

Ferodo Linings were the first fabric brake linings to be made and they still hold their supreme position for durability and reliability.

When you buy a new car, or have your brakes relined, you can be quite sure that you are getting the original brake linings if you insist on Ferodo Linings.

To safeguard motorists every foot is stamped with the word "FERODO." Look for it.

*There is no substitute for*



FERODO LTD.,  
Chapel-en-le-Frith.



Stocked by all Garages.

A333

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

B41

# HOMAC'S

MOTOR AGENTS

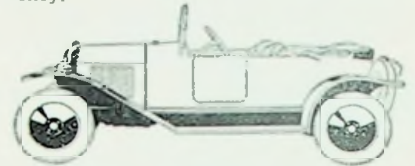
guarantee quick delivery  
and service after sale.

# CITROËN

Easter's nearly here, so do not delay, but come and see HOMAC'S about that new Citroën at once, and be sure it is HOMAC'S, because nowhere else will you get service after sale to such a degree of efficiency.

DEFERRED TERMS, PART EXCHANGES, FREE TUITION.

If you want your old car or motorcycle taken in part payment you can rely on a square deal. Come and see the splendid showrooms, you're welcome whether you buy or not.



7.5 h.p. 3-seater	£145
7.5 h.p. Coupe	£155
11.4 h.p. French body	£165
11.4 h.p. English body	£205

HOMAC'S, 243/7, LOWER CLAPTON RD., LONDON, E.5.

Phone: CLISSOLD 2408.  
Works: 46, LONDON ROAD.

## CELLULOID

FIRST QUALITY  
TRANSPARENT

FOR HOODS, SCREENS, ETC.

Samples and prices on application.

**GREENHILL & SONS. LTD.**  
Pontifex House, Shoe Lane, LONDON, E.C.4.

Your Motoring holiday will be  
a complete success if you take

Philips' New  
**ROAD ATLAS-GUIDE TO GREAT BRITAIN**

Gives just the information required, both for planning a Tour and for use on the Road. Invaluable to Tourist and Sportsman alike. Comprises 64 pages of Road-Maps beautifully coloured according to relief of land (scale 10 miles to the inch), with 92 pages of letterpress, including a Gazetteer of Places of Tourist Interest, with an Index of place names. Pocket size (4 1/2 x 7 1/2 inches), bound in cloth boards, rounded corners, 3/6 net. Send a post card for Free Descriptive Prospectus with specimen page and specimen map in colours.

From all Booksellers and Dealers, or from  
**GEORGE PHILIP & SON, LTD., 32, FLEET STREET, LONDON, E.C.4.**

**MODEL 'A'**  
Garden Table

2/6

**MODEL 'B'**  
With Top fitting suitable for glasses

3/6

**Outdoor Meals in Comfort**

THE "CHESHAM" is a handy little table with a sharp-pointed and which sticks into the grass. The detachable top of Model "A" holds Tea Cups and Saucers, Plates, etc. Model "B" is specially designed for glasses. Invaluable for picnics and garden teas. Takes to pieces and packs flat.

Obtainable from all Garages and Motor Dealers.

**CHESHAM UTILITY tables**

Sole Manufacturers: The WAINWRIGHT MFG. Co., Ltd., 531, Forest Road, Walthamstow, London, E.17.

## Use B.S.A. Spanners

Always carry B.S.A. Spanners in case of emergency. Three handy sets for motorists are the 5 in wooden box, 12/6, the Companion Set, and set for Morris Car Owners, at 5/- each, both in leather cases.

Write for leaflet, or order from your local garage.



12/6 Set in wooden box (as illustrated.)

B.S.A. TOOLS LTD., Sparkbrook, Birmingham. BURTON, GRIFFITHS & CO., LTD., 64-70, Vauxhall Bridge Road, London, S.W.1.

# SPRINGS SPRINGS



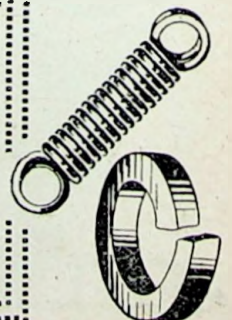
No matter what your requirements may be, you cannot buy to better advantage than from us. We are specialists and our reputation depends upon the value we offer. Box of assorted Motor Springs, specially selected, 15/- per box. Assorted Spring Washers, all sizes and types in stock, 1/3 per 1 gross box. (Postage extra.) Laminated Springs, Light Car Springs, Valve Springs, always available.

Send details of your requirements. We quote by return.

## UNITED SPRING CO

Hawthorn Street, West Smethwick.

B'ham Office: 14, Warwick Chambers, Corporation Street. Telephone: 118 Smethwick.  
Telegrams: "Tenslob, Smethwick"  
Telephones: Central 7350. "Tenslob, Smethwick"  
Scottish Agents: Wm. Greenlee & Co., 93, Hope Street, Glasgow. Telephone: Central 4886.  
London Office: 14, Austin Friars, E.C.3. Telephone: London Wall 5331.



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.



# GENUINE BARGAINS FOR EASTER

## Select Your New Car NOW!

We specialise in the following popular cars and can give immediate delivery from stock.

**AUSTIN :: CITROEN :: CLYNO :: SINGER**

Extended Payments arranged to suit your Pocket. :: Highest allowance on your present car or motorcycle.

All second-hand cars open to A.A. examination and can be purchased on our seven days' trial system. **JUST COMPARE OUR PRICES.**

1925, Citroen 7.5 two-seater, lighting and starting, splendid order. Tyres as new	£90
1925, Citroen 11 h.p., English body four-seater, as new in every respect	£145
1922, Coventry-Premier 4-wheeler, two-seater and double dickey, dynamo, excellent order. Paintwork good, tyres as new. Numerous extras	£45
1923, Hampton 12-20 h.p. two-seater and double sunken dickey. Dynamo lighting and self-starter. Four-speed gearbox. Paintwork dark blue, with red antique leather upholstery. Five brand new balloon tyres fitted	£125
1921, Lagonda Coupe, dynamo lighting and self-starter, ready to drive away	£45
1921-2, Rover 8 two-seater and dickey, dynamo, excellent mechanical condition	£35
1924, Rover 8 two-seater and double sunken dickey, paintwork as new. A real good car	£75
1923-4, Rover 8 Chummy, lighting and starting. Taxed for year	£70
1924, Rover 8 four-seater de luxe, excellent condition	£75
1925, Rover 9 h.p. two-seater de luxe, numerous extras	£115
1924, Salmson 10 h.p. three-seater, lighting and starting, smart car and fast	£85
1924, Singer four-seater de luxe, all on, taxed	£105
1923, Wolseley 10 h.p. two-seater and dickey, lighting and starting, smart appearance and in good order	£90

# CUMMINGS & SIMPSON,

5, Putney Bridge Rd., Wandsworth, S.W.18

'Phone: Putney 2728.



*A handy Rack*  
—and tool care

with Terry's "AVECTA" tool racks You can provide a place for every tool, keep tools in better condition, with the bench and floor clear.

For making use of the odd corners, use Terry's "AVECTA" clips and make tool racks to suit your needs.

High grade steel clips, complete with screws, assorted 3/- dozen.

If you cannot buy locally write to us.

229/26

# TERRY

THE SPRING AND PRESSWORK SPECIALISTS

Est. 1855.

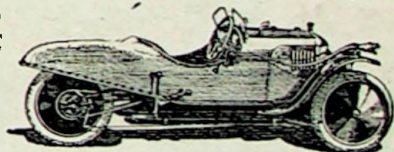


Herbert Terry & Sons, Ltd., Mtrs., Redditch, Eng.

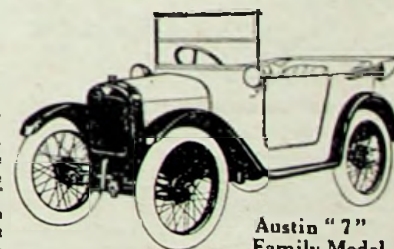
## The Easiest Way to Own a Morgan or Austin "7"

is to come to COLMORE

Colmore's Easy Payment Terms are so easy that you'll hardly realise you're paying for it. Colmore allows highest prices for exchanges. Colmore can deliver your Morgan or Austin "7" before Easter if you so desire. Your nearest Colmore branch has a complete range of Austin "7" and Morgan models in stock. Call and inspect them and learn more about the helpful Colmore Service.



Morgan Aero Model, £130



Austin "7" Family Model £149

# Colmore Depot

209, Mansfield,  
MANCHESTER  
31, Colmore Row (adjoining Grand Hotel),  
BIRMINGHAM  
62, High Street,  
LEICESTER  
24, Paradise Street,  
LIVERPOOL

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

# The Motor

The  
National Motor  
Journal.

EVERY  
TUESDAY,  
4<sup>D</sup>

## NEXT WEEK

(Tues. March 23)

It is essential to place an order with a newsagent well in advance for the next issue of "The Motor," which will contain

**A FREE HANDBOOK  
ON ENGINE  
TUNING.**

**ORDER NOW!**

## This Week's Issue (Mar. 16)

### POINTS ABOUT NIGHT DRIVING.

How to Handle a Car Safely after Dark.

### WHY NOT A TOUR IN THE PEAK DISTRICT?

Places Worth Seeing in a Country of Superb Dales.

### OPENING UP THE ISLE OF WIGHT.

New Service for Motor Car Conveyance which is Entirely Unaffected by Tidal Conditions.

### PSYCHOLOGY OF CAR INSURANCE.

Why Should Careful Drivers Pay for the Daring Risks Taken by the Road Hog?

### A SUCCESSFUL HIGH-SPEED OIL ENGINE.

A Two-stroke Power Unit which Runs on Heavy Oil.

### PETROL PRICE MYSTERY.

The Paradox of the American and British Markets.

### THE INDIANAPOLIS ELDRIDGE SPECIALS.

Two British Cars to Take Part in American 500 Mile Classic.

### SIX AND EIGHT CYLINDER RICKENBACKER CARS TO SELL IN ENGLAND.

Full Description.

### WHAT HAPPENS INSIDE THE CYLINDER?

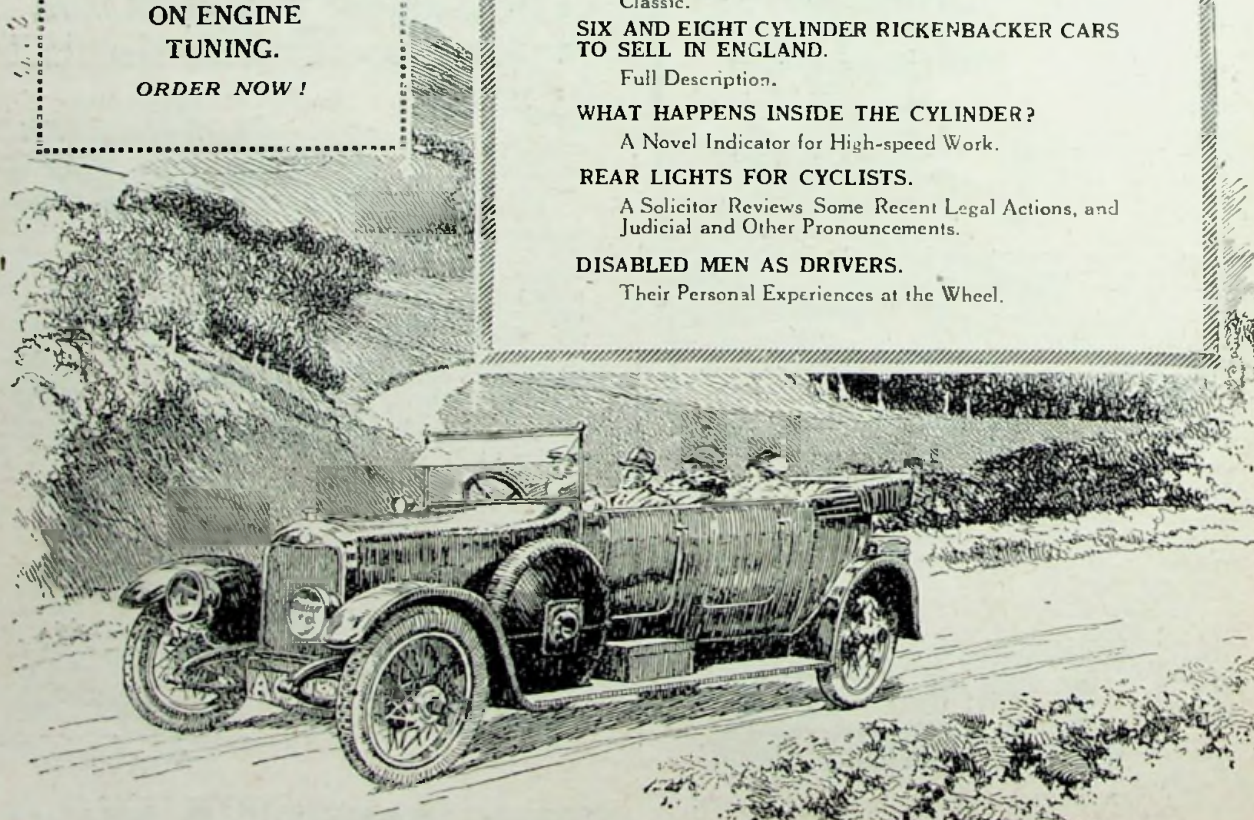
A Novel Indicator for High-speed Work.

### REAR LIGHTS FOR CYCLISTS.

A Solicitor Reviews Some Recent Legal Actions, and Judicial and Other Pronouncements.

### DISABLED MEN AS DRIVERS.

Their Personal Experiences at the Wheel.



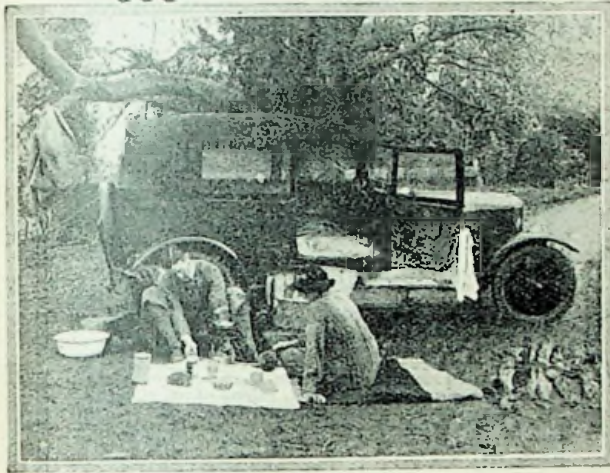
TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

"SERVICE  
OUR NAME  
AND AIM."

# Easter—a fortnight to-day

and although it may be *too early to picnic*, you will want that new car just the same. Just *where* to buy it is your only remaining problem. If you decide to come to the SERVICE CO. the last difficulty is removed because

## WE OFFER EVERY ADVANTAGE POSSIBLE



Terms to suit your convenience.  
Cars in Stock to select from.  
Spacious Showrooms.  
Impartial Advice.  
Practical Motorist Salesmen.  
Efficient Service-after-Sale.  
An All-in Price of which you need pay down only one-fifth.

X Write for Catalogues and copy of our booklet or, better still, CALL. X



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

A few Examples from To-day's Stock.

*1924 Albatros, 4-str.	£89
1922 Amicar Sports (2)	£68
1922 A.B.C. Regent	£59
1922 A.B.C. Sports	£43
1922 A.B.C. Chummy	£69
1921 A.C. Cloverleaf	£88
1923 Austin "7" (2)	£78
*1924 Autocrat, 4-str.	£88
1922 Belsize-Bradshaw, 2-str.	£65
*1923 Belsize-Bradshaw, 4-str.	£78
1924 B.S.A., 4-str.	£78
1921 Calcott, 2-str.	£68
*1921 2 Calthorpe, 4-str.	£68
*1921 Calthorpe Sports	£65
1924 Citroen "7" Coupe	£98
*1921 Citroen, 2-str. (2)	£55
*1922 Citroen "7," 2-str.	£65
1925 Citroen, 3-str.	£98
*1923 Clyno, 4-str.	£88
1922 Coventry-Premier (2)	£48
*1923 Gwynne Chummy	£68
*1922 Hands, 2-str.	£69
1922 Jowett, 2-str. (3)	£65
*1922 Mathis	£65
1923 Mathis	£55
*1924 Mathis	£78
1922 Rhode Chummy, 4-str.	£68
1922 Rover "8," 2-str.	£48
*1923 Rover Chummy, 4-str.	£68
1924 Rover "8," 4-str.	£78
1923 Rover "9," 2-str. dky	£58
*1924 Rover "9," 2-str.	£98
1923 Salmson, 2-str. (3)	£88
1922 Salmson, 2-str. (3)	£68
1924 Salmson, 4-str.	£98
*1923 Salmson, 3-str.	£88
1923 Singer, 4-str.	£78
*1922 Singer, 2-str.	£68
*1924 Singer, 4-str.	£98
*1923 Singer, 2-str.	£95
*1923 Standard, 4-str.	£88
1924 Standard, 4-str.	£95
1923 Talbot "8," 2-str.	£68
1923 Wolseley "7," (2)	£75
*1921 Wolseley "10," 2-str.	£78

(2) Denotes choice of two, and so on.  
Many others, always over 80 odd in stock.  
\* Cars marked thus have starters.

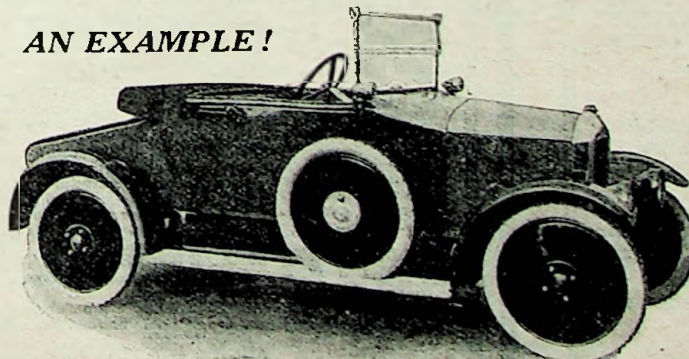
YOU CERTAINLY

# CAN'T LOSE

By getting our Daily Lists of Small Cars

## UNDER £100

AN EXAMPLE!



1923/4 2-str. SINGER DE LUXE £95, or £9 10 and 10 equal Payments.

WE WON'T WORRY YOU.

COME and look round our stock every day or so. If you see the car to your choice, just ask for a trial run. This and any other assistance will be given with pleasure, without any obligation on your part to purchase.

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.

DISTANCE NO OBJECT.

50% of our business is done through the post-your protection being our guarantee:

(1) To allow the price paid against any other car, should it not give satisfaction within 7 days of purchase, or to allow fair market value at any later date should you desire an exchange.

(2) This guarantee makes a used car almost safer than new, as it has not the appalling depreciation of the 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 18 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.

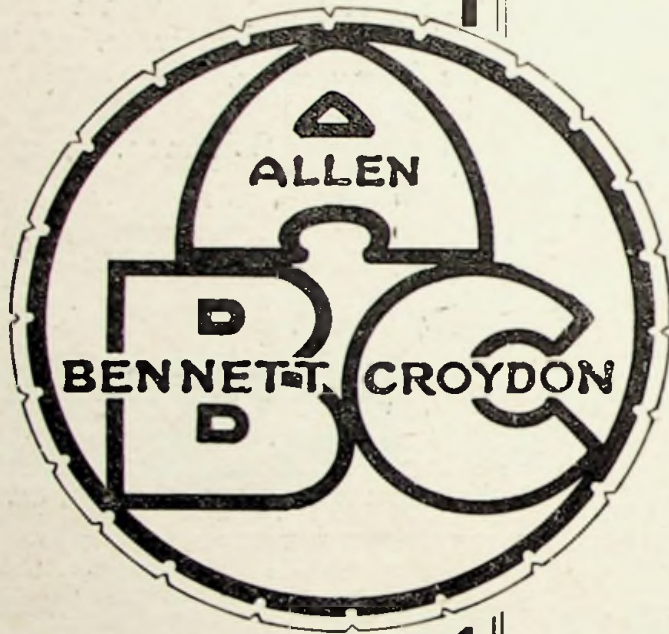


30/32, High Street - WANDSWORTH, S.W.18.

Battersea 1509.

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

# Special EASTER Offer of Used Cars— at less than £100



**NEW CARS FOR IMMEDIATE DELIVERY.**

AUSTIN, CLYNO, HUMBER, LEA-FRANCIS, RILEY, ROVER, SINGER, STANDARD.

Learn all about ALLEN-BENNETT'S REALLY CONVENIENT TERMS and how easily, equitably, conveniently, you may EXCHANGE your car at ALLEN-BENNETT'S

Call, write or phone.

Quarter of a mile from West Croydon Station, on or near a dozen bus routes.

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

Croydon 2450-1, 968

—all in sound running order unapproachable value for money.

- A.C., 1921, 11'9 h.p., Royal 4-seater, double adjustable windscreen, dynamo lighting, self-starter, clock, speedo, Dunlop over-tyres as new. Finished plum. Very nice condition .....
- A.C., 1921, 11'9 h.p., 2-seater, Anzani engine equipped, dynamo lighting, self-starter, clock, speedo, upholstered in black leather, exceptional order .....
- AUSTIN, 1923, 7 h.p., chummy, double adjustable windscreen, hood, side curtains, Hartford shock absorbers, speedo, very sound mechanically, poor appearance .....
- LAGONDA, 1920, 11'9 h.p., 2-seater, coupe, double adjustable windscreen, dynamo lighting and self-starter, electric and bulb horns, finished green, very good order .....
- ROVER, 1921, 8 h.p., equipped, dynamo lighting, speedo, Dunlop tyres, very good order .....
- ROVER, 1922, 8 h.p., equipped, dynamo lighting, self-starter, speedo, Dunlop tyres, excellent order, just overhauled by makers .....
- ROVER, 1922, 8 h.p., de Luxe, equipped, dynamo lighting, clock, speedo, finished blue, exceptional condition .....
- ROVER, 1923, 8 h.p., chummy, equipped, dynamo lighting, clock, all-weather equipment, perfect condition, small mileage .....
- ROVER, 1924, 8 h.p., 4-seater, equipped, dynamo lighting, clock, dash lamp, electric and bulb horn, driving mirror, all-weather equipment, finished blue, lovely condition .....
- A.B.C., 1921, 10 h.p., 2-seater, sports, dynamo lighting, clock, speedo, electric horn, just been overhauled, very fast .....
- A.B.C., 1921-2, 10 h.p., 2-seater, sports, equipped, dynamo lighting, speedo, etc., finished red, beautiful condition .....
- HANDS, 1922-3, 10 h.p., 2-seater and dickey, equipped, dynamo lighting, self-starter, clock, speedo, driving mirror, really exceptional condition, finished dark blue .....
- STANDARD, 1921, 11'4 h.p., 2-seater and dickey, double adjustable windscreen, dynamo lighting, self-starter, leather upholstery, finished blue, overhauled .....
- CALCOTT, 1921, 11'9 h.p., 4-seater, dynamo lighting, self-starter, clock, speedo, rear screen, leather upholstery, exceptional condition .....
- CALCOTT, 1920, 11'9 h.p., 2-seater, equipped, dynamo lighting, speedo, perfect order and condition .....
- MARSEAL, 1923, 11'9 h.p., 2-seater and dickey, sports, polished, aluminium body, equipped, dynamo lighting, self-starter, speedo, Dunlop tyres, in good condition, fast and sporty .....
- MARSEAL, 1923, 11'9 h.p., 2-seater and dickey, equipped, dynamo lighting, self-starter, speedo, perfect condition in every respect .....
- G.N., 1921, 10 h.p., 2-seater, sports, equipped, interchangeable wheels, dynamo lighting, hood, screen, splendid order .....
- G.N., 1923, 10 h.p., 2-seater and dickey, 4-cylinder, water-cooled engine, double adjustable windscreen, hood, side curtains, dynamo lighting, self-starter, excellent condition .....
- MATCHLESS, 1924, 10 h.p., 4-seater, dynamo lighting, clock, speedo, hood, cover, excellent tyres, as new in every way .....
- CROUCH, 1923, 10 h.p., 2-seater and dickey, dynamo lighting, speedo, hood, windscreen and side curtains, perfect order .....
- SWIFT, 1920, 10 h.p., 2-seater and dickey, dynamo lighting, self-starter, speedo, side screens, leather upholstery, perfect order .....
- LEA-FRANCIS, 1923, 9 h.p., 2-seater and dickey, dynamo lighting, self-starter, clock, speedo, petrol gauge, leather upholstery finished grey, beautiful condition .....
- CALTHORPE, 1922, 11 h.p., 2-seater and dickey, dynamo lighting, self-starter, clock, speedo, horns, etc., upholstered in antique leather, beautiful condition .....
- SEABROOK, 1922-3, 13 h.p., de Luxe, 4-seater, 4-door, double adjustable windscreen, hood and side curtains, dynamo lighting, self-starter, speedo, etc., upholstered black leather, exceptional condition .....
- BELSIZE BRADSHAW, 1924, 9 h.p., 4-seater, dynamo lighting, self-starter, nicely equipped, perfect condition in every respect .....
- GWYNNE, 1923, 8 h.p., chummy, equipped, dynamo lighting, speedo, etc., finished black, with leather upholstery, splendid order .....
- AUSTIN, 1924, 7 h.p., 4-seater, repainted, perfect condition, .....

These cars can be inspected any weekday (including Saturdays) 9 a.m. to 5 p.m. SUNDAYS 10 a.m. till 1 p.m. at A.B.'s Special Showrooms—

GRIGG WORKS, Sanderstead Road, SOUTH CROYDON.

Go and see them, if you can; it will be well worth while. But all postal enquiries, please, as below.

REALLY CONVENIENT TERMS of Payment, with pleasure, if you wish.

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

# SECOND-HAND

AND NEW

LIGHT CARS, CYCLECARS,  
and ACCESSORIES FOR SALE

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

### RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 15 consecutive insertions, 10 per cent. for 26, 15 per cent. for 52. Terms: Cash with order and otherwise net.

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

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

### REGULATIONS 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 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 supplied 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" w/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 Office 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 Office: 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. late 1922, sports 2-seater, fast and wonderful appearance, taxed and insured, £55. Fancy, 77 Beadnell Rd., Forest Hill, S.E. 695-887

A.B.C. A.B.C. Motors, Ltd., Walton-on-Thames. Consult us first before purchasing second-hand cars. We have always several in stock, reconditioned, with which we give our usual guarantee. 222-554

A.B.C. 1924 super-sports 2-seater, £275 model, streamline body, disappearing hood, latest roller-bearing engine with sump oiling, perfect order and condition, £125 or near-offer, or would accept Amilcar or overhead-camshaft Salomon in cart. 8 Otley Rd., Leeds 696-65

A.B.C. 1926 super sports, brand new, equipped as per makers' specification, 75 m.p.h., a revelation for performance. Below.  
1924 A.B.C. sports, dynamo lighting, very small mileage, guaranteed condition throughout, fast, 78 guineas. Below.

1922-23 A.B.C. sports, Gordon England racing type body, outside copper exhausts, Bonniksen speedometer, extremely fast, 65 gns. Below.  
1922 A.B.C. Regent, dynamo lighting, 2-door body and dickey, grease-gun lubrication, first-class order throughout, £52 10s. Below.

1923 A.B.C. Regent, double roller crank, repainted, side screens, good hood, good tyres, excellent condition throughout, 70 guineas. Below.  
1921-22 A.B.C. sports 2-seater, dynamo lighting, good tyres, in first-class condition throughout, taxed, 45 guineas. Below.

Cash, deferred, exchange. Below.  
Ward and Co., 51 Upper Richmond Rd., East Putney Phone, 2818-19, 695-r8

A.B.C. Sprosen Ltd., for A.B.C.s. Exchanges, deferred.  
1925, new, unregistered, list price £275, shop-soiled £235.

1922 (late), sports, double windscreen, glass side screens, many extras, as new, 49 gns. 111 Gt. Portland St., W.1. Phone, Langham 1212, 695-551

A.B.C. Always 50 used cars in stock, including A.B.C. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-535

A.B.C. sports, 2-seater, very fast, £50; deferred payments, exchange.  
D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539, 695-589

A.B.C., 1921, 12hp, fast, overhauled, tyres and appearance new, £40; taxed, 232 Brigstock Rd., Thornton Heath. 695-r50

A.B.C., 1922, 2-seater Regent model, sunken dickey, dynamo lighting, electric horn, full dash, extremely nice appearance, guaranteed, £65; another, £59. Exchanges, terms. Kirk and Co., 22 Praed St., Paddington, W.2. 695-459

A.B.C., 1922, Regent blue, aluminium wheels, CI cylinders, Special-loids, clock, starter, Hartfords, special undershield and competition gearbox, fast, many spares, including necessary gear for converting to twin carburation. What offers? Box No. 4053, c/o "The Light Car and Cyclecar." 695-p828

A.  
B.  
C.  
Latest model super sports 2-seater, with streamline aluminium body, dynamo lighting, clock, speedometer and other accessories an extraordinarily fast and reliable 2-seater. Ask for fuller particulars, £195. Latest model as above, nearly new, £225.  
B. S. Marshall, Ltd., 17a Hanover Square, W.1. Mayfair 5906-7, 222-403

A.B.C., 1924, super sports £275 model, streamline body, disappearing hood, roller bearing engine, sump lubrication, small mileage and in new condition, extremely fast and very comfortable. What offers? 8 Otley Rd., Leeds. 697-406

A.B.C. sports, 2-seater, blue finish, aluminium bonnet, carefully overhauled, £57; exchanges, cars, motorcycles. Newnham, Heath Rd., Twickenham. Phone, Richmond 3293. 695-725

A.B.C. £55; 1922, sports, dickey, flared wings, extras, taxed. Denman, 4 Donnan Place, Piccadilly Circus. Reg. 986. 695-643

A.B.C., 1922, 2-seater, dickey, Regent, in good condition throughout, not been used this year, must be sold, to clear, £55. Cracknell, 675 Holloway Rd., N.19. Phone, Mountview 2229. 695-r31

A.B.C., 11hp, sports, April, 1924, low mileage, tyres, paintwork, upholstery perfect, open to expert examination, any trial given, £75. B., 59 Ladywell Rd., Lewisham. 696-r24

A.B.C., 1924 Regent 2-seater, sunk dickey, superb condition, 75 guineas. Below.

A.B.C., 1925 Regent 2-seater, sunk dickey, excellent condition, 70 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-734

A.B.C. A real snip. See page 75. 695-651

A.C. A genuine bargain.  
1926 model 12hp Royal 2-seater, specially finished walnut grain. One of the smartest A.C.s on the road and in absolutely new condition, fitted with latest type engine and all accessories, coat £348, our price £265. Calthness and Co., Ltd., 65 Gt. Portland St., W.1. Telephone, Langham 2172. 695-419

A.C., 53 guineas, 1919, 2-seater, dickey, dynamo lighting, taxed, very good tyres, all-weather equipment; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 695-656

A.C., 1924, 12hp, 4-seater, painted grey, only run small mileage and almost equal to new, £195. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 696-699

A.C. cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone, 2623. 222-17

A.C. Always 50 used cars in stock, including A.C. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-534

A.C., 1921 Royal, just overhauled, beautiful condition, ready for an immediate tour, the first person who views this car will buy it, 85 guineas. Lacey, Brierley, Lower Kingswood, Tadworth, Surrey. 695-r92

A.C., 1924, Royal, 11.4hp, 2-seater and dickey, Marles steering, in exceptionally nice condition throughout, any examination, taxed, £165; exchange or terms Chester Mitchell, Ltd., Stourcliffe St., Edgware Rd., Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 695-479

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. 2-seater, 1920-21, dynamo, clock, speedometer, all-weather equipment, magnificent condition, £68, exchanges. 63 Solon Rd., Brixton. 695-786

A.C. 1924, 4-seater Royal, balloon tyres, rigid a.w. equipment, Marles steering, luggage carrier, etc., mechanically perfect, and very smart appearance, taxed, £175; exchange or terms. Chester Mighall, Ltd., Stoureliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch.) Always open. 695-478

A.C. 95 guineas, 1922 Royal, 4-seater, fully equipped, excellent condition. Vivian, 35 Spenser St., Victoria St., S.W.1. Vic. 8677. 695-494

A.C. 1925 11.9 Royal 2-seater, sunk dickey, completely equipped, balloons, antique leather upholstery, excellent condition, 195 guineas. Below.

A.C. 1925 11.9 4-seater, completely equipped, antique leather upholstery, rear screen, excellent condition, 145 guineas; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-735

A.C. Harold Simons for bargains. See "Miscellaneous Cars." 695-782

A.C. 1923, 11.8hp, Royal 2-seater, repainted, perfect mechanical condition; terms, £15 and 10 monthly payments of £15, or cash £150. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chiswick 6628. 695-199

A.C. A real snip. See page 73. 695-652

ALBERT car overhauled; guaranteed cure for oiling up; bodywork and spares. Second-hand Albert cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars, in succession to Gwynne Engineering Co., Ltd., Church Wharf, Chiswick. Phone 1780 Chiswick. 699-804

ALBERT, 4-seater, overhauled and repainted, smart car, perfect condition, £90. Apply, Slopers Garage, West Hampstead Station, N.W.6. 695-784

ALBERT, £80, 1921 4-seater, 2 spare wheels, smart and fast, only wants seeing. Foreman, 83 Blackheath Rd., S.E.10. 695-1200

ALBERT, 1921, 12hp, 4-speed, 4-seater, full electric equipment, good order throughout, £65. Gregory, Orchard Rd., Kingston-on-Thames. 695-522

ALBERT, all-weather, £68. Harold Simons for bargains. See "Miscellaneous Cars." 695-774

ALVIS. Always 50 used cars in stock, including Alvis. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-536

ALVIS, £95, 1921 11hp 2-seater, double dickey, starter, speedometer, clock, complete screen, splendid condition. 23 New Inn Hall St., Oxford. 695-788

ALVIS, 1923, super sports, aluminium 2-seater, very fast, £195; deferred payments, exchanges. D. Ralton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 695-593

AMILCARS. Vernon Balls. Phone, 1995 Putney.

AMILCAR spares. Vernon Balls, London.

AMILCAR service. Vernon Balls.

25 High St., Fulham. ; 222-30

AMILCAR, 1924, sports 2-seater boat body, £150, any trial, at Vernon Balls.

AMILCAR, 7.5hp, tourer, with 3 months' guarantee, £85; this car has just been painted; any trial. Vernon Balls, 25 High St., Fulham. 695-510

AMILCAR. Boon and Porter, Ltd., Sole concessionaires. Offer the following guaranteed second-hand models:— 1925-26 Grand Sport 2-seaters, choice of 2, from £200. 1926 Super Sports, 2-seater, small mileage, £185. Deferred terms and exchanges. 159-163 Castelnau, Barnes, S.W.13. Phone, Riverside 1177. 695-499

AMILCAR, Grand Sports, 1926 model, practically new, many extras, £225. The Brayson Motor Co., 10 Yeomans Row, Brompton Rd., S.W.3. Sloane 2838. 695-482

AMILCAR, Grand Sports, 1925 model, small mileage, exceptionally good condition, £170; owner will drive this car any reasonable distance for trial and inspection. Samuelson, Staplefields, Steyning, Sussex. Phone, Steyning 43. 695-1853

AMILCAR. A real snip. See page 73. 695-654

ARIEL 9, 69 guineas, 1923 chummy, dynamo lighting, self-starter, taxed, many extra fittings, one owner only, as new; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 695-678

ARIEL 9, chummy, late 1923, taxed year, balloon tyres, excellent order, £65. North Stafford Garage, Stone Rd., Stafford. 695-670

ARIEL 9, 1923, chummy, perfect rigid side curtains, taxed; deferred terms. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 695-642

ARIEL 9, 1923, chummy, fully equipped, dynamo, excellent condition, 65 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-746

AUSTIN, 7hp, 1925 model, speedometer, clock, dash amp, radiator cosy, large tyres, full 1926 equipment but letter, car like new in every way, £118. Fryer, Dove Walk, Uttoxeter. 698-617

AUSTIN 7, new and second-hand models in stock; part exchanges and deferred payments. D. B. Bea, 27 Victoria Grove, Gloucester Rd., W.8. Telephone, Kensington 8572. 713-81

AUSTIN 7 service station. Open to all owners of this famous model. Full range of spares carried. Several second-hand cars in stock, Hours 8 till 8, Saturdays included. Ingrave Motors, Ltd., Ingrave St., Clapham Junction, S.W.11 (2 minutes from station). Telephone, Latchmere 5360. 222-365

AUSTIN 7, 1926 demonstration model, taxed, £130. K.J. Motors, 30 Widmore Rd., Bromley. 696-388

AUSTIN. Always 50 used cars in stock, including Austin. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-537

SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

AUSTIN. Spresen, Ltd., for Austins. Exchanges, deferred. 1924 (late), 7hp, hardly used, tyres, paint, nickel, upholstery, as new, 107 gns. 111 Gt. Portland St. W.1. Phone, Langham 1212. 695-552

AUSTIN, 7hp, 1925, superb condition, small mileage, absolutely no necessity purchase new with this one available, taxed, £115. Fryer, Dove Walk, Uttoxeter. Phone 112. 701-456

AUSTIN, 7hp, late 1925 chummy 4-seater, kingfisher blue, ashtray, interior light, taxed, condition as new, £125. Mebes and Mebes (Est. 1895), The Original Light Car Specialists, 144, 154-6 Gt. Portland St., W. Museum 4244. 695-442

AUSTIN 7, late 1924, taxed until 1927, insured, splendid condition, £112; no dealers. Box No. 4056, c/o "The Light Car and Cyclecar," 695-967

AUSTIN 7, 1926, mileage 950, guaranteed perfect condition, £135. Beni-Mora, Oakthorpe Estate, Palmers Green, N.15. 695-934

AUSTIN 7, 1926 model, new but slightly shop-soiled, £139. Barnett, Pembroke and Sater, 38 Knightsbridge, S.W.1. 696-418

AUSTIN 7, 1923, tax for year, open to expert examination or trial, £76 or exchange Morgan car, Richardson, Under 42 Rosslyn Hill, Hampstead. (Near Police Station). 695-958

AUSTIN 7, Finchley Motors offer 1924 chummy, late model, large body, starter, splendid condition, £96. 132 High Rd., E. Finchley. Phone 2358. 695-433

AUSTIN 7, August, 1923, excellent condition throughout. 70 Thurlestone Rd., West Norwood. 695-779

AUSTIN 7s, choice of two, £80 and £85; deferred payments, exchanges. D. Ralton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 695-594

AUSTIN 7, 1925, choice of two, in exceptionally nice condition, full equipment, 99 guineas. 175a Westbourne Grove. 695-672

AUSTIN 7, 1924-25 chummy 4-seater, self-starter, all-weather, speedometer, tools, taxed year, perfect condition, guaranteed, £97 10s; deferred payments. 21 Pennant Mews, Earl's Court. 6884 Western. 695-570

AUSTIN, 7hp, 1924, large body, self-starter, shock absorbers, nearly new tyres, condition excellent, taxed year, trial by appointment, 100 guineas. 51 Cromwell Rd., Beckenham. 695-999

AUSTIN 7, South Ealing Garage. 1925 chummy, starter, many extras, painted grey, very fine order, £117 10s. Below.

AUSTIN 7, sports, Burghley body, concealed hood and spare wheel, walnut deck top, starter, specially tuned, very fine condition, appearance and condition, £130. South Ealing Garage, Ealing 2983. 695-614

AUSTIN, 1925, 7hp, chummy, taxed, £110. George Newman and Co., 369 Euston Rd., London. 695-618

AUSTIN, 1925, 7hp, coupe, taxed, £125. George Newman and Co., 369 Euston Rd., London. 695-619

AUSTIN. A real snip. See page 73. 695-653

AUSTIN 7, 1925 model, speedometer, luggage grid, side steps, £110. After G. 40 Seely Rd., S.W.17. 695-213

AUSTIN, 1924, 7hp, chummy, taxed, £95. George Newman and Co., 369 Euston Rd., London. 695-617

AUSTIN, 7hp, 1925, little used, more like new, £110. 11a Rumsey Rd., Stockwell Rd., S.W. 695-625

AUSTIN, 1923, 7hp, chummy, complete with electrical equipment, tax paid, £67 10s. 69 St. Paul's Avenue, Willesden Green, London. 695-120

AUSTIN 7, late 1925, speedometer, mirror, 2 horns, year's licence, £115. Seen at Warwick's, New Inn Garage, Lower Coombe St., Croydon. 695-168

AUSTIN 7, 1925 model, condition as new, £115; also 1924 model, shock absorbers, tax paid for year, step mats, etc., £100. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. Langham 1507. 695-798

AUSTIN 7, 1925 (late) model, only done 5,000 miles, taxed December, 1926, fully equipped, perfect order, £120; another, 1924, with speedometer, at £95; exchanges, deferred terms. Pico, Ltd., 11-15 Blagden Avenue, Camomile St., E.O.3. Phone, Avenue 5548. 695-789

AUSTIN 7 chummy, late 1924, starter, speedometer, in splendid condition, £85. Pont, 36 St. Patrick's Rd., Coventry. 695-169

AUSTIN 7, 1926 coupe, £140; 1925 sports, £116. Gordon England, Ltd., 28 South Molton St., Oxford Rd., W.1. 695-815

AUSTIN 7s. Several 1924 and 1925 models in stock, condition as new, small mileages only, from £95. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 695-645

AUSTIN 7, late 1924, family model, specially painted dark violet, in excellent condition throughout, £100. Wilson, 7 Eccleston St., Victoria 1366. 695-677

AUSTIN 7, 1923, tyres nearly new, in nice condition, price £75, motorcycle in part payment. Longman Bros., 17 Bond St., Ealing. 695-719

AUSTIN 7, 1924, chummy, painted blue, oversize tyres, spare unused, as new, £93. Membury, Young's Corner, Hammersmith. 695-506

AUSTIN 7, 1923, chummy, in beautiful condition, taxed year, nearly new tyres, £75; exchanges, deferred. King, New Rd., Oxford. 695-515

AUSTIN, 7hp, 1923 capital condition, ready for any work, rigid side screens and good equipment, £75. Fryer, Dove Walk, Uttoxeter. 696-481

AUSTINS, exchanges, deferred payments. Two 1923 Austin chummies, 7hp, dynamo, side screens, front wheel brakes electric horn, spare wheel, nice condition, £85 each. Scabridge, 35 Hansler Rd., East Dulwich. 695-758

Sydenham 2452.

AUSTIN 7, 1923, dynamo lighting, electric horn, automatic windshield wiper, tyres, hood and upholstery good, f.w.b., painted blue, taxed, bargain, £75, or exchange Morgan. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. 695-763

A.V. bicars, in splendid condition, £28 each. A.V. Motors.

A.V. runabouts, fully equipped, good running order, from £28. A.V. Motors.

A.V. Motors for deferred terms and exchanges. Write for full list and particulars. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 695-806

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**BAYLISS THOMAS.** 1925, 4.5-seater touring model, supplied for use by staff of this journal, 11hp, balloon tyres, Meadows engine, 4-speed gearbox, right-hand change, excellent condition, £170. Box No. 3928, c.o. "The Light Car and Cyclecar." zzz-992

**BEBE PEUGEOT.** 3-speed and reverse, dynamo lighting, 5 lamps, speedometer, 5 tyres and general condition as new, £40. 21 Grove Hill Rd., Camberwell. 695-p932

**BELSIZE.** 1924 10hp 4-cylinder 2-seater, concealed dicky, starter, excellent condition, 105 guineas; exchanges or deferred. 11 F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-736

**BELSIZE-BRADSHAW.** 1923, 9hp, 2.5-seater, dicky, silent, perfect, trial, £65, offer. 165 Church Rd., Mitcham. 695-p938

**BELSIZE-BRADSHAW.** 1922-23, 2-seater, dynamo lighting, fully equipped, splendidly coach finished, £56, another, £52 10s. Exchanges, terms. Kirk and Co., 22 Praed St., Paddington, W.1. 695-461

**BELSIZE-BRADSHAW.** late 1922, thoroughly overhauled, new hood, dicky, £45. Thurgood, 114 Worple Rd., Wimbledon. 695-p983

**BELSIZE-BRADSHAW.** 1922, coupe, self-starter, dynamo lighting, spare wheel, runs splendidly. King, New Rd., Oxford. 695-514

**BELSIZE-BRADSHAW.** 1922, 2-seater, taxed, insured, beautiful condition throughout, trial, £57. Wilkinson, 18a Ramsey Rd., West Hendon, N.W.9. 695-r20

**BELSIZE-BRADSHAW.** Harold Simons for bargains. See "Miscellaneous Cars." 695-777

**BELSIZE-BRADSHAW.** 1923 5hp coupe, dicky, completely equipped, starter, speedometer, excellent condition, 65 guineas. Below.

**BELSIZE-BRADSHAW.** 1924 coupe, equipped as above, excellent condition, 78 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-747

**BLERIOT.** 1920-21, 9hp Blackburne, full equipment, speedometer, electric, acetylene, new accumulator, very good order, taxed, £14, offers. Root, 16 Moffat Rd., Bowes Park. 695-r41

**BLERIOT-WHIPPET.** lamps, spare wheel, etc., good condition, £22. H.L., 40 Albert Rd., Horley, Surrey. 697-r127

**BLERIOT-WHIPPETS.** 1923 and 1924, 2-seaters, 8hp, electric lighting, spare wheel, £25 to £30, deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes, S.W. 695-559

**BLERIOT-WHIPPET.** 1920 2-seater, 9hp Blackburne engine, spare wheel, hood, screen, lamps, Easter bargain, 19 guineas; exchanges, easy terms. Wandsworth Motor Exchange, Ebnor St., Wandsworth (Town Station). 695-584

**BLERIOT-WHIPPETS.** in good running order, £19 each. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 695-507

**B.S.A.** 1925, 9hp, 2-seater and dicky, self-starter, dynamo lighting, year's tax, tyres excellent, fine appearance, mechanically faultless, a bargain, 70 gns. Exchanges and deferred terms. Archie Simons and Co., 67 Warren St., W.1. Museum 2578-9. 695-606

**B.S.A.** A real snip. See page 73. 695-663

**BUGATTI.** Always 50 used cars in stock, including Bugatti. All backed by our well-known guarantee. Exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-538

**BUGATTI.** 1921, cloverleaf 3-seater sports, exceptional condition, very fast, bargain, £125; exchanges deferred payments. Parker's Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 695-415

**BUGATTI.** 2-seater, engine overhauled, newly painted grey and red, now's your chance for Easter, £90 or offer. Jas. J. Barclay, Danedin, Hurst Rd., East Molesey, Surrey. 695-p933

**CALCOTT.** £69. 1922, late, 2-seater, dicky, starter, fine condition. Ewers, Newton Rd., Burton-on-Trent. 695-429

**CALCOTT.** 1923, 10hp, 2-seater, double dicky, starter, all-weather, special bargain, £94 10s., cash or easy payments; exchanges. Wilkins, Simpson, opposite Olympia, London. 695-r182

**CALCOTT.** 1924, 10.5hp, 2-seater, self-starter, all-weather equipment, petrol gauge, dashboard, petrol can carrier, screen wiper, aluminium plates, indistinguishable from new, guaranteed, £125. Wilkins, Simpson, opposite Olympia, London. 695-r180

**CALCOTT.** 1925, 10hp, new 2-seater, full guarantee, £185. Cleverlys, Ltd., 175 Cleveland St., W.1. (by Gt. Portland St. Station). 695-806

**CALCOTT.** A real snip. See page 73. 695-656

**CALCOTT** 10hp 2-seater, bargain, £27; exchanges, cars, motorcycles. Newnham, Heath Rd., Twickenham. Phone, Richmond 3293. 695-724

**CALTHORPE.** 10.9hp, 1922, Mulliner body, 4-seater, starter, lighting, perfect condition, just overhauled, £65. 78 Calabria Rd., Highbury, N.5. 696-n662

**CALTHORPE.** 12hp 1914 2-seater, dicky, good condition, splendid running order, c.l., accept £30 cash. Harrington, Fourways, Croyham Manor Rd., South Croydon. 695-r72

**CALTHORPE.** December, 1922, 10hp 2-seater, double dicky, self-starter, full electric lighting, licensed to end of year, recently overhauled, perfect order, £100, or first near offer. Phone, Chiswick 2973; any test, can be seen Kew Gardens. 695-r22

**CALTHORPE.** A real snip. See page 73. 695-657

**CALTHORPE.** £95, exchanges, deferred payments. 1923 de luxe semi-coupe, double dicky, 10.4hp, 4 speeds, lighting, starter, spare wheel, speedometer, painted saxe blue, black wings, antique upholstery, extremely smart, excellent condition. Seabridge. Below.

**CALTHORPE.** £65, exchanges, deferred payments. 1920-21 4-seater, lighting, starter, all-weather equipment, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 695-759

**CALTHORPE.** 10hp, 4-seater, 1923 model, in excellent condition, £95. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 695-807

**CALTHORPE.** 1924 12-20 2-seater, sunk dicky, 4-speed, completely equipped, repainted, excellent condition, 110 guineas. Below.

**CALTHORPE.** 1922 2-seater de luxe, fully equipped, fitted coupe hood, 79 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-737

**CALTHORPE.** Harold Simons for bargains. See "Miscellaneous Cars." 695-781

**CALTHORPE.** 1925, de luxe 4-seater, 10hp, starter and lighting, full standard equipment, all-weather, balloon tyres, leather upholstery, small mileage, 3-door body, in almost brand new condition throughout, £110; cash or deferred. Naylor, 45 and 406 Garratt Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 695-714

**CALTHORPE.** 65 guineas, 1921, 4-seater, sports, starter and lighting, very smart and fast car; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-679

**CALTHORPE.** 63 guineas, 1921, 4-seater, in extra-good condition, lighting and starting, rear screen, tax paid, any trial; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 695-680

**CALTHORPE.** 73 guineas, 1922-23, 4-seater de luxe, double screen, leather upholstery, colour maroon, a super push car at the price; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone 303. 695-681

**CALTHORPE.** 10hp, 2-seater, very clean; terms, £8 and 10 monthly payments of £8, or cash, £80; also 4-seater at £70. McCarthy's Motors, 49 Green Lane, Newington Green, N.16. Clissold 6628. 695-r197

**CARDEN.** 1921, £29, offer; excellent order, dynamo, spare tyre, tube, Saturdays, Sundays. 85 Edward St., Deptford. 695-r64

**CARDEN!** Cardens!! Cardens!!! 7hp, 2-seater, side-by-side seating, completely equipped, from £18 to £25; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 695-560

**CARDEN.** 1921 (late), 2-seater, 7hp, usual equipment, overhauled and ready for use, £12 10s. Toddington Garage, 160 High St., Teddington. Kingston 2562. 695-r123

**CASTLE.** 3, 3-wheeler, 4-cylinder water-cooled engine, 3 speeds, reverse, speedometer, dynamo lighting, etc., £50; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 695-562

**CITROEN.** 1921, 10.4hp, 4-seater, electric light, starting, excellent condition, £55. 28 Brunswick Square, Camberwell. 695-r66

**CITROEN.** 1925, 7hp, 3-seater, balloon tyres, Boycemeeter and wings, tools, small mileage, splendid condition, £95. 50 Warwick Rd., New Southgate, N. 695-r58

**CITROEN** specialists and distributors. New and second-hand cars always in stock; deferred payments our speciality. Old Welsh Harp Garage. Phone, Hendon 1023. 695-b239

**CITROEN.** Always 50 used cars in stock, including Citroen, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-559

**CITROEN.** 1925 7hp 3-seater, dynamo and starter, balloon tyres, excellent condition, £110; 1924 2-seater coupe, £95; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-533

**CITROEN.** Sprosen, Ltd., for Citroens. Exchanges, deferred. 1925 7hp 2-seater, absolutely perfect, many extras, total mileage 1,800, 87 guineas. 1925 (autumn) 7hp cloverleaf, tyres, body, upholstery, etc., as new, chassis guaranteed, 105 gns. 111 Gt. Portland St., W.1. Phone, Langham 1212. 695-550

**CITROEN.** £59; exchanges, deferred payments. 1922 Citroen, 7hp, 2-seater, lighting, starter, all-weather equipment, speedometer, spare wheel, good condition. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 695-760

**CITROEN.** 1926 model, 11.4, fitted English body, 2-seater, superb condition, mileage negligible, 150 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-738

**CITROEN.** 1921, 10.4, 2-seater, lighting, starter, completely equipped, balloons, excellent condition, 52 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-748

**CITROEN.** 1925, 7hp, 2-seater, painted maroon, balloon tyres, perfect order, £95; also 1923 11hp 4-seater, particularly nice, £85. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 695-700

**CITROEN.** 11hp, late 1923, English 4-seater body, as new, taxed, £95. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 695-608

**CITROEN.** 1925, coupe, 7hp, self-starter, lighting, speedometer, balloon tyres, etc., very small mileage and in new condition throughout, a bargain, £110. Below.

**CITROEN.** late 1925, 7hp, cloverleaf 3-seater, painted maroon, small mileage, a bargain, £95. Exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 4191-2. 695-633

**CITROEN.** 1924, 7hp, 3-seater, dynamo, self-starter, taxed, excellent order, 80 gns. Denman, 4 Denman Place, Piccadilly Circus. Reg. 986. 695-644

**CITROEN** coupe, 1925, 7.5hp, only done 1,000 miles, as new, £130. Talbot Garage. Phone, Richmond 1697. 695-r110

**CITROEN.** 1920, 10.5hp, 4-seater, 49 gns. Talbot Garage. Phone, Richmond 1697. 695-r108

**CITROEN.** drop-headed coupe, 1925, balloon tyres, starting and lighting, in new condition, £95; exchange. Reading Car Mart, 37 Erleigh Rd., Reading. Phone 1909. 695-r114

**CITROEN.** 1925, 7hp, self-starter, dynamo, 2-seater, balloon tyres, as new, accept £85. 69 St. Paul's Avenue, Willeiden Green, London. 695-r117

**CITROEN.** 7.5hp, 2-seater, late 1924, balloon tyres, excellent order, licensed, 80 guineas. North Stafford Garage, Stone Rd., Stafford. 695-669

**CITROEN.** 1926 soiled cloverleaf 3-seater, accept £135, finished blue; exchanges, cars, motorcycles. Newnham, Heath Rd., Twickenham. Phone, Richmond 3293. 695-725

**CITROEN** 7, 2-seater, good order, £55, deferred payments, exchanges. D. Radlton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 695-587

**CITROEN.** 1925, 7.5, 2-seater, in superb condition throughout, guaranteed 12 months, £90. Delofords, North Row, Park Lane. Open 9 to 7. 695-598

**CITROEN.** 1923, 7hp, 2-seater, starting and lighting, speedometer, licensed to December, private owner. Drury, 190 Mount Pleasant Rd., Tottenham, N.17. 695-r71

**CITROEN.** 7.5, 1925 (June), cloverleaf, private use, mileage, 3,800, insured, condition perfect, £97 10s. Simpson, 41 New Walk, Leicester. 695-962

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**CITROEN**, 7.5, 1924 (Sept.), 2-seater, balloon tyres, spare unused, new side curtains, taxed and insured for year, splendid condition, £87, Bolam, 22 Kingsdown Avenue, W. Ealing. 695-p957

**CITROEN**, 7hp, self-starter, 1922, 2-seater, dynamo lighting, licensed, smart and in splendid condition, £44 or exchange, 218 Kingston Rd., Teddington. 695-p944

**CITROEN**, 7.5, 1925, 2-seater, mileage under 1,000, £95. Below.

**CITROEN**, cloverleaf, 1925, small mileage, £100. Harvey Hudson and Co. (next George Hotel), South Woodford, E.18. Phone, Wanstead 2395. zzz-942

**CITROEN**, 11.4hp, 4-seater, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. Others, £75, £95, and £55. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Chissold 6628. 695-r198

**CITROEN**, 1925, 11.4, 4-seater, balloon tyres, perfect, condition, any trial, £110 cash. Butts, 21 Albert Terrace, Margate. 695-r209

**CITROEN**, 1925, English 4-seater, £125 cash, or £31 5s. down and 12 payments, with option of a special rebate. Lamb's, Ltd., opposite Hoo St. Station, Walthamstow, or at branches by arrangement. 695-385

**CITROEN**, F.O.C.H. LTD., have several Citroens. Bargains. 5 Heath St., Hampstead. (Tube Station.) 695-372

**CITROEN**, 1923, 4-seater, insured to June, trial by appointment, £90. No dealers. Writo, M., 4a Moreton Terrace, S.W.5. 695-p826

**CITROEN**, 1925, 2-seater, 7hp, self-starter, lighting, speedometer, balloon tyres, spare wheel and tyre, completely equipped, very small mileage, tax and insured till end of June, in perfect mechanical condition, 45 to gallon and speed of 45 m.p.h., any trial given, privately owned, £88 10s. 62a New Cross Rd., S.E.14. 695-p832

**CITROEN** de luxe. Cass's Motor Marl. Ltd. (Established 1911). Late 1925 11.4 English 4-seater, blue, indistinguishable from new, terms, £155. 5 Warren St., W.1. Museum 623. 695-436

**CITROEN**, 1925, 7hp, 2-seater, balloon tyres, like new, £95. Arthur Stuart and Co., 16 Little Portland St., W.1. 695-444

**CITROEN**, 1925, £90, 3-seater cloverleaf, 7, starter, speedometer, like new, small mileage. 23 Newinshall St., Oxford. 695-r87

**CITROEN** 7, late 1922, fully equipped, good condition, £59. Collins, 4 Farquhar Rd., Upper Norwood. 695-r29

**CITROEN**, 11.4, 1924 English 2-seater, double dickey, luggage carrier, repainted, excellent condition, £95. Major B., 108a King Henry's Rd., Swiss Cottage, N.W.5. 695-r27

**CITROEN**, 1925 11.9 3-seater, painted green, licensed, balloon tyres, excellent condition, any trial, only £105. Vernon Balls, 25 High St., Fulham. 695-511

**CITROEN**, 7hp, 1923 2-seater, self-starter, dynamo lighting, spare wheel, £65; exchanges, deferred. King, New Rd., Oxford. 695-519

**CITROEN**, 7.5hp, 1925 model, cloverleaf 3-seater, balloon tyres, starter, speedometer, tools, taxed, lovely condition, bargain, £89; exchanges, instalments. Below.

**CITROEN**, 7.5hp, 1923-24, 2-seater, detachables, starter, speedometer, very smart, excellent condition, quick sale, £65; exchanges, instalments, 11a Rumsey Rd., Stockwell, S.W.9. Phone, Brixton 4129. 695-470

**CITROEN**, 7hp coupe, 1924, good condition, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 695-475

**CITROEN**, 1924 7hp 2-seater, in excellent condition throughout, £75; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd., Paddington 3553 (4th turn right from Marble Arch). Always open. 695-480

**CITROEN** 7, late 1925 3-seater, balloons, fully equipped, little used, as new, taxed, £105; two to choose from; exchanges, deferred. Allery and Bernard, 544 King's Rd., Chelsea, S.W. Kensington 4633. 695-428

**CITROEN**, 1924, 2-seater, English body, sunken dickey, in very fine condition, 100 gns. The Telephone Motor Works, Ltd., Allsop Place, Upper Baker St., N.W. Langham 1307. 695-799

**CITROEN**, 1924 (July), 4-seater, balloons, rear windscreen, all-weather equipment, just overhauled, £110. Spencer, 24 Kelmore Grove, East Dulwich. 695-r162

**CITROEN** 7, 1925 model, excellent appearance and condition throughout, 85 guineas. Clarks, 223 Hammersmith Rd., W.6. 695-786

**CITROEN**, 10hp, 1921, 4-seater, mechanically perfect, 4 new tyres, all-weather equipment, tax paid December 31st, windscreen, luggage carrier, self-starter, etc., £75 or offer; any trial. Brine, 9 Brecknock Rd., N.7. Phone, North 4102. 695-r185

**CITROEN**, 7hp, 1925 3-seater, balloons, starter, mirror, curtains, electric horn, speedometer, petrol can carrier, tyres excellent, insured, bargain, guaranteed, £100; deferred terms, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 695-r170

**CITROEN**, 1922, 4-seater, 10.4hp, finished blue lighting and starter, tyres excellent, all-weather equipment, guaranteed, bargain, £79 15s., cash, deferred terms, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 695-r173

**CITROEN**. A real snip. See page 73. 695-655

**CITROEN**, 1922, 11hp, drop-head coupe, starter, luggage, speedometer, etc., tyres and condition excellent, guaranteed, bargain, £75; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 695-r176

**CLULEY**, 1923 model, exceptionally smart 2-3-seater, with double dickey seat, lighting, starter and complete, bargain, £85; exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 695-557

**CLULEY**, 1924-25, 2-seater de luxe model, double sunken dickey, balloon tyres, taxed, owner will give 100 miles' demonstration run, £98, 31a Hydepark Rd., Balham. Phone, Streatham 3440. 695-769

**CLYDE**, 2-seater, 10hp, 4-cylinder, mechanically sound, tyres fair, photograph, £12. Booth, 10 Eslemont Avenue, Aberdeen. 695-r59

**CLYNO**, 1924, 4-seater, all-weather equipment, 2-door model, open to any examination, £87, 31a Hydepark Rd., Balham. Phone, Streatham 3440. 695-767

**CLYNO**. Always 50 used cars in stock, including Clyno, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-540

**CLYNO**, 1924, 4-seater, self-starter, clock, speedometer, good condition throughout, 100 guineas or exchange. 51 Upper Richmond Rd., East Putney. 695-r6

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(continued).

**CLYNO**, 1925 (August), 4-seater Royal model, cost £235, used few demonstration runs only, practically new car, at great reduction, willing take Cowley, Standard or Austin part payment. Fryer, Dove Walk, Uxtoeter. Phone 112. 697-456

**CLYNO**, 1925, 11.9, 2-seater and dickey complete, small mileage, price 115 gns.; motorcycle in part payment. Longman Bros., 17 Bond St., Ealing. 695-717

**CLYNO**, 1925, 11hp, 4-seater, in nice order, £120; also 1925 11hp, 2-seater, £120. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 695-701

**CLYNO**, 1924, 10hp, 2-seater, £95. George Newman and Co., 369 Euston Rd., London. 695-620

**CLYNO**, South Ealing Garage, 1924, 4-seater, new tyres, many extras, including rear screen, Boyce motorometer, painted royal blue, really exceptional condition appearance and mechanically, £110; part exchange or deferred payments. Ealing 2985. 695-611

**CLYNO**, 1924-25, 2-seater, dickey, self-starter, speedometer, clock, only 5,000 miles, as new, £85, deferred payments, 21 Ponnant Mews, Earl's Court, 6684 Western. 695-571

**CLYNO**, 1923, chummy 4-seater, starter, etc., £82 10s. Bartletts, 93 Gt. Portland St. 695-575

**CLYNO** 4-seater, on balloons, fully taxed, very fast, £100, deferred payments, exchanges. D. Ratton and Co., 6 Chapel St., Salford, Manchester, Cent. 8539. 695-590

**CLYNO**, 1925 (August), 11hp, 4-seater, Klaxon, electric horn, Lucas automatic windscreen wiper, perfect running order, taxed for year, £125 or near offer. Box No. 4068, c.o. "The Light Car and Cyclecar." zzz-597

**CLYNO**, 1925 Royal 4-seater, blue, Mulliner body, leather upholstery, balloons, unscratched, trial, £148. Hill, 15 Tonbridge House, Tonbridge St., King's Cross. 695-400

**CLYNO**. A real snip. See page 73. 695-658

**COVENTRY-PREMIER**, 1922, new Dunlop tyres on rear, electric light, £25. Mambery, Younger Corner, Hammersmith. 695-502

**COVENTRY-PREMIER** 3-wheeler, overhauled and perfect, nearest £50; evenings. Page, 57 Summerly St., Earlsfield, S.W.18. 695-r42

**COVENTRY-PREMIER**, 1923, 10hp, Singer, 4-cylinder chassis, 4-seater, £72 10s. Bartletts, 93 Gt. Portland St. 695-577

**COVENTRY-PREMIER**, 8hp water-cooled, 3 speeds, reverse, dynamo lighting, spare wheel, speedometer, £44; deferred terms, exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 695-561

**COVENTRY-PREMIER**, 1922, 8hp, 2-seater, sunken dickey, dynamo, 42 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-739

**COVENTRY-PREMIER**, 1922, 2-seater, 4-wheeler, sunken dickey, dynamo lighting, good tyres, very fine mechanical condition and appearance, £45; two more at £40. Exchanges, terms. Kirk and Co., 22 Praed St., Paddington, W.2. 695-462

**COVENTRY-PREMIER**, 1922, new tyres, fully equipped, taxed, price £55, motorcycle in part payment. Longman Bros., 17 Bond St., Ealing. 695-718

**COVENTRY-PREMIER**, 39 guineas, 1922, 2-seater, dickey (square back 4-wheeler model), dynamo lighting, colour blue, in exceptionally nice condition; exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-682

**COVENTRY-PREMIER** 3-wheeler, dickey spare wheel, dynamo, speedometer, £40. Bird, 18 Streathbourne Rd., S.W.17. 695-r217

**CROUCH**, 1921, 9hp, 2-3-seater, good order and condition, spare wheel, side screens, tyres very good, photo, £20, or exchange good lightweight motorcycle. Massey, 368 Knutsford Rd., Warrington. 695-p825

**CROUCH**, 1920, 9hp, 2-seater, 5 interchangeable wheels, lamps, etc., splendid condition, £17. 35 Perrers Rd., Hammersmith. 695-r113

**DIATTO**, 1923 (May), 9-18hp, luxurious 2-seater, double dickey, English coachbuilt body, dynamo, starter, leather upholstery, electric horn, etc., cost £400, new condition, 95 gns., near offer. 3 Upper Grove, South Norwood. 695-x569

**DYRSAN**, September, 1925, special sports shell racer, o.h.v., special cam engine, electric lighting, spotlight, equipped with Hartford shock absorbers all round, a bargain at £150. Box No. 4076, care of "The Light Car and Cyclecar." 695-814

**ERIC-CAMPBELL**, 1924, 10hp, 1½-litre, 2-seater and dickey, in really good condition, owner must sell for business reasons, gearbox just overhauled, paint and upholstery as good as new, tyres good, electric lighting and starting, many extras, including shock absorbers, 40 m.p.g., 65 m.p.h., gear ratios 4½, 7 and 16 to 1, a sacrifice at £135. Phone during business hours, Clerkenwell 6000, or write Box No. 3745, c.o. "The Light Car and Cyclecar." zzz-501

**ERIC-CAMPBELL**, brand new, shop-soiled, 1926 model 8-20 chummy, completely equipped, starter, clock, speedometer, all-weather equipment, 139 guineas. Exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-740

**ERIC-LONGDEN**, 59 guineas, 1923, 10hp, sports 2-seater, dynamo lighting, starter, extremely smart appearance, any trial; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-684

**FIAT**, 4-seater, 1925, 10-15hp, balloons, just completely overhauled, repainted, small mileage, guaranteed condition, 200 guineas. 51 Upper Richmond Rd., East Putney. 695-r7

**FIAT** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-18

**FIAT**. Always 50 used cars in stock, including Fiat, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-541

**FIAT**, 1921, 10-15, 4-seater, excellent condition, £97 10s. Bartletts, 93 Gt. Portland St. 695-576

**FIAT**, 10-15, saloon, late 1925, balloon tyres, taxed December, £265, Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 3518-9. 695-609

**FIAT**, 1923, 10-15hp, 4-seater saloon, by Mulliner, tax paid, excellent condition, £190. George Newman and Co., 369 Euston Rd., London. 695-621

**FRAZER-NASH**, 1,100 c.c. Akela model, Bevel drive, o.h.v. and camshafts, sister car to that driven by Miss Ivy Cummings, holds many premier awards in the North, where it is easily the fastest 1,100 c.c. car; fullest equipment, new special racing Palmer cord tyres. What offers? Capt. T. Moore, 86 Otley Rd., Leeds. 697-405

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**G.N.** H. R. Godfrey, the original designer and manufacturer, for the best G.N.s. Below.

**G.N.** Before deciding to purchase a G.N. write for particulars of re-built G.N.s, in guaranteed condition. Below.

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**G.N.** "Kim 2," the famous racing G.N., rebuilt, reconditioned, good as ever, still a winner, £125. Also 2-seater racing G.N., new 4-valve heads, tip-top condition, lots of special fittings, bargain, £110. Eastgate Garage, Lewes. 695-r24

**G.N.** 1924 model, 4-cylinder, 2-seater and dickey, dynamo lighting, recently repainted, fast, 62 guineas. 51 Upper Richmond Rd., East Putney. 695-r5

**G.N.** 1921, dynamo lighting, 2 headlamps, side screens, dickey, safety hub caps, many extras, first-class order throughout, 29 guineas, or exchange motorcycle. 51 Upper Richmond Rd., East Putney. 695-r4

**G.N.** 1921, sports model, perfect mechanically and nice appearance, very fast and economical, dynamo lighting, speedometer, clock, electric horn, mirror, etc., a really good machine, trial and examination welcomed, accept 29 gns., or consider exchange, with cash adjustment, for chummy or light four. Morgan, 128 Ritherdon Rd., Balham. 696-p988

**G.N.s.** Paris, Ltd. If you are interested in these wonderful little machines, give us a call. Below are a few which we can offer you at bargain prices:—

**G.N.** 1921, sports model, Lucas dynamo lighting, red wings, blue body, taxed, £26.

**G.N.** 1922, touring, dynamo lighting, dickey seat, electric and bulb horns, speedometer, nice condition, £42.

**G.N.** 1922, all-weather model, double screen, electric and bulb horns, black hood, shock absorbers, taxed, £36.

**G.N.** Paris, Ltd., will exchange any of above for other light sports cars, of which we hold a good stock. The Vale of Health, Hampstead, N.W.3. 'Phone 3287. Open till 9 Friday and Saturday. 695-762

**G.N.** 1921, good condition, £20, take Douglas part. 178 Eardley Rd., Streatham. 695-r56

**G.N.** late 1922, dynamo lighting, spare wheel, all-weather equipment, electric horn, clock, tyres, paint as new, mileage 7,800, £47. Peiter, 12 Duncan Rd., Southsea, Hants. 695-r48

**G.N.** 4-cylinder, 10hp, 1923, dickey, dynamo, starter, very fully equipped, excellent appearance and condition, £85. In Lancashire, Box No. 4066, ec. "The Light Car and Cyclecar." 695-r76

**G.N.s.** 1921 standard models, fully equipped, from £25; also 3-seater G.N.s and 1922 models at low prices; deferred terms and exchanges. Andrews Motor Mart, 151 White Hart Lane, Barnes. 695-563

**G.N.** 1922, special coachbuilt detachable coupe top (cost £30), hood, dickey, 7 tyres, 3 unused, many spares, electric horn, good condition, first £40 secures. Alexander, 110 Granby St., Leicester. 695-r83

**G.N.** 10hp, 1922, Vitesse model, many special fittings, 70 m.p.h., £75. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 695-810

**G.N.** 11.9hp, Anzani, 1926, shop-soiled, 70 m.p.h., £190. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 695-809

**G.N.** 10hp, 1922, dynamo lighting, mechanically perfect, £37 10s. Cleverlys, Ltd., 175 Cleveland St., W.1 (by Gt. Portland St. Station). 695-808

**G.N.s.** in perfect running order, fully equipped, from £25. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 695-508

**G.N.** 1921, excellent condition, £28. Dicker, 5 North Terrace, Northgate, Darlington. 695-p952

**G.N.s.** Vadum Co., specialists in overhauled G.N.s, with written guarantee, offer.

**G.N.** late 1922, very full equipment includes shock absorbers, side screens, safety hub caps, polished aluminium bonnet, etc., good tyres, taxed, guaranteed, £46.

**G.N.** 1922, repainted, very smart, taxed, guaranteed, £46.

**G.N.** 1922, repainted light blue, excellent tyres, guaranteed, £45.

**G.N.** 1922, touring model, safety hub caps, £36.

**G.N.** 1922, very good order, £42.

**G.N.s.** Others in stock. Also Salmons. Deferred terms, exchanges. Open 6 Saturdays.

**G.N.s.** Vadum Co., 37 Beaconsfield Rd. (near White Hart), Willesden Green, N.W.10. We buy, overhaul and sell G.N.s. 'Phone, Willesden 692. 695-450

**G.N.** late 1921, dynamo lighting, 5 lamps, fast, reliable, £35; exchange Morgan. 26 Portman Mews North, Baker St., W. 695-p960

**G.N.** 1922, excellent condition, 2-seater, dickey, luggage carrier, spare wheel, hood, side curtains, speedometer, electric lighting, £35. Prime, Morecambe Hotel, Morecambe. 695-p935

**G.N.** 1921, lamps, etc., and good tyres, £16. 35 Perrers Rd., Hammersmith. 695-r112

**GREGOIRE**, 1921, 10hp, o.h.v., sports, dynamo lighting, aluminium body, very smart and speedy, £37 10s., or exchange. 218 Kingston Rd., Teddington. 695-p946

**G.W.K.** 2-seater, just overhauled, excellent condition, all accessories, £20. Turner, 2 High St., Walton-on-Thames. 695-r51

**G.W.K.** 2-seater, C.A.V. dynamo lighting, very smart, sound, taxed, bargain, any trial, £20. 7 Cowdrey Rd., Wimbledon. 695-r96

**G.W.K.** 1922-3, 4-seater, all-weather equipment, electric lighting, special Zenith and Bosch, mechanically perfect, £55. Owner, 2 Easington Rd., Leyton. 695-r74

**G.W.K.** 2-seater, detachable wheels, thoroughly sound, £16. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 695-466

**G.W.K.** Messrs. G.W.K., Ltd., Cordwalles Works, Maidenhead, have a number of second-hand cars for sale at bargain prices. 695-899

**G.W.K.** 2-seater, 10hp, 4-cylinder, large dickey seat, £39; exchanges, cars, motorcycles, Newnham, Heath Rd., Twickenham. 'Phone, Richmond 3295. 695-r74

**G.W.K.** 4-seater, electrical equipment, only used few miles, £35. 69 St. Paul's Avenue, Willesden Green, London. 695-r121

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LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**G.W.K.** 1915, 2-seater, 10hp, 4 speeds and reverse, lamns, horn, clock, speedometer, stored long period, original finish, in excellent condition, £15. Teddington Garage, 160 High St., Teddington. Kingston 2562. 695-r122

**G.W.K.** 4-seater, excellent condition; terms, £4 and 10 monthly payments of £4, or cash £40. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 695-r204

**G.W.K.** 1919, lights, spare wheels, etc., many accessories, smart, reliable car, £25. Will exchange for van or car convertible to same. Lloyd-Owen, Oak Lodge, Parkfield Rd., Ickenham, near Uxbridge. 695-r186

**G.W.K.** 1921, good condition, 4-seater, £40. 28 Crescent Rd., Bromley, Kent. 695-r219

**GWYNNE** car overhauls, bodywork and spares; second-hand Gwynne cars bought and sold; advice and estimates free. Gwynne Cars, Ltd., manufacturers of Gwynne cars in succession to Gwynnes Engineering Co., Ltd., Church Wharf, Chiswick. 'Phone, 1780 Chiswick. 699-803

**GWYNNE** 8, second-hand cars, all models, overhauled and guaranteed, from £85. Chinery, Gwynne Specialists, 1 Hammersmith Rd., Kensington. 'Phone, Western 3568. zzz-929

**GWYNNE** 8, chummy, June, 1923, starter, lighting, rigid curtains, tyres excellent, taxed, private, £83. 2 Barfield Rd., Leytonstone. 695-r73

**GWYNNE** 8, 1923, chummy 4-seater, repainted, very fast, new tyres, £90, deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 695-592

**GWYNNE** 8, 1923 chummy 4 seater, taxed, splendid order throughout, self-starter, speedometer, clock, etc., very nippy, £85; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. 'Phone 3265. 695-467

**GWYNNE** 1924 chummy, fine order, taxed, £85. The Brayson Motor Co., 10 Yeoman's Row, Brompton Rd., S.W.3. Sloane 2838. 695-485

**GWYNNE** 'Phone, Kingston 1274. 1923-24 Gwynne 8, chummy, mileage under 7,000, original owner, splendidly equipped, starting, lighting, guaranteed mechanically perfect, any trial, £85. 37 Arlington Rd., Surbiton. 695-p953

**GWYNNE** 8, 1924, 4-seater, perfect condition, with full equipment, £100, any trial. William G. Thomas and Frazer-Nash, Ltd., London Road Works, Kingston-on-Thames. Telephone, Kingston 3610. 695-401

**GWYNNE** 8 used cars, chummy, 2-seater de luxe, and latest type 4-seater in stock, prices from 65 guineas, guaranteed, deferred terms. Gwyno Agents, 4 Denman Place, Piccadilly Circus. Reg. 986. 695-639

**HAMPTON**, 1923, 10hp, 2-seater, sunk dickey, 4-speed, starter, etc., good order, 85 guineas; exchanges or deferred. H. F. Edwards, 475 Gt. Portland St., W.1. Mayfair 6977. 695-741

**HAMPTON**, 53 guineas, 1920-21, 2-seater, dynamo lighting, self-starter, side screens in exceptional good condition, exchanges, Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone, Chiswick 303. 695-691

**HAMPTON** 1921 9.8 2-seater and double sunken dickey, starter and lighting, all-weather equipment, tyres very sound, re-coachpainted blue, overhauled and absolutely sound, insured until September, £57; cash or deferred. Naylors, 45 and 406 Garratt Lane, Earlsfield, S.W.18. 'Phone, Wimbledon 2041. 695-715

**HAMPTON**, 1923, 11.4hp 2-3-seater and dickey, painted grey, in good condition, side screens, fitted, making same into coupe if desired, £110 or offer. Talbot Garage. 'Phone, Richmond 1697. 695-r109

**HANDS**, 1925, 10hp, 4-seater, painted maroon, balloon tyres, very nice order, £115. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 695-702

**HANDS**, 1923, 4-seater, starter, excellent condition; terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 695-r203

**HILLMAN**. Harold Simons for bargains. See "Miscellaneous Cars." 695-780

**HILLMAN**, 1921, 9.8hp, sports, polished aluminium body, with black wings, leather upholstery, long outside copper exhaust pipe, polished aluminium discs to all wheels, dynamo lighting, cord tyres throughout (5 practically as new), 2 spare wheels and tyres, hood, windscreen, Baniksen 100 m.p.h. time speedometer, Smith's clock, lamps, large A. polo electric horn, £79 10s.; another, December, 1920, sports, 4-seater, 4-speed, £79 10s.; cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. 'Phone, Hampstead 8421. 695-387

**HORSTMAN** super-sports. This famous car, successfully driven by Capt. Trouble Moore, is now for sale, holds many premier awards, including the record for Garrowby Hill, 1/4 mile in 52.1-5 secs., from a standing start; fullest equipment, alternative gear ratios, over 100 m.p.h. if required, quite tractable and easily driven through town on top gear. What offers? 8 Otley Rd., Leeds. 697-404

**HORSTMAN**, 45 guineas, 1921, 10hp, 2-seater, dickey, recently repainted and all new tyres fitted, very smart appearance, trial willingly, exchanges, deferred. Empire Motors, 325 High Rd., Chiswick, W.4. 'Phone 305. 695-683

**HUMBER**. Harold Simons for bargains. See "Miscellaneous Cars." 695-778

**HUMBER**, late 1925, 8-15hp, chummy model, as new, cost £240, accept £175. Winkworth, 907 Woodbridge Rd., Ipswich. 695-p833

**HUMBER** 8, chummy, 1923, balloon tyres, electric starting, lighting, splendid condition, £115. Martin's Garage, Highgate Village. 'Phone, Mountview 350. 695-p380

**HUMBER** 1924 8-18 2-seater, repainted, very nice order throughout, £140; extended terms. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 695-425

**HUMBER**, 10hp, 4-seater, starter, dynamo, very good condition, terms, £10 and 10 monthly payments of £10, or cash £100. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 695-r201

**HUMBER**, 1926, 9-20hp 4-seater, only used for few demonstrations, un-taxed, indistinguishable from brand new, fully guaranteed, list price £260, special bargain, £235; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 695-r177

**HUMBERETTE**, 9hp, water-cooled, spare wheel, electric light, £22, genuine snip. 17 Garden Ave., Mitcham, S.W. 696-p37

**HUMBERETTE**, 1914, 2-seater, 9hp, a.c., mechanically perfect, £25. Write, 5 Danemore St., S.W.15. 695-r78

**HUMBERETTE**, a.c., £12, genuine private bargain. 22 Manor Rd., Brockley, S.E.4. 695-r211

SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

**JOWETT**, 1924 (Aug.), 4-seater, s.s., excellent order throughout, £125. Below.

**JOWETT SERVICE STATION** (London), main agents and specialists, all models, trial runs, reliable used cars. Westminster Bridge Garage, 5 Lambeth Palace Rd., S.E.1. Hop 5279. zzz-77

**JOWETT**, late model, full 4-seater, lighting, starter, all-weather equipment and complete, real bargain, £90; exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 695-556

**JOWETT**, R. G. Gamble, Crystal Palace. For the best second-hand Jowetts consult the specialist. 1925 2-seater, dicky, self-starter, oversize tyres, as new, £110. 1925 2-seater, dicky, taxed, exceptional condition, £98. Several others, all guaranteed, from £75. Exchanges, deferred payments. Many testimonials from satisfied customers. Jowett Service Depot, 16-22a Gipsy Hill, Crystal Palace. Phone. Sydenham 3579. 695-579

**JOWETT**, 1925 2-seater, dicky, starter, balloons, speedometer, taxed, beautiful condition, 100 guineas. Below.

**JOWETT**, 1925 2-seater, dicky, starter, speedometer, beautiful condition, 92 guineas; exchanges, terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 695-485

**JOWETT**, latest 1925 model light 4-seater, 2,900 miles. Lucas self-starter and lighting, Jeavons spring gaiters, oversize Dunlops, privately owned, tax paid, perfect, cost £179, accept £159; seen London. 20 Marlows, Hemel Hempstead. 695-R30

**JOWETT**, 1924 2-seater, dicky and self-starter, tax paid, repainted, £85. Ratcliffe Bros., 200 Gt. Portland St., W.1. 695-472

**JOWETT Specialists**. Howard Davidson and Noel. New Jowett in stock. One 1924 (July) 2-seater, just coach painted, perfect condition, starter and extras, £95; one 1926 4-seater, 6,000 miles, perfect, £145. Portsmouth Rd., Ripley. 695-r70

**JOWETT**, 1922 2-seater and double dicky seat, dynamo lighting, horn, speedometer and clock, good condition, 65 guineas. Hayes Motor Garage, Station Rd., Hayes, Middlesex. 695-p949

**JOWETT**, F.O.C.H., Ltd., the London depot and service station, have a large stock of guaranteed second-hand Jowetts. 5 Heath St., Hampstead. (Tube Station). 695-385

**JOWETT**, 1924, new balloons, extras, repainted, perfect, £87 10s.; wanted, 4-seater. Braddon, 29 Fort St., Barnstable. 695-p824

**JOWETT**, 2-seater and dicky, 1925 4, only done 9,300, mechanically perfect and bodywork equal to 1925, what offers? Private owner. H. Barker, North Rd., Retford. 697-p827

**JOWETT**, 1922 2-seater, in excellent condition, double sunken dicky, tax, speedometer, dynamo lighting, all-weather equipment, leather upholstery, good tyres, absolutely perfect, £55. 161 Leasingham Ave., Tooting, Streatham 365. 695-r163

**JOWETT**, 1925 2-seater, dicky, excellent running order, owner going abroad, £65. Comyn, Mantley Chase, Newent, Glos. 695-r218

**JOWETT**, 1924 2-seater, year's tax, very smart, 79 guineas. Hiscott, 173a Westbourne Grove. 695-784

**JOWETT**. A real snip. See page 73. 695-659

**LAGONDA**. If you cannot afford new car prices, purchase a demonstration, shapesealed or good second-hand model from the manufacturers. A large selection at all prices always available. Write for particulars to Lagonda, Ltd., 195 Hammermith Rd., London, W.6. 695-449

**LAGONDA**, 1921 coupe and dicky, lighting and starting, taxed, good condition, £46; or exchange. 85 Camden Mews, N.W.1. North 1545. 695-941

**LAGONDA**, 1925 2-seater, dicky, starter, clock, speedometer, good tyres, beautiful condition, 77 guineas; exchanges, terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4635. 695-487

**LAGONDA**, £59; exchanges, deferred payments. 1921-22 Lagonda coupe, sunken dicky, lighting, starter, electric horn, speedometer, spare wheel, excellent condition. Seabridge, 35 Hauser Rd., East Dulwich, Sydenham 2452. 695-753

**LAGONDA**, 1924, 12-24 all-weather touring, in perfect condition throughout, guaranteed 12 months, £155. Deleford's, North Row, Park Lane. Open 9 to 7. 695-599

**LAGONDA**, 1922 coupe, good condition, taxed December, 1926, £75. Parkin, 64 Tower Chambers, Moorgate, E.C.2. 695-r104

**LAGONDA**, 1922, coupe, dicky, self-starter, clock, speedometer, £66. Denman Motor Agency, 4 Denman Place, Piccadilly Circus. Regent 986. 695-640

**LEA-FRANCIS**, 1925 2-seater, 4 speeds, in exceptionally nice condition, £165; extended terms. H. Beasley, late Rey (Established 1900), 374 Euston Rd. Museum 7600. 695-424

**LEA-FRANCIS**, 1924 (July), 2-seater, grey, 8,000 miles, excellent condition throughout, splendid hill-climber, any trial or examination, £120. Schulte, Green Gables, Marlow. 695-p961

**LEA-FRANCIS** 1924 2-seater, fully equipped, nice condition, £130; deferred terms and exchanges. Boon and Porter, Ltd., 159-165 Castelnau, Barnes, S.W.15. Phone, Riverside 1177. 695-500

**LEA-FRANCIS**, 100 guineas, de luxe, upholstered real leather, clock, self-starter, speedometer, rigid side curtains, deferred terms. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Regent 986. 695-641

**MARSEAL**, 1923 4, 10-20, sports 2-seater, lighting, starter, etc., and complete, real bargain, £55; exchanges or easy terms. Cummings, 101 Fulham Rd., London, S.W. 695-558

**MATCHLESS**, £59; exchanges, deferred payments. 1925 Matchless full 4-seater, 10hp, dynamo lighting, rigid all-weather equipment, 4-wheel brakes, spare wheel, speedometer, luggage grid, in practically new condition. Seabridge, 35 Hauser Rd., East Dulwich. Sydenham 2452. 695-756

**MATCHLESS**, 1923, 10hp, 4-seater, completely equipped, f.w.b., excellent condition, 55 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-742

**MATCHLESS**, 1925, all-weather equipment, dynamo lighting, spare wheel, 4-wheel brakes, mileage 1,000, £85. 53 Hook Rd., Surbiton. 695-664

**MATHIS**. A real snip. See page 73. 695-664

**MCKENZIE**. Harold Simons for bargains. See "Miscellaneous Cars." 695-779

**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. Clisold 2408. zzz-840

SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

**MORGANS**, James and Co. (Sheffield), Ltd., 261-7 Ecclesall 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-481

**MORGANS**, new and second-hand; cash, exchange, deferred. We buy Morgans. Olympia, Wakefield. C97-b677

**MORGAN Service Depot**, Hall, 91 St. Peter's St., St. Albans. Tel. 656. Appointed official repairer by Morgan Motor Co. 1914. List of new and used Morgans sent on request. 695-512

**MORGAN**, de luxe, 1924, Anzani, o.h.v., guaranteed sound throughout, taxed, any trial, must sell, bought bigger car, £80. Barton, Oaks, Lime Grove, Totteridge, Whetstone. 695-n162

**MORGAN**, 1924, standard speedometer, only done about 10,000 miles, excellent condition, must sell, £62. Write, Allison, 5 Harrington Rd., S.W.7. 695-n284

**MORGAN**, Blackburne, 1925, standard, new tyres, mechanically perfect, £62. St. Kilda's School, Chatsworth Rd., Croydon. 695-p97

**MORGAN**, 1925, late, J.A.P. de luxe, w.c., electric lighting, many extras, taxed year, grand little bus, ready for your Easter tour and many Easters to follow, must clear. £68. Fryer, Dove Walk, Uxeter. Phone 112. 696-457

**MORGAN** de luxe, 1925 model, dynamo lighting, absolutely as new, £85. Kirk and Co.

**MORGAN**, 1925 model de luxe, water-cooled M.A.G. engine, very fine appearance, coach finished, royal blue, £69. Kirk and Co.

**MORGAN**, 1925 family model, 10hp Blackburne water-cooled engine, dynamo lighting, very nice condition and appearance, £75. Kirk and Co.

**MORGAN**, 1921, Grand Prix, dynamo lighting, very fine condition throughout, £49 10s. Kirk and Co. Guaranteed second cars. Exchanges, Terms. Phone, Padd. 6049 Kirk and Co., 22 Praed St., Paddington, W.2. 695-463

**MORGAN** de luxe, 10hp Anzani, new Steppes, dynamo and acetylene lighting, dimmer, 7 lamps, speedometer, many spares, 50 miles' trial, not week-end, new condition, fully guaranteed, £75, lowest. 19 Queen's Rd., Wimbledon. 695-p931

**MORGAN**, 1925, 8hp M.A.G. engine, family model, dynamo lighting, good condition, £75. Exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 695-414

**MORGAN**, 1926, special Aero Blackburne model, practically new, 3 weeks old, self-starter, front brakes, spotlight, special tyres, 2 heaters, clock, 80 m.p.h., speedometer, fully licensed hood and cover painted crystalline grey. The above is one of the finest Morgans in the country today and cost £208. It is a great bargain, £165. Cash or hire purchase. Vernon Bills, 25 High St., Fulham, Putney 1995. 695-421

**MORGAN**, de luxe, 1922, dynamo lighting, speedometer, dome mudguards, balloon tyre on rear, taxed, £50. Smith, 25 Garrick Avenue, Golders Green. 695-p496

**MORGAN**, F.O.C.H., Ltd., have several Morgans. Bargains. 5 Heath St., Hampstead. (Tube Station). 695-371

**MORGAN**, Anzani, 1925, low mileage, perfect condition, £105 or near offer; seen by appointment. L. Morgan, High Rd., Whitestone, N.20. Phone, Barnet 2059. 695-n254

**MORGAN**, 1925, family J.A.P., insured 1927, side screens, wiper, mirror, unpannured, 4,000 miles, discs, guaranteed. Hall, 29 Market St., Hindley, Wigan. 695-p822

**MORGAN**, G.P., 65 guineas, Anzani, 1925, insured May, 1926, extra fittings; after 6.30. 17a The Gardens, East Dulwich. 695-p823

**MORGAN**, Aero, 1921, M.A.G., w.c., Lucas dynamo lighting, 55 gns. offers. 36 King Edward St., Slough. 695-830

**MORGAN**, offers; 1924 de luxe, absolutely as new throughout, genuine bargain. 181 Newton Rd., Burton-on-Trent. 695-428

**MORGAN**, 1926, family model, water-cooled Anzani engine, fitted with front-wheel brakes, Dunlop S.S. cords, black leather cloth hood, side curtains, licensed, insured till end of year, Lucas 5-lamp lighting set, self-starter, electric horn, speedometer, mileage 2,500, and condition as new, £110, or exchange. Holland, Broken Cross, Macclesfield. Tel. 279. 695-p834

**MORGAN**, 1922 Grand Prix, water-cooled Blackburne, dynamo lighting, 5 lamps, special chassis, fast and sound, 59 guineas. 51 Upper Richmond Rd., East Putney. 695-r3

**MORGAN**, 1925, family model, J.A.P., water-cooled, dynamo lighting, £68; exchanges, deferred. King, New Rd., Oxford. 695-513

**MORGAN**, 1925, family model de luxe, water-cooled, dynamo lighting, perfect, £100; exchanges, deferred. King, New Rd., Oxford. 695-518

**MORGAN**, 1921, de luxe model, J.A.P. engine, just overhauled, £45; exchanges, deferred. King, New Rd., Oxford. 695-517

**MORGAN**, Sprosen, Ltd., for Morgans. Exchanges, deferred. 1924 (July), de luxe, w.c. J.A.P. body, wings, upholstery, as new, chassis guaranteed, taxed year, 79 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 695-547

**MORGAN**, Aero, late 1925, Anzani, water-cooled, fully equipped, as new, 95 guineas. Chappell, 28 Bedminster Parade, Bristol. 695-149

**MORGAN**, late 1925, standard, mileage 600, side screen, etc., insured year, as new, £67. Carrington Chase Estate, King's Lynn. 695-r54

**MORGAN**, Grand Prix, water-cooled J.A.P., £50. Jevons, S. Ronans, West Worthing. 695-r45

**MORGAN**, 1924, Grand Prix model, Blackburne water-cooled engine, dynamo lighting, runs splendidly, £75; exchanges, deferred. King, New Rd., Oxford. 695-516

**MORGAN**, Grand Prix, 1922, dynamo, spotlight, splendid condition, £55. 367 Halley Rd., Manor Park, E.12. Phone, Grangewood 118. 695-r39

**MORGAN**, £69, 1925, G.P. Anzani, taxed, speedometer, discs, excellent condition; trial. Bartlett, 1 Cloisters, Temple, London. 695-r35

**MORGAN**, Popular, 1923 (August), a.c. Blackburne, in excellent condition, dynamo, speedometer, good tyres, fine running order, licensed December, £55. Griffin, 120 St. James Rd., Northampton. 695-r33

**MORGAN**, Bargain. 1926 Aero, o.h.v. Blackburne, cost £170 few weeks ago, very fully equipped, as new, 138 guineas; reason for selling. Bush, Eastington Lodge, Banbury. 695-r32

**MORGAN**, 8hp J.A.P., Bosch magneto, good tyres, a.s. and electric lighting, finished blue, car type guards, £30. Lees, 8 Grove Hill Rd., Richmond, Surrey. 695-r28

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**MORGAN**, Grand Prix, 1922, water-cooled J.A.P. dynamo lighting, 5 amps, speedometer, discs, clock, repainted, £66. Brain, 7 Belgrave Rd., Leyton, E.10. 695-r26

**MORGAN**, family, July, 1925, practically as new, mileage 900, water-cooled, electric lighting, full equipment, 100 guineas; exchange good light car. Lillington, Teremok, Balhna Rd., Portsmouth. 695-r16

**MORGAN** de luxe, 1923 M.A.G. engine, water-cooled dynamo, speedometer, clock, several modifications and extras, splendid condition, any reasonable trial, £65. Rushall Cottage, Rushall, Pulham, Norfolk. 695-r85

**MORGAN** de luxe, w.c. J.A.P. engine, 1921, good running order and condition, very little used, bargain for quick sale, 40 guineas; appointment. Write, Reid, 5 Chester Gardens, Argyle Rd., Ealing. 695-r95

**MORGAN**, 1925 Grand Prix J.A.P. s.v. engine, as new, £100; licensed for 1926. Letters, D.F., Speen, Mulgrave Rd., Sutton, Surrey. 695-r91

**MORGAN**, Aero, 1925 Blackburne, o.h.v., indistinguishable from new, many extras taxed, £110. 2 Clifden Rd., Twickenham. 695-r69

**MORGANS**, choice of two, £50 and £55. Deferred payments, exchanges. D. Railton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 695-r56

**MORGAN**, de luxe, 1922 J.A.P., 8hp, insured, taxed till December, good tyres and spare, recently overhauled and painted, 55 guineas. K. Watkins, 58 Ilunberstone Rd., Plaistow, E.15. 695-r102

**MORGAN**, 1923, standard 8hp J.A.P. dynamo lighting, electric horn, speedometer, new tyres, fine condition, bargain, £45; appointment, 7 Warron Ave., Richmond, Surrey. Phone, Richmond 1730. 695-r221

**MORGAN** de luxe, 1925, 8hp water-cooled J.A.P. engine, electric lighting, all accessories, wide, comfortable body; air cushions, just overhauled by makers and repainted, good as new, a bargain, tax and insurance paid, ready to drive away, 95 gns. H. Moffatt, 3 Belgrave Rd., Gloucester. 695-r216

**MORGAN**, 1922, de luxe, J.A.P. engine, 5-lamp dynamo lighting set, speedometer, 3 nearly new tyres, in very good condition, £50. Below. 1924 G.P. M.A.G., aluminium louvre and disc, speedometer, dashlamp, tyres very good, special hood, taxed December, 1925, £85; another 1924 G.P. at £80; exchanges deferred terms. Elco, Ltd., 11-15 Bishopsgate, Avenue, Camomile St.; E.O.S. Phone, Avenue 5548. 695-r788

**MORGAN**, 1922, 8hp J.A.P., water-cooled de luxe, dynamo lighting, electric and mechanical horns, clocks, speedometer, oversize tyres, spring gaiters, windscreen wiper, dashlight, gradient meter, mascot, beautiful condition, guaranteed, taxed till December, bargain, £57 10s. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 695-r172

**MORGAN**, 1924, de luxe, water-cooled 10hp Blackburne, dynamo lighting, excellent condition, bulb and electric horns, guaranteed, bargain, £75. Wilkins, Simpson, opposite Olympia, London. Phone, Riverside 238. 695-r174

**MORGAN**, 1925, de luxe, Anzani, dynamo lighting, good tyres, chains, speedometer, last year's tax, £80. 92 Lakehall Rd., Bensham Lane, Thornton Heath, Croydon. 695-r188

**MORGANS**, Homac's have for disposal the following guaranteed Morgans—  
1926 family model, water-cooled J.A.P., Dunlop F.F. tyres, delivery from stock, £130 10s.  
1924 de luxe w.c. J.A.P. dynamo, as new, £90.  
1922 Grand Prix special w.c. J.A.P., narrow body, Aero screens and wings, side louvres, dynamo, speedometer, very fast, £72 10s. Any of the above can be supplied on deferred terms or your machine in part payment.  
Homac's, Morgan Service Depot, 243-7 Lower Clapton Rd., E.5. Phone, Clissold 2408. 695-r212

**MORGAN**, 1926 model Aero 10hp o.h.v. Blackburne, w.c. engine, dynamo, speedometer, i.w.b., s.s. tyres, hood, finished primrose, upholstered red leather, actual Olympia Show model, superb condition, cost £180, our price 130 gns. Below.

**MORGAN**, 1925, family, w.c. Blackburne engine, completely equipped, speedometer, practically new condition throughout, 100 gns.; exchanges or deferred. 175 Gt. Portland St., W.1. Mayfair 6977. 695-r749

**MORGAN**, July, 1925, Aero model, dynamo lighting, twin screen, central spotlight, mirror, special sports hood and many other extras, taxed, £112; G.N., Salmen or Austin part payment. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone 3287. 695-r765

**MORGAN**, 1925-26, family, Anzani-engine; this is a genuine bargain; has been carefully used since new; tyres, paintwork and mechanical condition guaranteed as new, taxed 1927, £95. 51a Hydeborne Rd., Balham. Phone, Streatham 3440. 695-r766

**MORGANS**; exchanges, deferred payments; 1922, family, w.c., dynamo, £69; 1922, de luxe, w.c., dynamo, £59; de luxe, w.c., dynamo, dickey seat, £59; 1923-24, G.P., w.c., very smart, £68. Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 695-r761

**MORGAN**, 1923, de luxe, water-cooled M.A.G. engine, electric lighting, speedometer, finished purple, £75. Below.

**MORGAN**, 1925, de luxe, w.c. Anzani engine, shop-sold only, £120. Maudes', 100 Gt. Portland St., London, W.1. 695-r228

**MORGAN**, Aero, 1925 Anzani, wide body, electric and bulb horns, hood, in very fine condition, any trial, £115. Below.  
H. Beart and Co., 102 London Rd., Kingston-on-Thames, the recognized Morgan specialists. Do not fail to consult us before buying your Morgan. We maintain an expert staff solely for Morgan overhauls and repairs. Morgans tuned for speed or competition work under the personal supervision of our Mr. Beart. 695-r668

**MORGAN**, Grand Prix, 1922, w.c. Blackburne, Lucas dynamo lighting, £55. Godfrey, Manor Rd., Richmond. 695-r72

**MORGAN**, late 1923, Grand Prix, water-cooled, taxed and insured for 1926, dynamo lighting, perfect, £70 or near offer. 158a Ebury St., Victoria. 695-r674

**MORGAN**, 79 guineas, 1924, Grand Prix, Anzani engine, Lucas dynamo lighting, speedometer, exceptionally good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-r688

**MORGAN**, 85 guineas, 1925, Grand Prix, Anzani engine, Lucas dynamo lighting, speedometer, tax paid, specially tuned engine, unscratched appearance, tremendous acceleration; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-r687

**MORGAN**, 55 guineas, 1922, Grand Prix, J.A.P. engine, dynamo lighting, good tyres, smart appearance, fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-r693

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**MORGAN**, 59 guineas, 1923, Grand Prix, M.A.G. engine, Lucas dynamo lighting, speedometer, smart appearance, any examination; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-r692

**MORGAN**, 1924 de luxe, with dynamo lighting, only ran few miles and equal to new, £90. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 695-r708

**MORGAN**, 98 gns.; 1925, family model, Lucas dynamo lighting, complete equipment, practically new tyres, good hood and upholstery, indistinguishable from new, A.A. or R.A.C. inspection willingly; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 695-r725

**MORRIS-OXFORD**, 1914, 10hp, 2-seater, smart sports body, in very sound condition, any examination, fast and reliable, £26. Box No. 4030, c/o. "The Light Car and Cyclecar." 695-r660

**MORRIS-OXFORD**, 1914, electric lighting, bodywork and paint good, been well cared for, only wants seeing, £30, spare wheel, licence and insured. White, 24 St. Mark's Rd., Maidenhead. 695-r948

**NEW BRITISH**, 1924 8hp 2-seater, good order, £35, or exchange. Willetts, Lanesfield, Ettingshall, Wolverhampton. Phone, Sedgely 61. 695-r790

**NEW GARDEN**, 1925, 7hp chummy, electric lighting, usual equipment, tyres excellent, £35. 66 Cedars Rd., Hampton Wick. 695-r68

**NEW GARDEN**, 1924, family models, ideal for family man with 2 children, take all 4 in absolute comfort under hood, £7 tax, low running expenses, attractive in appearance, deferred terms arranged, £40 upwards; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 695-r64

**NEW GARDEN**, 1925 2-seater 7hp model, only used for demonstration purposes, car ready to drive away, cheap for quick clearance. Arnott and Harrison, Ltd., 22 Hythe Rd., Willoaden, N.W.10. 695-r673

**PERRY**, 7hp, 1914, recently overhauled, dynamo lighting, good Dunlop tyres, bargain, £33 10s. Hancock, Malvern Rd., Worcester. 695-r58

**RENAULT**, 1924, 8hp, 2-seater and dickey, balloon tyres, electric lighting and starting, taxed, as new, list £235, our price £110, cash, deferred or exchange. A. Green, Back of No. 9 Blackfriars St., Salford. Tel. Cent. 2191. 695-r915

**RENAULT**, £180, 1925, 8 3/4hp saloon, 4-wheel brakes, as new. Arthur Stuart and Co., 16 Little Portland St., W.1. 695-r443

**RENAULT**, 1925 8hp coupe, i.w.b., balloon tyres, spare wheel, unused, i.h.s., a bargain, 119 guineas, cost £250; exchanges and deferred terms. Archie Simons and Co., 6-7 Warren St., W.1. Museum 2578-9. 695-r605

**RENAULT**, 1925 8 3/4 2-seater, excellent condition, £135. George Newman and Co., 369 Euston Rd., London. 695-r624

**RHOE** sports, 9.5hp, 1924, painted mauve, aluminium wings, starter and full equipment, Triplex windscreen, perfect condition, £95. William G. Thomas and Frazer-Nash, Ltd., London Rd. Works, Kingston-on-Thames. Telephone, Kingston 3610. 695-r402

**RHOE**, sports, 9.5hp, 1923, excellent condition, £155 25 Prospect Rd., Banbury, Oxon. 695-r19

**RHOE**, 1924, light 4-seater, in excellent condition, small mileage, fully equipped, rear screen, etc., licensed end of year, a bargain, £110. Willoughby, Mersham, Surrey. 695-r56

**RHOE**, £60; chummy all-weather, excellent condition, late 1922. Kent, 28 Alexandra Rd., Blackpool. 695-r80

**RICHARDSON**, 1921, 2-seater, dickey, £24, O.A.V. lighting extras, £20, 1926 licence and insurance, £12, good condition £56 all. Box No. 4067 c/o. "The Light Car and Cyclecar." 695-r23

**RICHARDSON**, £25; exchanges, deferred payments; 1921 chummy 4-seater, 8hp, 4 speeds, hood, side curtains, electric lamps, good appearance, reliable, economical, any examination, trial, Scabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 695-r754

**RILEY**, Lewes Motor Works, Sussex. All Rileys completely overhauled before offered. Write for stock list. zzz-162

**RILEY** sports, 1924, 2-seater and hidden dickey, engine lately overhauled by makers, 1926 type bearings throughout, 1926 type wire wheels, hood, revolution counter, speedometer, starter, gaiters, 3 new tyres, moderate mileage, £265. 18 Boundaries Mansions, Balham. 695-r99

**RILEY** 1925 11hp coupe, practically equal to new, £325. Newnham Motor Co., 243-5 Hammersmith Rd., W.6. 695-r703

**RITZ**, £10, 10hp 2-seater 4-cylinder, 3 speeds and reverse, bargain to clear. Ewers, Newton Rd., Burton-on-Trent. 695-r27

**ROVER** 8s. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E., have the following in nice condition, fully equipped and ready for a trial run:—  
1924 Rover 8, full 4-seater, £75.  
1924 Rover 8, occasional 4-seater, £72. zzz-373

**ROVER** 9, 1925 2-seater, dynamo, starter, dickey, £110. Garage, 12 Cornwall Ter. Mews, Allop Pl., N.W.1. Baker St. Station. Phone, Langham 2953. zzz-331

**ROVER**, 8hp, 1923-24, 2-seater de luxe, speedometer, clock leather upholstery, dynamo lighting, new all-weather equipment, excellent condition, £59. Tutt, 36 Rawlings St., Chelsea. 695-r999

**ROVER** 9, 1925, 4-seater, balloons, speedometer, etc., in first-class order, 125 guineas. 51 Upper Richmond Rd., East Putney. 695-r2

**ROVER** 8, 1921 2-seater, dickey seat, dynamo, excellent order, £38. 114 Brixton Hill. 695-r448

**ROVER** 8, £47 10s., 1924, 2-seater and dickey, dynamo, speedometer, all-weather, excellent throughout, no offers. 26 Tulsa Hill, Brixton. Phone, Brixton 1292. 695-r446

**ROVER** 8, 1923 2-seater, dynamo lighting, side screens, very attractive and reliable car, £57 10s. Kirk and Co. 695-r674

**ROVER** 8, 1922-3 2-seater, equipped with side screens, speedometer, dynamo lighting, dashlamp, extremely smart appearance, good tyres, tax paid, £57 10s.; another £52 10s. Kirk and Co. 695-r674

**ROVER** 8, 2-seater, 1922, very sound mechanical condition, good tyres, £46. Kirk and Co. 695-r674

**ROVER** 8, 2-seater, 1921, dynamo lighting, very nicely equipped, £49. We have several other Rover 8 models in stock at very attractive prices, all cars guaranteed; exchanges, terms. Kirk and Co., 22 Praed St., Paddington, W.2. Phone, Paddington 6049. 695-r660

**ROVER** 8 de luxe 4-seater, 1924, self-starter, guaranteed, £85. Mount-view 3900. 338 Hornsey Rd., Holloway, London. 695-r963

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**ROVER**, 8hp, 1922, good tyres, speedometer, perfect, trial, £38, offer, 165 Church St., Mitcham. 695-p379

**ROVER**, 8hp, 1923, balloons, curtains, dynamo, perfect, trial, £55, offer, "Brandries," Beddington. 696-p940

**ROVER**, 1924 8hp 4-seater, excellent condition, £78; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton. 695-415

**ROVER** 8, de luxe, 1922, repainted, reconditioned, new hood, car as new, £65. Martin's Garage, Highgate Village. Phone, Mountview 350.

**ROVER** 8, 1922, 2-seater and dickey, water and air-cooled, 45 miles per gallon, looks and runs as new, £75. Legg, 2, W.O.'s Quarters, Cambrai Lines, Bulford Camp, Salisbury. 695-p835

**ROVER**, 1922 chummy, very nice condition throughout, £67 10s cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 695-430

**ROVER** 8. Finchley Motors offer 1924 2-seater and double sunken dickey, dynamo and starter, clock, speedometer, licensed, excellent condition, £75. 132 High Rd., East Finchley. Phone 2538. 695-432

**ROVER**. H. F. Edwards offer the following Rover 8 bargains:—1923 de luxe 2-seater, clock, speedometer, starter, dickey, leather upholstery, superb condition, 79 gns. Below. 1922 model 8hp 2-seater, completely equipped, good condition, 45 gns.; exchanges or deferred. Edwards, 175 Gt. Portland St., W.I. Mayfair 6977.

**ROVER** 8. Harold Simons for bargains. See "Miscellaneous Cars." 695-776

**ROVER** 8, 1922, 2-seater, dickey, new mudguards and tyres, licensed, £52. See below.

**ROVER** 8, 1923, chummy, perfect order, licensed December, £52, Kingsbury Garage, Colindale, Hendon. 695-r214

**ROVER**, 1924, 8hp, 2-seater, dickey, de luxe equipment, electric horn, perfect order, £75. Little, 154 Ladywell Rd., Lewisham. 695-r210

**ROVER**, 1924, 8hp, 4-seater, terms, £8 10s. and 10 monthly payments of £8 10s., or cash £85. Also chummy at £75. McCarthy's Motor Co., 49 Green Lanes, Newington Green, N.16. Chissold 6628. Mayfair 1926

**ROVER** 9, 1924, chummy 4-seater, perfect order, £98. Batchelor, 135 London Rd., Kingston. 695-r191

**ROVER** 8, 1921, excellent running order, trial, £35. Davis, 26 Muswell Hill, N.10. 695-r156

**ROVER**, 8hp, 1924, model de luxe 4-seater, speedometer and clock, finished maroon, new hood, in beautiful condition, like new, £85; deferred or exchange. The Telephone Motor Works, Ltd., Allapp Pl., Upper Baker St., N.W. 695-802

**ROVER** 8, 1923, 2-seater, dynamo lighting, spare wheel, excellent condition, 48 guineas. Whitbys, 7 The Vale, Acton, W.3. 695-797

**ROVER**, 1922, de luxe, 2-seater, exceptionally fine condition, taxed, 52 guineas. Clark, 223 Hammersmith Rd., W.6. 695-785

**ROVER**, 8hp, 2-seater, excellent condition and appearance, all-weather fittings, speedometer, electric and bulbs horns, and other extras, £55. Douglas Wheeler, Wixford, Alcester. 695-r184

**ROVER** 8, 1921, 2-seater and dickey, dynamo lighting, electric horn, speedometer, etc., mechanically perfect, paintwork and tyres as new, nearest £37 10s. 19, Lucerna Rd., N.S. North 3403. 695-x577

**ROVER**, 8hp, 1923, 24, 2-seater de luxe, speedometer, clock, leather upholstery, all-weather equipment, excellent condition, guaranteed, £60. Wilkins, Simpson, opposite Olympia, London. 695-r179

**ROVER** 8, 4-seater, 1924, mileage 7,000, tyres good, all extras, bargain, £85. Hope Cottage, Farnham Common, Bucks. Phone, 145. 695-r90

**ROVER** 8, 1921, 2-seater, engine reconditioned as new, repainted, speedometer, spare wheel, good tyres, £40. 14 Camilla Rd., Bermondsey (No. 1 bus). 695-r77

**ROVER** 8, 1924, 2-seater de luxe, double dickey, starter, excellent condition, £75. "Willoughby," Cricklewood Lane, Cricklewood. Hampstead 8694. 695-r67

**ROVER** 8, 1924 model, 4-seater, in superb condition throughout, guaranteed 12 month £55. Deloirds, North Row, Park Lane. Open 8 till 7. 695-609

**ROVERS**, 8's and 9's, 2 and 4-seaters, and chummy 4-seaters; deferred payments, exchanges. D. Ralton and Co., 6 Chapel St., Salford, Manchester. Cent. 8539. 695-586

**ROVER** (July, 1924) de luxe 2-seater with double dickey, dynamo lighting, self-starter, almost brand new, balloon tyres, spare wheel, hood, Triplex screen, wiper, speedometer, mirror, electric and bulb horns, taxed, unbeatable Easter bargain, 69 guineas; exchanges, easy terms. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 695-583

**ROVER** Eight's. A large selection of all models at prices varying from £45 to £55; deferred terms and exchanges; many other makes. Andrews Motor Mart, 151 White Hart Lane, Barnes. 695-566

**ROVER** 8 1922 de luxe 2-seater, speedometer, clock, excellent condition, 5 good tyres. Buckley, 42 Nova Rd., West Croydon. 695-r101

**ROVER** 8, 1923-4, chummy, complete and ready for immediate use, smart, and in perfect condition, bargain, £65; exchanges or easy terms. Cummings, 101 Fulham Rd., S.W.3. 695-554

**ROVER** 8, 1924, de luxe, 4-seater, in beautiful order and condition and exceptionally smart, complete in every detail, bargain, £75; exchanges or easy terms. Cummings, 101 Fulham Rd., S.W.3. 695-553

**ROVER**. Always 50 used cars in stock, including Rover, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-642

**ROVER** 8, 2-seater, dickey, Lucas lighting, good condition, 42 guineas. 23 Priory Rd., Hampton-on-Thames. 695-r60

**ROVER**. Sprosen, Ltd., for Rovers; exchanges, deferred. 1922 8hp 2-seater, speedometer, many extras, good tyres, taxed, 47 guineas. 111 Gt. Portland St., W.1. Phone, Langham 1212. 695-548

**ROVER** 8, 1923, electric starter, speedometer, perfect condition, £55 10s., fully taxed. 182 Links Rd., Tooting Junction. 695-r37

**ROVER**, 9-20hp, 1925 (May), Nile blue, 4-seater de luxe, 3 doors, owner-driven, all extras, mileage under 4,000. Maddock, 23 Albany St., N.W.1. Museum 6638. 695-r16

**ROVER** 8, fully equipped, in splendid condition, £39. A.V. Motors, Park Rd., Teddington. Telephone, Kingston 710. 695-505

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**ROVER** 8, 1924, 2-seater, dickey, starter, speedometer, beautiful condition, 65 guineas. Below.

**ROVER** 8, 1921, 2-seater, fully equipped, taxed, splendid condition, 29 guineas; exchanges, terms. Allery and Bernard, 344 King's Rd., Chelsea, S.W. Kensington 4633. 695-486

**ROVER** 8, 1922, 2-seater, taxed, 3 new Dunlop cords, excellent condition, £45; exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone, 3265. 695-468

**ROVER**, 9-20, 1925, 2-seater and dickey, de luxe model, 2 doors, long chassis, small mileage, tax paid, £150. Ratcliffe Bros., 200 Gt. Portland St., W.1. 695-476

**ROVER**. A real snip. See page 73. 695-660

**ROVER** 8, South Ealing Garage, exceptionally fine 1924 4-seater Rover 8, new tyres, painted brown, £80. Below.

**ROVER** 8, saloon coupe, 1923 model, self-starter, painted blue, leather upholstery, £70. South Ealing Garage. Ealing 2983. 695-615

**ROVER** 1922 8hp 2-seater, dynamo lighting, rigid side curtains, speedometer, etc., very nice order, a bargain, £40; exchanges, extended payments. Mears and Bishop, Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 4191-2. 695-634

**ROVER**, 1925 (late), 9-20hp, 4-seater de luxe, 4 doors, balloons, small mileage, as new, taxed £165. Parkworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 695-646

**ROVER** 8, 2-seater, 1923, new condition, low mileage, £60. Godfrey, Manor Rd., Richmond. 695-671

**ROVER** 8, £45; 1922, 2-seater, dynamo lighting, spare wheel, recently overhauled and repainted, exceptionally good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 503. 695-686

**ROVER** 8, 59 gns.; 1923 chummy, self-starter, tax paid (11 December) smart appearance and good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-690

**ROVER** 8, £52 10s.; 1923-24, 2-seater, dickey, dynamo lighting, side screens, in exceptionally good condition; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-689

**ROVER** 8, 55 guineas, 1923, chummy, dynamo lighting, self-starter, splendid condition; exchanges. Empire Motors, 325 High Rd., Chiswick. Phone 303. 695-696

**ROVER** 1923 8hp chummy de luxe, in first-class condition, £68; 1924 chummy, painted Nile blue, £68; also 1924 2-seater, in particularly good order, £47 10s. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 695-709

**ROVER** 1924 8hp 4-seater, condition equal to new, 75 guineas, motorcycle in part payment. Longman Bros., 17 Bond St., Ealing. 695-720

**ROVER** 1924 8hp 4-seater, starter and lighting, all-weather equipment, tyres, excellent and spare, paintwork and upholstery perfect, guaranteed absolutely sound, £75. Below.

**ROVER** 1923 8hp chummy, dynamo lighting, recoachpainted, thoroughly overhauled, tyres excellent, absolutely sound throughout, tax paid, £57, choice of 3. Below.

**ROVER** 1922 8hp 2-seater de luxe, starter and lighting, leather upholstery, tyres excellent and spare wheel, thoroughly overhauled and guaranteed, taxed for the year, £52, cash or deferred. Naylor, 45 and 406 Garratt Lane, Epsom, S.W.18. Phone, Wimbledon 2041. 695-716

**ROVER** 8, 1921, blue, 2-seater, dickey seat, exceptional condition, £44; exchanges, cars, motorcycles. Newhams, Heath Rd., Twickenham. Phone, Richmond 3293. 695-728

**ROVER** 8, 1924, 4-seater de luxe, new condition, £85; exchanges, cars, motorcycles. Newhams, Heath Rd., Twickenham. Phone, Richmond 3293. 695-727

**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. 51 Brook St., London, W.1. Phone, Mayfair 2966. 695-283

**SALMSON**, 1925, 10hp, 2-seater sports, very fast, excellent condition, guaranteed, tax paid, £115. Taylor's, 49-53 Sussex Pl., South Kensington. Phone, Ken. 8558. 695-236

**SALMSON**. Choice of 2. 1923 model de luxe, fully equipped and in nice condition, from £70. K.J. Motors, 30 Wilmora Rd., Bromley. 696-386

**SALMSONS**. Vadum Co., used Salmson specialists, offer

**SALMSON**, 1923, de luxe, semi-elliptic front springs, luxurious coachbuilt 2-seater body, double dickey, side screens, 5 lamps, good tyres, taxed, repainted, very smart, £75.

**SALMSON**, 1922, very good order, excellent appearance, £57 10s.

**SALMSONS**. Deferred terms, exchanges, from Vadum Co., 37 Beacons field Rd., Willesden Green, N.W.10. Salmsons bought, overhauled, and sold. Telephone, Willesden 692. 695-451

**SALMSON**, 1925, Grand Prix, 10hp, as new, only done 600 miles, front-wheel brakes and complete equipment, £195, any trial. William G. Thomas and Frazer Nash, Ltd., London Road Works, Kingston-on-Thames. Telephone, Kingston 3610. 695-400

**SALMSON**, 1925, 2-seater, dickey, finished red, new condition, £115; exchanges, cars, motorcycles. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 695-729

**SALMSON**, 1925, 10hp, 2-seater and dickey, painted red, very small mileage, perfect order, £116. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 695-704

**SALMSON** 1925 special sports, dynamo lighting and starting, all-weather equipment, small mileage, original semi-balloon Dunlop tyres, royal blue, first-class throughout, £90, or exchange powerful combination and cash. The Bungalow, Verbena Gdns., Hammersmith, Riverside 4126. 695-r128

**SALMSON**. H. F. Edwards offer the following Salmson bargains:—1926 brand new (shop-soiled) 10-15 4-door saloon, completely equipped, f.w.b., balloons, upholstered in cord cloth, fitted silk blinds, roof light, etc., makers' guarantee, present list price £450, our price 320 guineas. Below.

1925 (late) 10hp Grand Sports 2-seater, completely equipped, f.w.b., disappearing hood, superb condition, mileage 2,000, 185 guineas. Below.

1924 10hp English 2-seater, dickey, completely equipped, excellent condition, 88 guineas. Below.

1926 model 10hp English de luxe 2-seater, sports engine £8 extra cost, dickey, completely equipped, painted maroon, superb condition, 125 guineas, exchanges or deferred. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-750

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**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**SALMSON.** South Ealing Garage. 1925 English body, painted blue, £65. Ealing 2983. 695-613

**SALMSON,** 1924, English 2-seater body and dickey, upholstered in real leather, bargain, £75. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone 3287. 695-764

**SALMSON.** A real snip. See page 73. 695-661

**SCOTT SOCIABLE,** latest family model, taxed, 1927, under 3,000 miles, water-cooled, electric light, hood, 4 interchangeable disc wheels, splendid luggage room, 65 m.p.g., starter, inside, best offer. Box No. 4061, c.o. "The Light Car and Cyclecar." 695-r12

**SENECHAL,** 1925 (July), 1,100 c.c., specially tuned and fitted with aluminium pistons, balanced connecting rods, special valve timing, variable ignition and oil gauge, extras include electric horn, motometer, ammeter and duplex Hartfords, speed 75.80 m.p.h., £170. Instow, Wyldre Green, Birmingham. 695-n85

**SENECHAL** cars. As the sole concessionaires for Great Britain, we always have several good second-hand Senechal cars in stock. Free advice on the history of any second-hand Senechal advertised gladly given. Tele. Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-162

**SENECHAL,** August, 1925, very roomy 3-seater sports, very fast and bodywork in good condition, £125. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W.15. 695-501

**SENECHALS.** Spronser, Ltd., for Senechals; exchanges, deferred, 1925 (Autumn) super-sports, as new, unscratched, taxed, guaranteed, £175. 1925 super-sports, condition as new, £152 10s. 111 Gt. Portland St., W.1. Phone, Langham 1212. 695-549

**SHORT-ASHBY,** £47. 1922, 8hp, sports 2-seater, aluminium body, red wings, 4-cylinder water-cooled engine, tax paid, smart and fast; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-685

**SINGER,** 1924 10hp 4-seater, painted blue, electric lights, self-starter, all-weather equipment, mechanical condition guaranteed, tax paid, £125. Taylors 49-53 Sussex Place, South Kensington. Phone, Ken. 8558-9 zzz-235

**SINGER,** 10-26hp, 4-seater touring model de luxe, painted dark blue, purchased February, 1925, excellent condition, just overhauled by makers, mechanism in perfect order, tyres replaced 5 months ago, fitted with £20 worth of accessories, including Hartford duplex shock absorbers, suction-operated windscreen wiper, driving mirror, etc., price £160, or nearest offer. Platt, 4 Hallswell Rd., Golders Green, N.W.11. Phone, Speedwell 2807. zzz-921

**SINGER** 2-seater, 10hp de luxe, July, 1924, carefully driven by experienced owner, about 13,000 miles, tyres almost new, trial, £115. Reply, 1a Woodgrange Ave., Ealing. 695-p178

**SINGER,** 1924, 4-seater de luxe, dynamo lighting and starting, all-weather equipment, extremely smart appearance, practically new tyres, guaranteed, £107 10s., exchanges, terms. Kirk and Co., 22 Praed St., Paddington, W.2. 695-458

**SINGER,** 10hp 1921 2-seater, starter and lighter, perfect running order, capital condition, must clear, bargain, £35. Fryer, Doro Walk, Uttoxeter. Phone 112. 697-453

**SINGER,** £95, 10hp, 2-seater, as new throughout. Arthur Stuart and Co., 16 Little Portland St., W.1. 695-442

**SINGER,** 10hp, 2-seater, double dickey, self-starter, full equipment. Craigs Garage, 201 Mare St., Hackney. 696-n149

**SINGER,** de luxe. Cass's Motor Mart, Ltd. (Established 1911). 1923 2-seater, starter, exceptional condition throughout, terms £90. 6 Warrion St., W.1. Museum 623. 695-437

**SINGER** 10 1919 2-seater, £44. Coddard, Norwood Court, Southall, Middx. 695-p556

**SINGER** 1924 10hp Weymann saloon, excellent condition, £150; exchanges, deferred payments. Parkers, Ltd., Bradshawgate, Bolton; also 246-252 Deansgate, Manchester. 695-416

**SINGER,** 1925, 10-26hp, de luxe 4-seater, fully equipped, exceptional condition, £150. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 695-493

**SINGER,** 1924, 2-seater de luxe, Rapson tyres, now condition, £110. Membery, Youngs Corner, Hammersmith. 695-505

**SINGER,** 1921, 10hp, 2-seater, dickey, self-starter, dynamo lighting, spare wheel, runs splendidly. King, New Rd., Oxford. 695-512

**SINGER,** 1925, 10-26hp, 4-seater, in new condition throughout, mileage negligible, insured 155 guineas; exchange or terms. Chester Mighall, Ltd., Stourcliffe St., Edgware Rd. Padd. 3553. (Fourth turn right from Marble Arch). Always open. 695-477

**SINGER,** 10hp, 2-seater, dickey, £25. 178 Eardley Rd., Streatham. 695-r57

**SINGER** 10, 1923-24, C.P. model, 4-cylinder, o.h.v., 2-seater, dickey, dynamo, taxed, £69. 5 Victoria Avenue, Surbiton. 695-r62

**SINGER,** 1924 (July), de luxe, 2-seater, speedometer, lighting, starting, dashlamp, screen wiper, loose cushion, decarbonized, insured June, excellent order, 100 guineas. View and trial Hampstead by appointment. Write, Knott, 20 Wycombe Gardens N.W.11. 695-r46

**SINGER.** Always 50 used cars in stock including Singer, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-543

**SINGER,** 1923-4, 10hp, de luxe, 4-seater, all-weather equipment, dynamo lighting and starter, good order throughout, £110. Owner, 7a Casland Rd., South Hackney, London, E.9. 695-r97

**SINGER,** 2-seater, dickey, dynamo lighting, good condition, £28. 15 Hoppers Rd., Winchmore Hill, N.21. 695-r81

**SINGERS,** 10-26, choice of two 4-seaters, de luxe models, fully licensed, £100 and £125; deferred payments, exchanges. D. Ralton and Co., 6 Obapel St., Salford, Manchester. Cent. 8539. 695-568

**SINGER,** 1925 (July), 10-26, 4-seater de luxe, small mileage, practically new, fully taxed, £170. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4433. 695-581

**SINGER,** 1924-25, 4-seater de luxe, all-weather equipped, self-starter, balloon tyres, speedometer tools, taxed, perfect condition guaranteed, £97 10s.; deferred payments. 21 Pennant Mews, Earl's Court, 6884 Western. 695-569

**SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE**  
(continued).

**SINGER,** 10hp, 2-seater, 5 new tyres and hood, full electric, perfect condition, taxed, £58. 9 Eltesmere Rd., Dollis Hill, N.W.10. 695-103

**SINGER.** South Ealing Garage. 1924 8-2hp 4-seater, kingfisher blue, paintwork as new, balloon tyres, mechanically sound throughout, £120; part exchange or deferred payments. Ealing 2983. 695-613

**SINGER** 10, 1921 (late), 2-seater coupe, self-starter, dynamo lighting, spare wheel, speedometer, all tyres perfect, in splendid order throughout, an exceptionally smart little car, £52. Teddington Garage, 160 Iliza St., Teddington. Kingston 2552. 695-r124

**SINGER,** 1925, 10-26hp, 4-seater de luxe, small mileage, as new, taxed, £165. Pickworth and Hull, 107 Gt. Portland St., W.1 Langham 1998 695-647

**SINGER** used car bargains at Newham's.  
1925 (June) 10-26hp 4-seater de luxe, in perfect order, £180.  
1925 10-26hp 4-seater de luxe (choice of 3), £175.  
1925 10-26hp 4-seater de luxe (choice of 5), £165.  
1924 10hp 4-seater saloon, in particularly nice order, £145.  
1924 10hp 4-seater de luxe, in first-class condition (choice of 3), £115.  
1924 10hp 4-seater de luxe, in nice order (choice of 4), £110.  
1923 10hp 4-seater de luxe (choice of 2), £90 and £95.  
Newham Motor Co., 243 and 245 Hammersmith Rd., London, W.6. 695-707

**SINGER,** 1925, de luxe 4-seater, smoke-hood, £160; exchanges, cars, motorcycles. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 695-732

**SINGER,** 1924, de luxe 4-seater, blue finish, excellent order, £107; black radiator and lamps. Exchanges, cars, motorcycles. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 695-731

**SINGER,** 1925, de luxe 4-seater, blue finish, excellent condition, £95; exchanges, cars, motorcycles. Newham's, Heath Rd., Twickenham. Phone, Richmond 3293. 695-730

**SINGER.** Harold Simons for bargains. See "Miscellaneous Cars." 695-772

**SINGER.** £99; exchanges, deferred payments. 1924 Singer 2-seater, dickey, 10hp, lighting, starter, all-weather screens, speedometer, electric horn, spare wheel, taxed, excellent condition. Seabridge, Below. 695-756

**SINGER,** £95, exchanges, deferred payments. 1923 de luxe 4-seater, 10hp, lighting, starter, all-weather equipment, spare wheel, smart, excellent condition. Seabridge, 35 Hansler Rd., East Dulwich. 695-756

**SINGER,** 1924, 10hp, Weymann 3-door saloon, Bedford cord upholstery, electric lighting and starter, inspection lamp, 2 horns, mirror, clock, speedometer, screen wiper, spring gaiters, luggage grid, taxed, any trial, £150, deferred payments arranged. Haverstock Hill Garage, 50 Haverstock Hill, N.W.5. Phone, Hampstead 6609. 695-r570

**SINGER,** specially tuned, 10-26hp, 1925 model de luxe 4-seater tourer, 52 m.p.h. and 40 m.p.g., just overhauled by makers and repainted dark blue, in perfect condition mechanically and otherwise, recently fitted with new tyres and magneto, many accessories, including Hartford shock absorbers, 2 mechanical windscreen wipers, driving mirror and parabolic headlamp lenses; an exceptional car for £165. Bennett, 32 Rutland St., N.W.1. zzz-819

**SINGER,** 1924, 10hp, 4-seater de luxe, run only 8,000 miles and in perfect order, £115. Batchelor, 135 London Rd., Kingston-on-Thames. 695-r190

**SINGER** de luxe, 1924, 10hp, 2-seater, dickey, all-weather equipment, speedometer, excellent condition, repainted, guaranteed, £112 10s.; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 695-r175

**SINGER,** 1924, 2-seater de luxe, starter, all-weather, excellent condition, guaranteed, £107 15s., cash, easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 695-r181

**SINGER,** 1920, dickey, full electrical equipment, well shed, overhauled, a real bargain, £40, will exchange for van, or, with a little cash, for car convertible to same. Lloyd-Owen, Oak Lodge, Parkfield Rd., Ickenham, near Uxbridge. 695-r187

**SINGER,** 1921, 2-seater, £32, or near offer. Box No. 4071, c.o. "The Light Car and Cyclecar." 695-r98

**SINGER** 10, 2-seater, late 1924, thorough condition, dickey screen, complete accessories, £100. Usherwood, 45 Compton Rd., Winchmore Hill, N. 695-r158

**SINGER,** 4-seater, late 1923, insured, perfect condition and appearance, £95. 6 Jedburgh Avenue, Rutherglen, Lanarkshire. 695-r159

**SINGER,** bargain, 2-seater, 1916, just overhauled, drive away, £35 cash. 36 Colehill Gardens, S.W.6. 695-r161

**SINGER.** A real snip. See page 73. 695-662

**STANDARD** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-19

**STANDARD,** 1924, 11hp, 2-seater, mechanically sound, revarnished, 7 days free trial, taxed, £118. Taylor's, 49-53 Sussex Place, South Kensington. Phone, Ken. 8858. zzz-234

**STANDARD,** 1924, 2-seater, dynamo, starter, dickey, £110. Garage, 12 Cornwall Terrace Mews, Allsop Place, N.W.1. Baker St. Station. zzz-332

**STANDARD,** 1924, 11.4, 2-seater, dickey, starter and extras, condition as new, £110; also 695-p566

**STANDARD,** 1925 Piccadilly saloon, luggage carrier, licensed, many extras, guaranteed as new, £175; deferred terms arranged. Cbinery, 1 Hammersmith Rd., W. Kensington. Phone, Western 3568. zzz-217

**STANDARD,** 9.5, 1915 2-seater, dickey, good tyres, dynamo, speedo, excellent order, trial, week-ends, £40. Letryns, Cooper's Lane Grove Park. Phone, Lea Green 2875. 695-p566

**STANDARD,** 9.5 2-seater, double dickey, hood, speedometer, 5 detachable wheels, well shod, bargain, £35. 100 Wordsworth St., Liverpool. 695-p936

**STANDARD,** 11.4hp 4-seater, owner-driven, new October, 1924, small mileage, in perfect order, expert examination, any test, taxed to end of year, insured to October, bargain, £110, evenings and Saturday afternoons. 224 Beaumont Rd., Bournville, Birmingham. 695-p364

**STANDARD,** 1925, 11.4hp, Piccadilly saloon, fully equipped, excellent condition, £170. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 695-492

SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

**STANDARD**, Piccadilly saloon, 1925 11.4hp, super bargain, blue with black wings, Bedford cord upholstery, frameless winding windows, curtains to rear window, 5 interior lights, cantilever rear springs, grease-gun lubrication, Dunlop cord balloon tyres (all practically as new), Lucas dynamo lighting, Lucas starter, spare wheel and tyre, Smith's speedometer, 5 lamps, spotlight with mirror incorporated, electric horn, windscreen wiper, mascot, 2 mats, aluminium number plates, etc., tax paid, 165 guineas cash, deferred or exchange. Open 9 till 9, 7 days a week. Rowland Smith, 78 High St., Hampstead. Phone, Hampstead 8421. 695-588

**STANDARD**, £115, 11.4hp, 1924, 2-seater, sunk dickey, small mileage, taxed year, really exceptional condition throughout: exchanges, deferred. Ealing Motor Mart, Ltd., Spring Bridge, Ealing Broadway. Phone, 3265. 695-465

**STANDARD**, 1920, 2-seater, dickey, electric light, starter, all-weather, spare wheel, tyre, etc., £55. Bach, 3 Rochester Sq., N.W.1. 695-726

**STANDARD**, 11.4hp, late 1924, splendid lot, £115 or nearest cash. Walkers Garage, Portia Green Rd., Finchley. Phone, Mountview 750. 695-743

**STANDARD**. Always 50 used cars in stock, including Standard, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 3081. 695-544

**STANDARD** 9.5 2-seater, dickey, £25, dynamo lighting, all in good order, worth inspection. 22a Gipsy Hill, Crystal Palace. 695-580

**STANDARD**, 1924, 11.4, 2-seater, all-weather, perfect condition, taxed, bargain, £105. Below.

**STANDARD**, 1924, 11.4, 4-seater all-weather, small mileage, £120. Lionel H. Pugh, 56 South Molton St., W. Mayfair 4453. 695-682

**STANDARD**, 1924, 11.4, de luxe 2-seater, july taxed, £110; 1923 2-seater Standard, de luxe model, £95; 4-seater Standard, £120; deferred payments, exchanges. D. Raiton and Co., 6 Chapel St., Salford, Manchester. Cent. 8559. 695-691

**STANDARD**, 1924, 11.4hp, 4-seater de luxe, all-weather equipment, painted blue, leather upholstery, numerous extras, good tyres, very nice order throughout, £115; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5591. 695-602

**STANDARD**. Harold Simons for bargains. See "Miscellaneous Cars." 695-771

**STANDARD**, 1924, 2-seater de luxe model, all-weather equipment, original tyres, paintwork and equal to new, open to any trial, £95. 31a Hydehorpe Rd., Balham. 695-768

**STANDARD**, exchanges, deferred payments. 1924 de luxe all-weather 2-seater, dickey, lighting, starter, £110; 1923 de luxe 2-seater, dickey, all-weather, lighting, starter, £95. Seabridge, 55 Hansler Rd., East Dulwich. Sydenham 2452. 695-757

**STANDARD**, 1925, 11hp, Piccadilly saloon, in very nice condition, £185. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 695-706

**STANDARD**, 11.4hp, late 1925, 4-seater, all-weather equipment, mileage 1,900, new condition, £150, taxed December. Eagles and Co., 275 High St., Acton. 695-676

**STANDARD**, 1925, 11.4hp, 2-seater de luxe, dickey, balloons, small mileage, exceptional condition, £165. Pickworth and Hull, 107 Gt. Portland St., W.1. Langham 1998. 695-648

**STANDARD**, 1915, 9.5hp, 2-seater, upholstered dickey, dynamo lighting, new battery, C.A.V. horn, leather upholstery, all-weather equipment, dome wings, coachpainted grey, perfect order, £55. Carter, Sylvan Grove, Linden Avenue, Darlington. 695-126

**STANDARD**, 1924, 11.4hp, self-starter, dynamo, 4-seater, all-weather side panels, £95. 69 St. Paul's Avenue, Willesden Green, London. 695-118

**STANDARD**, 1925, 11.4hp, self-starter, dynamo, 2-seater and double sunken dickey, in magnificent condition, £125. 69 St. Paul's Avenue, Willesden Green, London. 695-119

**STANDARD**, 11.4, 1924 de luxe model, 4-seater, taxed, £110. Blaxton's, 21 Swallow St., Piccadilly, W.1. Gerrard 5518-9. 695-610

**STANDARD**, 1924, 11.4hp, 4-seater de luxe, many extras, excellent condition, £100. 112 Stroud Green Rd., N.4. Mountview 1586. 695-195

**STANDARD**, 11.4hp, 1924, 4-seater de luxe, many accessories, beautiful condition, £125. Write, Miss Brans, 41 Wray Crescent, Tollyington Park, N.4. 695-194

**STANDARD**. A real snip. See page 73. 695-665

**STONELEIGH**, really magnificent 1924 chummy, lighting, starter, all-weather equipment, very smart and complete, everything like new throughout, £65; exchanges or easy terms. Cummings, 101 Fulham Rd., South Kensington, S.W. 695-555

**SWIFT** cars. Accredited agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-20

**SWIFT**, £85; 1922, 10hp, 2-seater, repainted, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 695-440

**SWIFT**, F.O.C.H., Ltd., have several Swifts. Bargains. 5 Heath St., Hampstead. (Tube Station.) 695-370

**SWIFT**, 2-cylinder, 2-seater extra long leg-room, dynamo lighting, repainted, £17 10s. Seen Saturday afternoon. Taylor, 67 Victoria Rd., Surbiton. 695-420

**SWIFT** 2-cylinder, 2-seater, extra long leg-room, dynamo lighting, repainted, £17 10s., seen Saturday afternoon. Taylor, 67 Victoria Rd., Surbiton. 695-420

**SWIFT**, 1921 10hp, 2-seater and dickey, dynamo lighting and starting, complete equipment, excellent throughout, £52 10s. 26 Tulse Hill, Brixton. Phone, Brixton 1292. 695-447

**SWIFT**, 1924, 10hp, chummy model, leather upholstery, perfect condition, £115. Mcmbery, Youngs Corner, Hammersmith. 695-604

**SWIFT**, 1924, 10hp coupe, repainted, £130. Bartlett's, 93 Gt. Portland St. 695-578

**SWIFT**, 1922, 10hp, 2-seater, starter, lighting, full equipment, £59. 173a Westbourne Grove. 695-673

**SWIFT** 1925 10hp coupe, only run few miles and indistinguishable from new, list price £275, accept £225. Newham Motor Co., 243-5 Hammersmith Rd., W.6. 695-706

**SWIFT**, £35. 1920 10hp 2-seater, dickey, dynamo lighting, good tyres, any examination or trial; exchanges. Empire Motors, 325 High Rd., Chiswick, W.4. Phone, Chiswick 303. 695-694

SECONDHAND  
LIGHT CARS AND CYCLECARS FOR SALE  
(continued).

**SWIFT**, 1914, 7hp, 2-seater, dynamo and starter, electric horn, running order, clear at £25. Maudes', 100 Gt. Portland St., London. 695-630

**SWIFT**. Harold Simons for bargains. See "Miscellaneous Cars." 695-776

**SWIFT**, 10hp, 2-seater, starter, very clean; terms £8 10s. and 10 monthly payments of £8 10s., or cash £85. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 695-208

**SWIFT** chummy, 1924, 10hp, very clean condition, snip, £15 down and 10 monthly payments of £15, or cash £130. McCarthy's Motors, 49 Green Lanes, Newington Green, N.16. Clissold 6628. 695-202

**TALBOT**, £90, 1923, 8hp, 2-seater, repainted, exceptional condition. Arthur Stuart and Co., 16 Little Portland St., W.1. 695-441

**TALBOT**, 1923 18hp coupe, exceptional condition throughout, £165. 11, 25 Fassott Rd., Kingston-on-Thames. 696-950

**TALBOT**. Always 50 used cars in stock, including Talbot, all backed by our well-known guarantee; exchanges or deferred terms. The Light Car Co., 404-414 Euston Rd., London. Phone, Museum 5081. 695-545

**TALBOT** coupe, 1923, 8-18hp, dickey, starter, lighting, taxed and insured, leather upholstery, painted blue, good tyres, numerous extras, very carefully used, £135; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5591. 695-601

**TALBOT**, 1923, 8-18hp, 2-seater, sunk dickey, starter, speedometer, excellent condition, 98 gns.; exchanges or deferred. H. F. Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-734

**TALBOT**, 1924, 8-18, 2-seater, finished in maroon, absolutely in first-class order, equal to new, £135; deferred or exchanges. The Telephone Motor Works, Ltd., Allsop Pl., Upper Baker St., N.W. 695-801

**TALBOT**, 1923, 1023, touring car, absolutely perfect order, £150. Batchelor, 135 London Rd., Kingston. 695-192

**TALBOT**. A real snip. See page 73. 695-666

**TALBOT-DARRACO**, 8-18, 2-seater and dickey, lighting and starting, excellent condition, £75; exchange. Reading Car Mart, 57 Bright Rd., Reading. Phone 1909. 695-116

**TALBOT-DARRACO**, 8-18, 1923, lighting and starting, excellent 2-seater, blue, all-weather, 2 electric horns, £80; private. 68 Charlwood Rd., Putney, S.W.15. 695-144

**TALBOT-DARRACO** 1922 8-18hp 2-seater, dickey, starter, electric and bulb horns, speedometer, excellent condition, bargain, £69 10s.; easy payments, exchanges. Wilkins, Simpson, opposite Olympia, London. 695-178

**WINDSOR**, 1924 10-15hp tourer, 4-door body, rear screen, very lully equipped, excellent order, £185. Gray's, Ltd., Guildford. Phone 337. zzz-20

**WOLSELEY** cars. Accredited Agents, Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2623. zzz-21

**WOLSELEY** 1924 10hp 2-seater and dickey, very little used, perfect, £110; cash, deferred or exchange. A. Green, back of No. 9, Blackfriars St., Salford. Tel., Cent. 2191. 695-916

**WOLSELEY**, 10hp, de luxe, 1922, 2-seater, mileage 15,000, new tyres, magneto ignition, any trial, £110. 216 Grove Rd., Balham. 696-368

**WOLSELEY**, Cass's Motor Mart, Ltd. (established 1911). 1924 10hp 2-seater, dickey, balloons, exceptional condition, numerous extras, terms, £132 10s. 5 Warren St., W.1. Museum 625. 695-438

**WOLSELEY** 8.5, 1924 model 2-seater with dickey, electric starting, lighting, £85. Martin's Garage, Highgate Village. Phone, Mountview 350. 695-379

**WOLSELEY**, 11-22, 4-seater, late 1925, as new, £155. King, 30 Foscolo Rd., Hendon Central. Phone, 1206 Hendon. 695-3836

**WOLSELEY**, 1921 10 de luxe 2-seater, double dickey seat, fitted every accessory and guaranteed as new throughout, £95.

**WOLSELEY**, 1922 de luxe 2-seater and double dickey seat, repainted, as new, £95 cash, deferred, exchanges. Blackley Motors, Rochdale Rd., Blackley, Manchester. Phone, Cheetham Hill 102. 695-431

**WOLSELEY** 10hp, 1921 model, de luxe 2-seater, dickey, starter, lighting, special a-w., fitting balloon tyres on rear, very nice order throughout, £75; cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. Phone, Museum 5591. 695-604

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**WOLSELEY** 10 de luxe, 2-seater, late 1920, overhauled by makers, coachwork as new, excellent mechanical condition, no dealers, £78. Hall, Chemist, Crouch End, London. 695-761

**WOLSELEY**, 1924, 10hp, 2-seater and dickey, taxed December, £95. F.C.B., 77 Langton Rd., Brixton, S.W.9. 696-121

**WOLSELEY** 1925 11-22hp 4-seater, brand new, shop-sold only, listed £235, accept £195. Vivian, 35 Spenser St., Victoria St., S.W.1. Vic. 8677. 695-490

**WOLSELEY**, 75 guineas, 10hp, 1921, 2-seater, dickey, etc., taxed December, excellent condition. Vivian, 35 Spenser St., Victoria St., S.W.1. Vic. 8677. 695-491

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LIGHT CARS AND CYCLECARS FOR SALE**  
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**WOLSELEY.** 10hp, 1924 model, 2-seater, £100. Ratcliffe Bros. 200  
Gt. Portland St., W.1. 695-473

**WOLSELEY.** 1925, 11-22, 2-seater, front dickey, completely equipped,  
balloons, excellent condition, 155 guineas. Below.

**WOLSELEY** 1923 11hp 2-seater, clock, speedometer, starter, sunk  
dickey, excellent condition, 104 guineas. Below.

**WOLSELEY** 1924 11hp 2-seater, fully equipped, speedometer, starter,  
dickey, superb order, 120 guineas; exchanges or deferred. H. F.  
Edwards, 175 Gt. Portland St., W.1. Mayfair 6977. 695-745

**WOLSELEY.** Harold Simons for bargains. See "Miscellaneous Cars."  
695-773

**WOLSELEY** 7hp 2-seater, very good condition, £59; exchanges. His-  
cott, 173a Westbourne Grove. 695-783

**WOLSELEY,** 1925, 10 5hp, 2-seater de luxe, leather upholstery, mirror,  
mechanical screen wiper, luggage grid, starter, tyres good, rear screen to  
dickey, tax paid, insured, as new, guaranteed, bargain, £140; deferred  
terms, exchanges. Wilkins, Simpson, opposite Olympia, London. Phone,  
Riverside 238. 695-171

**WOLSELEY,** de luxe, 10hp, 2-seater, very clean; terms, £9 and 10  
monthly payments of £9, or cash £90. McCarthy's Motors, 49 Green  
Lanes, Newington Green, N.16. Clissold 6628. 695-200

**WOLSELEY,** 10hp 1922 model, de luxe, leather upholstery, indistin-  
guishable from new, £77; another, £70; exchange. Reading Car Mart,  
37 Erleigh Rd., Reading. Phone 1909. 695-116

**WOLSELEY.** South Ealing Garage. 1922 10hp coupe, new tyres, re-  
painted grey, blue leather upholstery, C.A.V. lighting and starting, me-  
chanically in very fine order, £105. Ealing 2983. 695-612

**WOLSELEY,** 1924, 11-22hp, lighting and starter, 2 horns, speedometer,  
finished grey, excellent condition, £140. Maudes', The Walsall Gar-  
age, Walsall. 695-631

**WOLSELEY.** 1923, 10hp, 2-seater de luxe, real leather upholstery,  
starter, lighting, clock, speedometer and many extras, in excellent  
condition, £100; exchanges, extended payments. Mears and Bishop,  
Ltd., 225a and 227 Hammersmith Rd., W.6. Riverside 4191-2. 695-635

**WOLSELEY-STELLITE,** 2-seater with dickey, perfect order, and just  
been repainted, £25. Beesley, 199b King St., Hammersmith. Phone,  
Riverside 1659. 697-105

**WOLSELEY-STELLITE,** 10hp 2-seater and dickey, 5 interchangeable  
wheels, lamps, smart appearance, £22 10s. 35 Ferrers Rd., Ham-  
mersmith. 695-111

**WOLSELEY.** A real snip. See page 73. 695-667

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ford St., St. James St., Brighton. 695-165

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St., London, W. zzz-580

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don Rd., Croydon. 706-n638

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unit construction, gear-cutting, grinding, turning, automatic harden-  
ing and heat-treatment departments, also power generative plant, are open  
to inspection.

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**RENAULT**, 1926 cars. Any car taken in part exchange. Deferred terms. George Newman and Co., 369 Euston Rd., N.W.1. Phone, Museum 7741. zzz-835

**RENAULTS**, Sole agents Kingston, Surbiton. Part exchanges, deferred payments, immediate deliveries. Welham's Yellow Garage, Surbiton. Phone, Kingston 1873. 700-k146

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**SALMSON**, Gordon Watney and Co., Ltd., sole London distributors, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 51 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6. zzz-847

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**SINGER** 1926 models, immediate delivery. Jackson's Garage, Guildford. Phone 345. Official agents. zzz-456

**SINGER**, Sales and Service Depot. Exchanges and deferred terms. Corbushley and Son, Station Garage, Macclesfield. Tel. 349. (See "Repairers.") zzz-393

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**SINGER**, F.O.C.H. Ltd. Immediate delivery. Exchanges, easy payments. 5 Heath St., Hampstead. (Tube Station.) 695-379

**SINGER** 1926 models; prompt delivery, part exchanges, deferred terms. The Light Car Co., 404, 410-414 Euston Rd., London, N.W.1. Phone, Museum 3081. 695-530

**SINGER**, Ernest Grimaldi, Ltd., authorized Singer agents. Immediate delivery of 1926 Singer de luxe 4-seater, £225, or saloon £280. Liberal allowance for your present car in part exchange. Ernest Grimaldi, Ltd., 88 Gt. Portland St., W.1. Museum 3931. 695-574

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The latest model 11hp Standard light cars may be seen at the Company's London Showrooms, full particulars, price, etc., being obtainable on application to The Standard Motor Co., Ltd., 49 Pall Mall, S.W.1. zzz-996

**STANDARD**, official agent, Burt, of Trinity Rd., Balham. Deferred terms and exchanges. T.N., Battersea 1528. zzz-931

**STANDARD**, The Service Co., 273-4 High Holborn, are authorized agents for Standards. Efficient service, easiest deferred terms. Est. 1889. Phone, Holborn 666. zzz-239

**STANDARD**, South London. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E. 23. Official agents. Free driving tuition, etc. Exchanges, deferred terms. zzz-699

**STANDARD**, Car Mart, Ltd., are authorized Standard agents and can give immediate delivery of all 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 3311. Museum 2000. zzz-815

**STANDARD** cars. Accredited Agents, Moore's Presto. North End and Tamworth Rd., Croydon. Phone 2623. zzz-14

### NEW LIGHT CARS AND CYCLECARS (continued)

**STANDARD.** Gordon Watney and Co. Ltd., West End Agents, all models in stock, specialize in part exchange and deferred terms. Part Exchange House, 51 Brook St., Bond St., W.1. Telephone, Mayfair 2965-6.

**STANDARD.** The Pychley Autocar Co., Ltd. are special agents and can give immediate delivery of all models. Highest prices allowed in part exchange; special deferred terms on application. 203 Gt. Portland St., W.1. Phone, Langham 1464 and 1472. zzz-438

**STANDARD.** Hatchette Bros. Standard, 11hp, 1926 models for immediate delivery. Write for our payment-out-of-income terms. 200 Gt. Portland St., W.1. Museum 8605. zzz-188

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**TALBOT** cars in Yorkshire. See the Headingley Motor and Engineering Co., Ltd., 8 Otley Rd., Leeds. 702-587

**WOLSELEY** cars. Accredited Agents Moore's Presto, North End and Tamworth Rd., Croydon. Phone 2625. zzz-16

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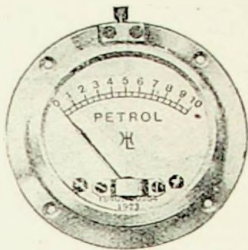
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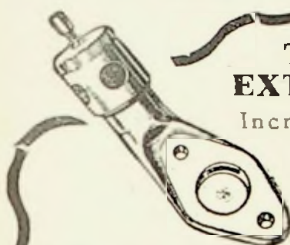
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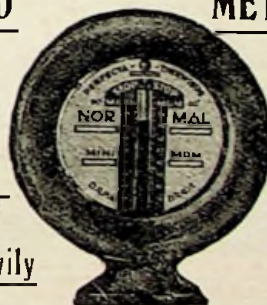
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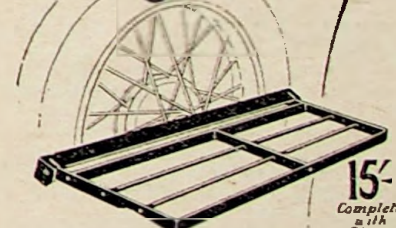
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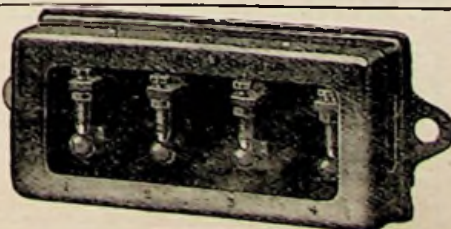
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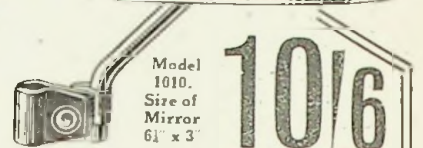
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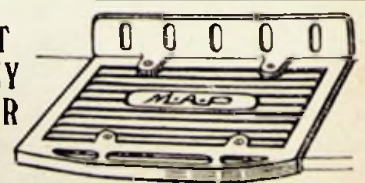
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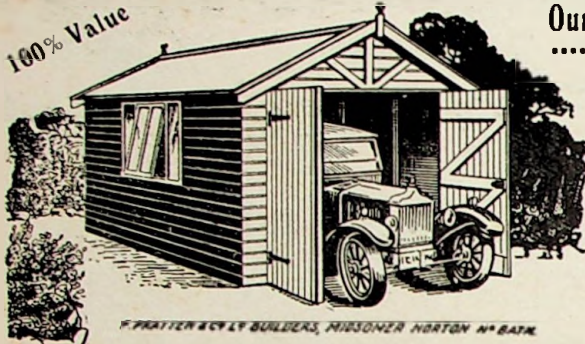
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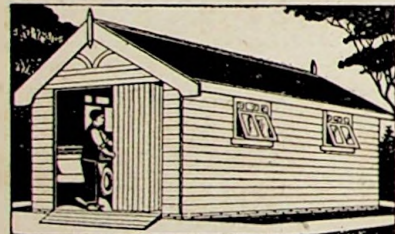
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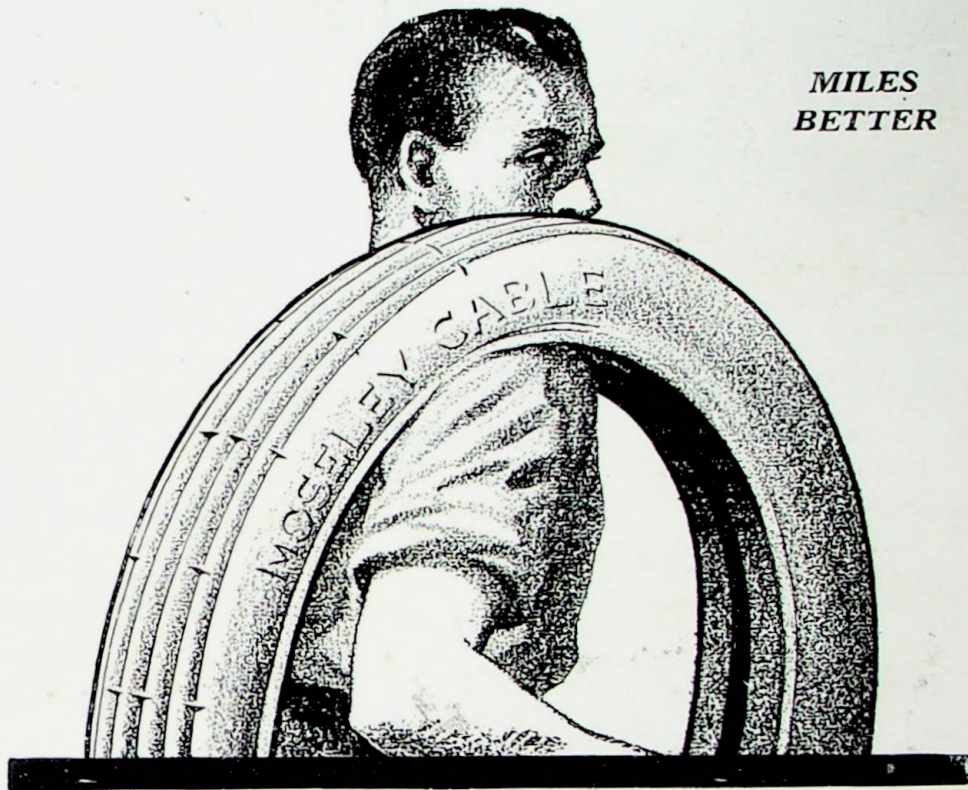
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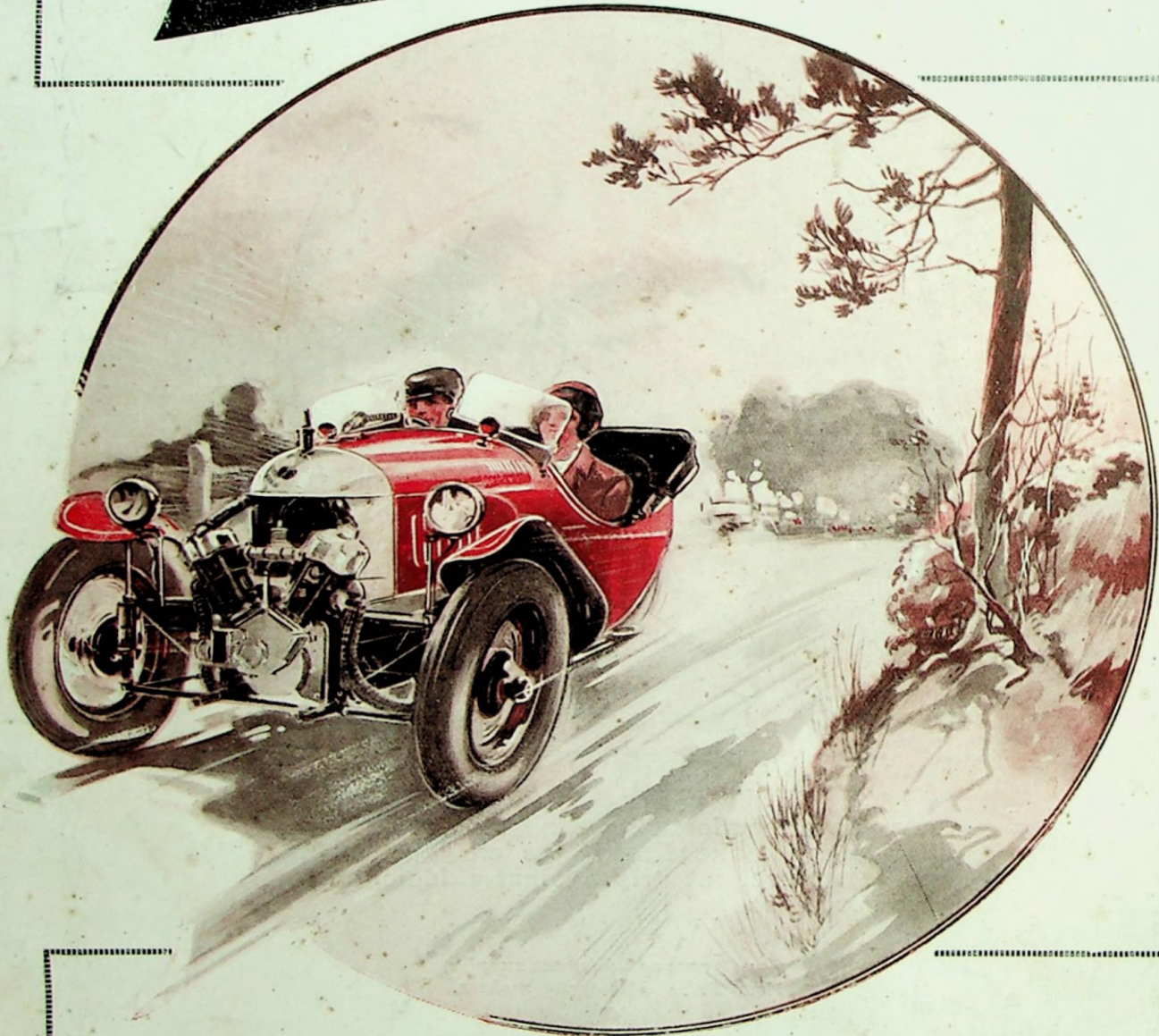
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