

add by m h w

The Light Car and Cyclecar

Founded 1912

The only Small Car Journal

3^D

Vol. XXIV No. 602
Friday, June 6, 1924
*Registered at the G.P.O.
as a Newspaper*



ON KIRKSTONE PASS.
This Lakeland test hill is the principal obstacle in the way of competitors in the Motor Cycling Club's Whitsuntide reliability trial from London to Edinburgh. More than a hundred small cars are taking part in the event.

Touring at Whitsuntide

to be really enjoyable must be quite free from troublesome road stoppages.

So far as plug trouble is concerned, you can definitely avoid this — and at the same time ensure maximum power from your engine — by seeing that all your plugs bear the name

LODGE



Every part of every model of the Lodge plug is entirely British made.

LODGE PLUGS LTD.—RUGBY

Standard model (C3)
5/-

Of accessory dealers and garages everywhere.

All Lodge plugs are packed in metal boxes with lead seal. Refuse if unsealed.



391B

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

Have you bought your Season's Supply of Gargoyle Mobiloil

to keep in your own garage?
If not it will pay you to do so
to-day.

See your local dealer. He has
a full supply of home garage
packages, suitable for your
needs.

Three advantages

1. Convenience
2. Certainty of correct oil
3. Economy

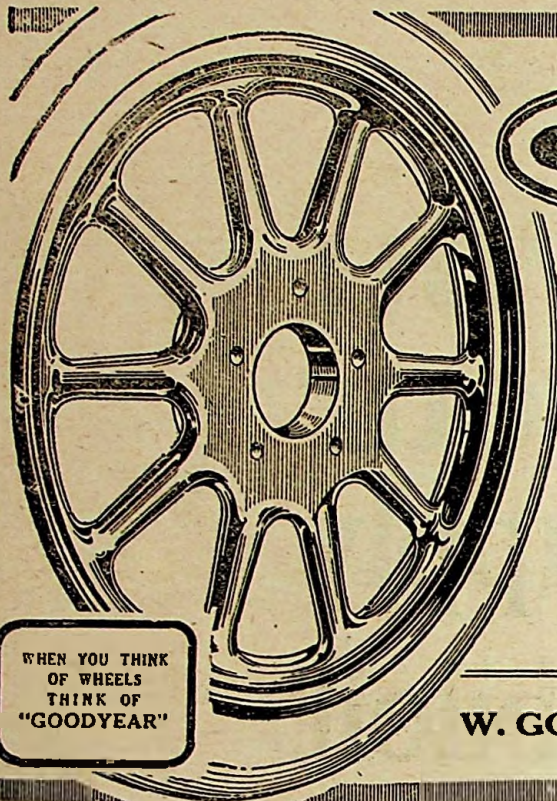


Mobiloil

Make the Chart your Guide

VACUUM OIL COMPANY, LTD

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



GOODYEAR

Patent Steel Wheels

CAN BE RELIED UPON UNDER ANY CONDITIONS OF SERVICE.

Their scientific construction ensures this, hence their great popularity.

THEY ARE FITTED ON ALL THE LEADING BRITISH CARS AS STANDARD EQUIPMENT.

WHEN YOU THINK OF WHEELS THINK OF "GOODYEAR"

W. GOODYEAR & SONS LTD., DUDLEY.

VISLOK MILLIONS in practical work for **EIGHT YEARS** have proved its Reliability and Security. **VISLOK** is now universally accepted in the World's Engineering to be the **ONLY LOCK NUT** that **CAN** and **DOES** Permanently Lock.

MADE IN ALL SIZES
From 1/4 In. to 4 Inches

AN UNDISPUTED RECORD
IN THE ENGINEERING
WORLD



The Reliable and Only

VISLOK

Safety Triple Lock Nut in the World

PUT ON AND
TAKEN OFF LIKE
AN ORDINARY NUT

WHEN LOCKED
DOES NOT REQUIRE
INSPECTIONS OR RENEWALS

Sold by all Ironmongers and
Garages.
Patented in Chief Countries of the World

MILLIONS SOLD.

"Safety First" Booklet post
free, apply to **VISLOK Ltd.**,
Salisbury Sq., London. E.C.4

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

A delicate problem discreetly discussed

Copy of our reply to:—

W. Coleby-Smith, Esq.
The Grange,
Ledbury-upon-Sands, Yorks.

Battersea,
London, S.W.11.
6th May, 1924.

Dear Sir,

We have your letter of the 5th instant and note the inquiry as to lubricants for your car.

It is gratifying to hear that several of your friends, motorists of experience, have advised you to adopt our products. On the other hand, we can well understand your hesitation, seeing that the makers of your car specify other oils.

Whose advice should you accept? Your motoring acquaintances speak with experience of many oils on many cars and, moreover, may be regarded as free agents. You contend that the motor manufacturer also speaks with authority; but might we point out that our lubricants are amongst the most costly and that the car builder of to-day is faced with that most difficult problem of making both ends meet in an era of exceptional competition. The oil which the maker of your car is suggesting is good of its class and, up to a point, satisfactory for a water-cooled engine under average conditions. No one can blame him for making a bargain.

You say that you maintain a fairly high average speed, and we would remark that yours is a fairly hilly district. These are conditions calling for exceptional treatment. Our rich compound lubricants—Motorines and Huiles de Luxe—are beyond all shadow of doubt preferable under these circumstances. Those of your friends who are hard drivers will bear us out on this point, and they will tell you of other advantages such as exceptionally clean running and freedom from any tendency to gum up even in cold weather.

The builders of the "finest car in the world" use and recommend our oils exclusively.

Regarding supplies, it is our desire and intention to sell only through the motor trade, and several agents in your district hold stocks. However, should you experience any difficulty, our principles would not stand in the way of supplying you direct.

As you will see from the E/R List and Literature which we enclose, Motorines A B and C are each 7/3 for 1-gallon tins and 29/2 for 5-gallon drums. Huiles de Luxe are 7/9 for 1-gallon tins and 31/3 for 5-gallon drums. All these prices include carriage.

Yours truly,
PRICE'S PATENT CANDLE COMPANY LTD.

P.S.—If any of your friends are in doubt as to oil for their cars or have any lubrication troubles, you know we are always happy to advise. Enquiries and requests for E/R List and Literature should be addressed to—

PRICE'S PATENT CANDLE COMPANY LTD.
BATTERSEA, LONDON, S.W.11.

ANY MAKE OF CAR

Which You Buy from Us

WE WILL RE-PURCHASE FROM YOU AT 75% OF LIST PRICE

at any time within one year of your taking delivery, should you desire to dispose of same in part payment for a new car.

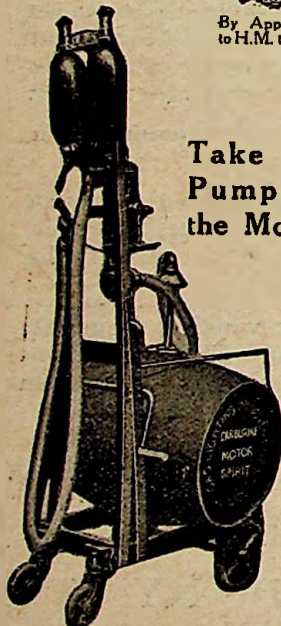
We Can Supply New Cars of Any Make for Cash, Instalments, or on Ordinary Credit Terms. Early or Immediate Delivery of all Makes.

Write or Call for Depreciation Insurance Particulars.

Telegrams: **F. G. R. BROWNE, LTD.,** Telephone: "VIMOTBRON" 17, Buckingham Palace Rd., London, S.W.1 Victoria 1983.



By Appointment
to H.M. the King.



Take the
Pump to
the Motor.

CARBURINE MOTOR SPIRIT

In Dark Blue Cans for all Users.

Prompt delivery of our Motor Spirits can be given from local Depots throughout the United Kingdom in cans, barrels, and/or bulk; Inquiries for our Portable Barrel Motor Spirit Pumps will be greatly appreciated.

GLICO MOTOR OIL

*Cut your costs, reduce your toil,
Always run on GLICO OIL.*

"ALL'S WELL THAT'S OILED WELL."

Head Office: GLICO PETROLEUM, LIMITED.

formerly

G.L.I.C.O. LIMITED.

(ESTABLISHED 1888),

ALEXANDRA HOUSE, QUEEN SQ., LONDON, W.C.1

Telephone: Museum 74004.

Tel. Address: "Carburine Holb London."

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

CLYNO CARS

1,000 miles on 20 gallons !

That is the wonderful story of Clyno economy, described by a motoring correspondent in the "Winsford and Middlewich Guardian." Under wintry conditions, the drive from Winsford to Aberdeen and back constituted an arduous test of any car's capabilities. No sign of mechanical trouble from start to finish; a petrol consumption averaging 50 m.p.g. — such is the Clyno's proud record of economy. The car had to its credit no less than 18,000 miles of travel before commencing the journey, proving once more the merit of Clyno construction and design. It is a car in which the price level is far below intrinsic value, a car without a peer in the "luxurious economy" it provides. Search the whole world of motordom, and you will find no car which more nearly fulfils your ideals in performance as in price.

Models & Prices :—

==	Popular Two-seater	... £198
11	"Occasional Four"	... £205
	De luxe Two-seater	... £215
H.P.	Four-seater	... £225
==	Coupe	... £315

Right hand gear change can be provided at £3:0:0 extra.

All models include electric starting and lighting with 5 lamps, double windscreens and full all-weather equipment, with detachable side curtains opening with the doors, speedometer and clock. Spare wheel and five cord tyres. Kit of tools, spare petrol can and carrier; half gallon tin of Wakefield oil with every car.

"... perfect performance by a two-seater Clyno of which I took delivery last Saturday. As I am a complete novice, my previous experience being a two hours' lesson, and the trip here from Cheshire Hawkshead, that speaks volumes for the car."
 Testimonial No. 128.

Ask for particulars of the SPECIAL CLYNO OVERSEAS MODEL.

Agents everywhere. Ask for name of nearest.

CLYNO ENG. CO. (1922), LTD., WOLVERHAMPTON.

'Phone: "Wolverhampton 992.

Wires: "Clyno, Wolverhampton."

London Agents—MEBES & MEBES, 144, Great Portland Street, W.1.

'Phone: Langham 2230.

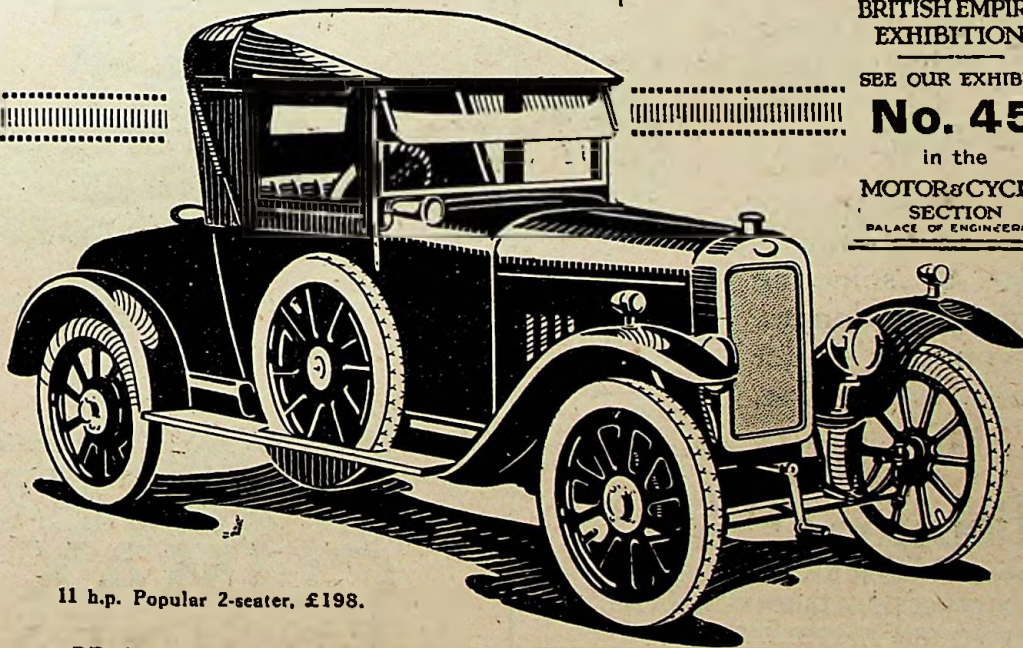


BRITISH EMPIRE EXHIBITION

SEE OUR EXHIBIT

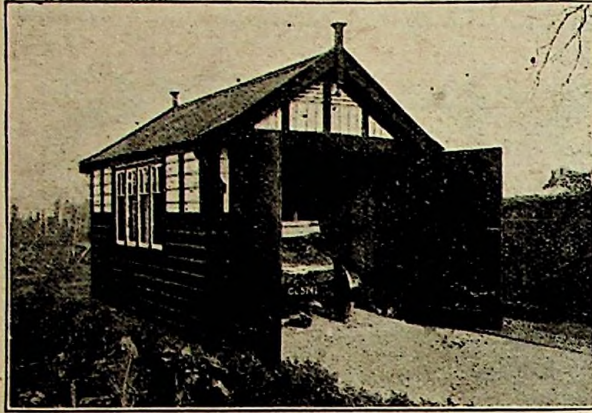
No. 45

in the
MOTOR & CYCLE SECTION
 PALACE OF ENGINEERING



11 h.p. Popular 2-seater, £198.

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.



Save Garage Expenses.

BE independent of all garages. Have an inexpensive Portable Motor House erected in your own grounds.

B. & P. Motor Houses more than repay the initial cost in a few months. Solidly built to last, and constructed in sections, they can easily be removed when required.

And you need not wait months for your garage to be built. Most of B. & P. Motor Houses can be delivered from stock. They are tenants' fixtures.

Do not put up with the expense and inconvenience of someone else's garage any longer. Have your car under your own supervision.



GET THIS FREE BOOK

"SOLVING a Motor Problem" is our latest Catalogue of Motor Houses and Accessories. It will interest you. Send for your copy to-day specifying L.C. 118.

Boulton & Paul Ltd

Telegrams: BOULTON NORWICH Telephone: NORWICH 851 (5 lines)

LONDON OFFICE: 135-137, QUEEN VICTORIA ST. E.C.

Telegrams: Boutique, Cent London. Telephone 4642 Cent

There's Music in an Engine

if its a Coventry Climax.

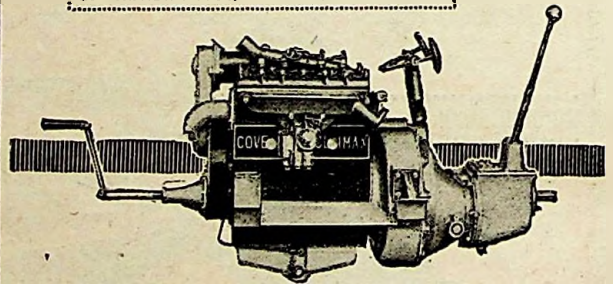
Hark! How She Sings!

IT is a song known to all true engineers, the song of a perfect engine—so gentle that it will purr at a touch, so powerful that it will sweep 60 miles behind in 60 minutes—a thing of music and harmony. Our Kipling knew it and transformed engines into poetry. Ask any engineer on the Seven Seas, in the hangars of the world's Air routes, or, if you will, on Stoneleigh Hill, three and a half miles out from Coventry, the home of the world's best motor engineers. Here, on any fine evening, you will find a dozen with heads full of "book-learning" and practical, grimy hands.

They can tell you of a master engine, the Coventry Climax, which gives the true song of power, the music which tells of perfect mechanical harmony, an engine that excels in efficiency.

Is YOUR car fitted with a Coventry Climax Engine?

MOTOR CAR MANUFACTURERS should note that Coventry Climax Engines are made in three sizes of the Four-Cylinder type and a Six-Cylinder engine which is just within the Two Litre class. See Stands Nos. 88 and 89 at the BRITISH EMPIRE EXHIBITION. Full particulars and quotations upon request to COVENTRY CLIMAX ENGINES, LTD., Engine and Gear-box Manufacturers, Friars Road, Coventry.



F Type 4-cylinder engine with 3-speed gear-box unit construction.

Engines for every type of Light Car
COVENTRY CLIMAX ENGINES
 H.P.

Telling Figures!

A perfectly standard

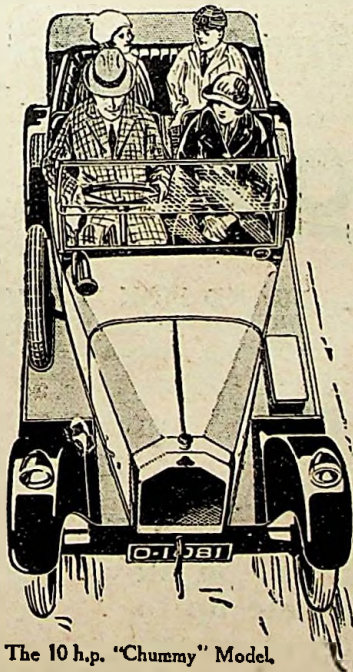


“Ten”

obtained 1,095 points out of a possible 1,110 in the severe 1,250-mile Alpine Motor Trial under the auspices of the Royal Automobile Club of Victoria. The route was over mountainous country, and the winning car, an Italian production designed for hill-climbing, scored only one point more than the SWIFT. 34 cars participated, including the pick of the British, Canadian, American, French and Italian makes.

Let 'em all come!

This further success suggests that the SWIFT “10” is a car which can challenge all comers, under all conditions, for reliable and economical performance, quality of material and workmanship, and the essentials of a no-trouble owner driver's car. Britishers need not buy foreign cars when such value-for-money—£ for £—as in the SWIFT “10” is obtainable. And remember that the ever-ready SWIFT Service is at the back of every SWIFT “10” purchased.



The 10 h.p. “Chummy” Model.

CURRENT PRICES:

10 h.p. 2-seater with dickey — — —	£235
10 h.p. “Chummy” Model — — —	£235
10 h.p. $\frac{3}{4}$ - Coupe Cabriolet — — —	£285

Write for a copy of our Art Catalogue. It contains complete information of the whole SWIFT range, and is profusely illustrated.

Manufacturers:

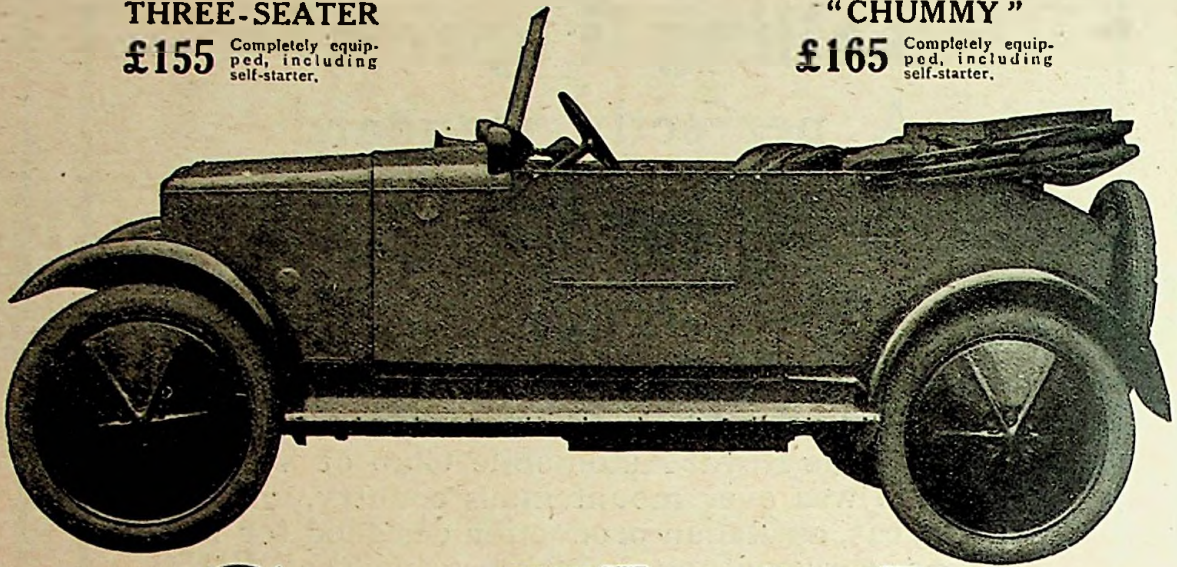
SWIFT OF COVENTRY LTD
COVENTRY.

London Depot:
133, Long Acre, W.C.2.

Dublin Depot:
15-17, South King Street.

THREE-SEATER
£155 Completely equip-
 ped, including
 self-starter.

"CHUMMY"
£165 Completely equip-
 ped, including
 self-starter.



THE Stoneleigh

NINE H.P.

Designed and built by Armstrong Siddeley Motors Ltd.
 (Allied with Sir W. G. Armstrong Whitworth & Co., Ltd.)

MANN & HANDOVER LTD.,

Phone:
MUSEUM 2878.

116, Gt. Portland Street.

Grams:
MUSEUM 2878.



3-Seater Sports - **£178**
 2-Seater Sports - **£190**
 2-Seater de Luxe - **£198**

GRAND PRIX - **£290**
 10/15 h.p. 4-Seater **£325**
 10/15 h.p. Saloon - **£425**

Deferred Terms
 over
Long Periods.

TAKE DELIVERY IN HASTE
 AND
PAY AT LEISURE.

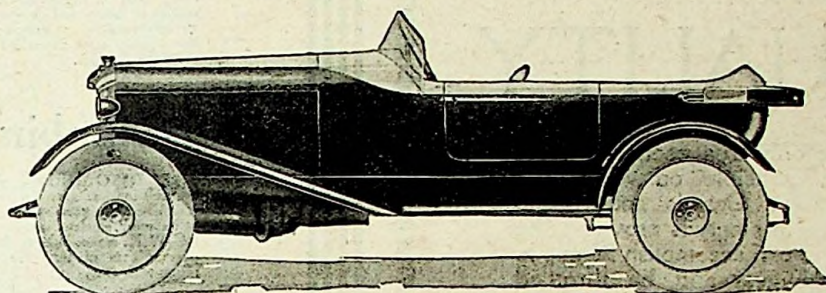
Part
Exchanges.

We guarantee to refund in full on all orders accepted from this date up to August 30th if any reduction in prices.

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

Palladium

R.A.C. Trials



In the recent very strenuous 6 days
R.A.C. SMALL CAR TRIALS, the
PALLADIUM excelled
 as usual, gaining

**1st PLACE and
 GOLD MEDAL**

in the unlimited class (Class G)
 for Cars costing £350 and over.

The **PALLADIUM** obtained **100%** marks for
**HILL-CLIMBING
 ACCELERATION
 SPEED**

and showed itself to be the fastest car of
 any entered in the Trial, at the same
 time proving its excellent qualities for

**RELIABILITY, PETROL CONSUMPTION AND
 GENERAL EFFICIENCY.**

British Empire Exhibition.

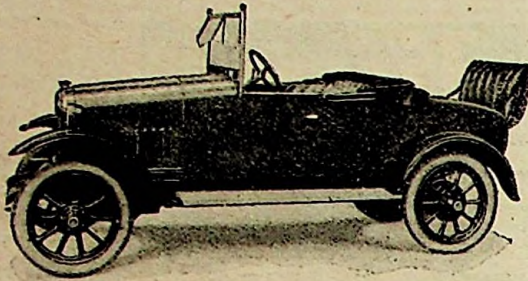
Stand No. 56.

PRICE
£395

PALLADIUM AUTOCARS, LTD.,
 PUTNEY, S.W.15.
 *Phone: Putney 2440. *Grams: "Palladocar, Put. London."

PRICE
£395

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



The economy of QUALITY

—the only true economy, is the basic principle on which the CLULEY Car is constructed. Power in plenty is provided, the engine can accomplish 50 m.p.h. on top gear and be throttled down to 5 m.p.h. if needed. Long semi-elliptic springs ensure perfect carriage comfort and minimum depreciation of the car; deep leather upholstery and carefully finished coachwork add final distinction to a production which in every detail is built to give that entire satisfaction which can only arise from long and efficient service.

10/20 h.p. Two-Seater with all-weather equipment, three-piece windscreen, double-dickey, clock, speedometer, spring gaiters, five lamps, five Dunlop tyres, electric lighting and starter, etc. ... £250

10/20 h.p. Four-Seater, as above, with four-seater body ... £270

May we send you our catalogue and the name of nearest Agent?

CLARKE, CLULEY & CO.;
Globe Works, COVENTRY. Established 1890.



H.P.



Economy—

THE DISC DRIVE saves your pocket with every mile of travel, by eliminating the weight of heavy and cumbersome gearbox. Its efficiency means running economy and low upkeep costs unrivalled by any car in the G.W.K. class.

Hill-Climbing—

THE DISC DRIVE gives the ideal transmission—a gear for every gradient. You can keep your engine running always at its most efficient speed. That is why a G.W.K. makes light of the steepest hills, passing cars of far greater horse-power rating with ease.

Speed—

THE DISC DRIVE cuts out the waste of engine power inseparable from gearbox transmission. By transmitting every ounce of driving power to the road wheels, speeds amazing for so moderate an engine size are an everyday performance with the G.W.K.

If you would enjoy the keenest delights of motoring, at a cost that is a true and continuous economy, your choice *must* be from the range of G.W.K. models.

PRICES:

10'8 h.p. Two-Seater Standard Model - 200 gns.
10'8 h.p. Two-Seater Coupe Model - 250 gns.
10'8 h.p. Four-Seater Standard Model - 225 gns.
10'8 h.p. Four-Seater De Luxe Model - 255 gns.

All G.W.K. Cars are now fitted with the G.W.K. Silent Helical Gear, Synchronised Four-Wheel Brakes on "H" Models, 210 : 10 : 0 extra.

G.W.K. Ltd.

(Successors to G.W.K. (1919), Ltd.),
Cordwalles Works, MAIDENHEAD,
Telephone Maidenhead 624.

London Distributors:

W. G. Nicholl, Ltd.,
50-54, Whitcomb Street, W.C.2.

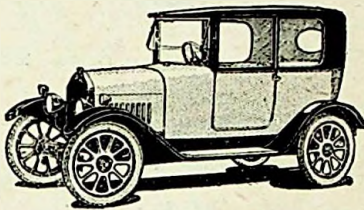
Agents: W. H. Dalton, 50, Gloucester
Mews, Paddington, W.2; R. Twelvetrees,
F. & P. Vandervell, 199, Piccadilly, W.1.

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

“Mystic Power”

The
Humber
“Eight”

A well-known motoring expert recently tested a Humber 8 h.p. car, and this is what he said after the test:—



The 8 h.p. Saloon Model.

“The engine ‘turns’ most astoundingly, and delivers the goods. Many small motors can be made to buzz merrily, but they don’t seem to be bringing home the bacon after about 2,500 r.p.m., whereas this of the Humber gives real and manifest power for every revolution of the crankshaft. Another remarkable thing is its flexibility. One can vary one’s pace from 5 to 45 m.p.h. on top gear, and yet the engine is scarcely more audible when running all out than when just ticking over. Obviously this points to exceptional design and very fine workmanship.”

If you are looking for a real motor car at moderate cost and with an enviable maintenance economy inspect the

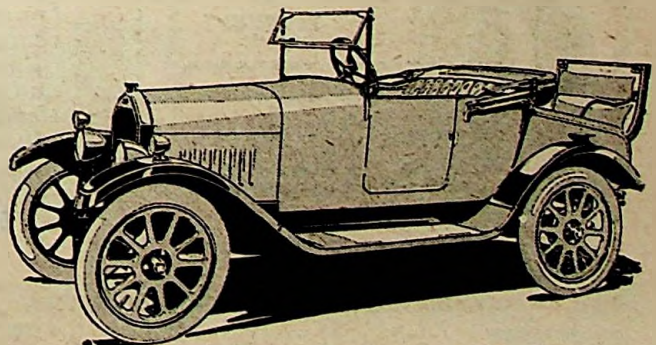
HUMBER

HUMBER LIMITED, COVENTRY.

LONDON:
CITY SHOWROOMS — 32, Holborn Viaduct, E.C.1.
WEST END SHOWROOMS AND EXPORT BRANCH OFFICE—
Humber House, 94, New Bond Street, W.1.

Repair Works and Service Depot:
Canterbury Road, Kilburn.

- 8 h.p. Light Car (Chummy body) £250
- 8 h.p. Light Car, Two-Seater,
with dickey seat - - £250
- 8 h.p. 3-Seater Saloon - - £310

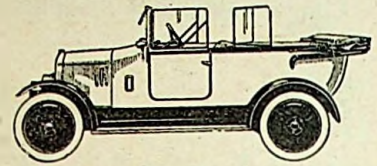


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10 h.p. SINGER

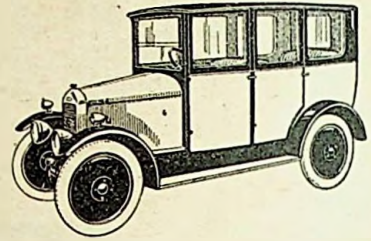
£50 down.
(Balance to suit your convenience.)



10 h.p. Singer De Luxe, £235

No References; No Bills;
Absolute Privacy Guaranteed

Specification of this wonderful Value for Money Model includes: 10 h.p. 4 cyl. overhead valve engine. Tax £10. Two or four-seater bodies, upholstered in real leather, electric lighting and starting set, 5 lamps. Dunlop cord tyres. All-weather equipment, including back screen, etc.



10 h.p. Saloon, £275

ANY MAKE OF
CAR SUPPLIED ON
OUR UNIQUE
CREDIT SYSTEM.

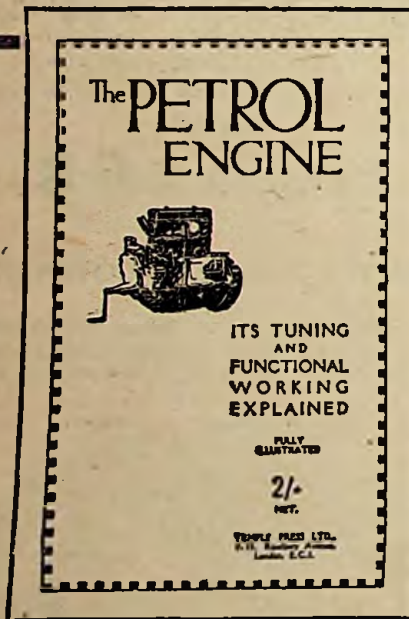
Write for descriptive booklet—

Telegrams:
"Runabout, London."

H. B. COOK LTD.

202, Great Portland Street, London, W.1.

Telephone:
Museum 8666, 8667.



PRICE **2/-** NET.

Obtainable from all booksellers or direct from the publishers, 2/3 post free.

TEMPLE PRESS LTD.,
7-15, Rosebery Avenue, London, E.C.1.

Wholesale Agents:

E. J. Larby, Ltd., 30, Paternoster Row, E.C.4

THE PETROL ENGINE

A Manual of Motor Mechanics.

A UNIQUE work, dealing in simple language with the secrets of engine tuning for speed, power and economy, and the tuning of carburetters of all makes, and for any purpose.

The functional working of an internal-combustion engine is also dealt with in a complete and concise manner.

Send for this free booklet containing useful information, and giving particulars of many other books on motoring.



Own a **SINGER**

and be satisfied

**A Story of Satisfaction
for EVERYMAN.**

“**W**HY stint yourself the pleasure of motoring, when you can get a SINGER for £200? Somehow or other I always looked upon a car as beyond my pocket. I'm one of those sort of chaps that want a car if I have one, none of your 'apologies' for me; I would rather go without. But when I woke up to the fact that I could get a Four-Seater SINGER for £210, and by deferred payments if I chose, I cut out the 'ifs' and embarked upon a larger life without limitations. My SINGER has proved an 'open sesame' to health and pleasure. Expensive? Not a bit of it! When four of us can do forty miles to the gallon, and get out every evening and week-end to just wherever we fancy, it's not an expense my boy, it's an economy. My only regret is that I did not begin motoring with a SINGER before.”

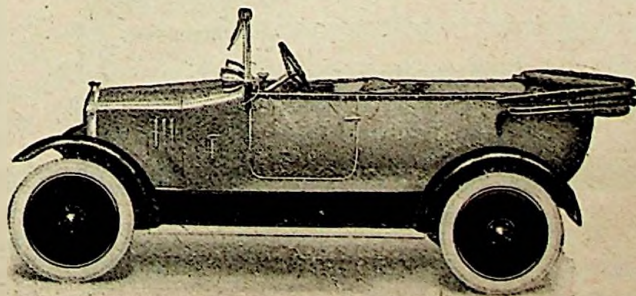
Here's a Singer to suit every taste.

10 h.p. Popular Two-Seater, £200. 10 h.p. Popular Four-Seater, £210. 10 h.p. De Luxe Two-Seater, £225. 10 h.p. De Luxe Four-Seater, £235. 10 h.p. Saloon, Weymann Body, £275. Rotax Lighting and Starting Equipment. All Singer Cars can be purchased on Deferred Payments through any Singer Agent. Illustrated Catalogues and full particulars sent with pleasure.

SINGER & CO., LTD., COVENTRY.

London Showrooms, 17, Holborn Viaduct, E.C.1.
London Service Depot, York Works, Brewery Road, Holloway, N.

*The Story of the Singer is always
a Story of Satisfaction.*



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



Time & Your Profits are linked together



All Light Car Manufacturers
should read this letter.

Gentlemen.

If working hours are shorter and wages higher how can we reduce Production and Distributing Costs? Briefly that is the Problem of Modern Business Management—it is a difficult and vital Problem, because—The purchasing power of the public is lower than it has ever been.

THE SELLING PRICE COUNTS.
The root of the Problem is Time—the answer, the Control of Time. The weak link in every business is TIME LOST and in this connection we can help.

Inset are three inexpensive machines which for general Time Control, and for the closing up of Departmental Leverages represent the finest Business Proposition of Modern Times.

Write **TO-DAY** :

Ring up
Museum 4519
NOW.

**BLICK TIME RECORDERS LTD. (Dept. 14),
174, GRAY'S INN ROAD, LONDON, W.C.1.**

The Motor Manual

26th EDITION

ALL ABOUT MOTORS IN SIMPLE LANGUAGE

24TH EDITION
650TH THOUSAND



PRICE **2/6** NET.

Obtainable from all booksellers or direct from the publishers, 2/9 post free.

THIS New Edition of "The MOTOR MANUAL," whilst embodying all the best features of the previous issue, has many additions both to text and illustration, and constitutes a comprehensive collection of up-to-date information which should prove of the greatest practical utility to both the potential and the experienced motorist.

238 PAGES. 266 ILLUSTRATIONS.

Send for this free booklet containing useful information and giving particulars of many other books on motoring.



TEMPLE PRESS LIMITED,
7-15, Rosebery Ave., London, E.C.1

Wholesale Agents—E. J. LARBY, Ltd., 30, Paternoster Row, E.C.4

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.

AUTOMOBILES
SALMSON

Trade Enquiries and Agency Applications to Sole Concessionnaires :

S.M.S. LTD.

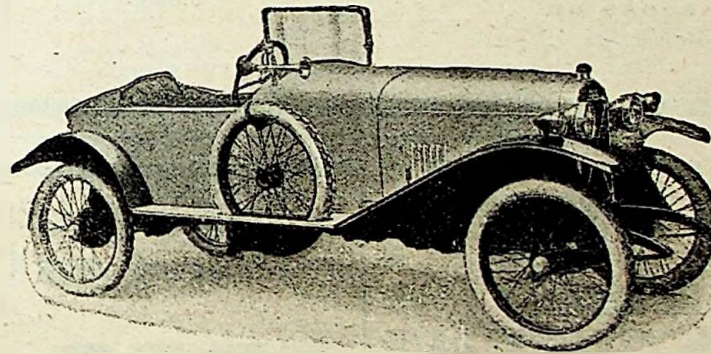
17a, Motcomb Street, Belgrave Square, S.W.1.
 Victoria 8856.

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 THE PART EXCHANGE SPECIALISTS

**31, Brook Street,
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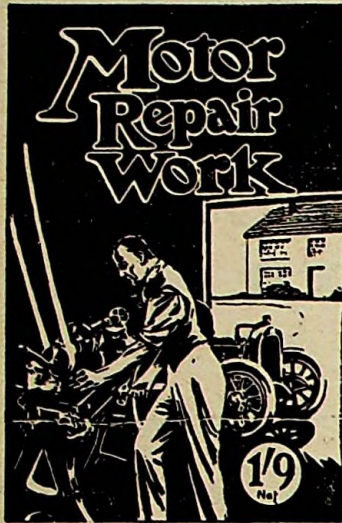
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|--------------------|------|-----------------------|------|
| 10 h.p. 3-seater - | £178 | 10 h.p. Grand Prix - | £290 |
| 10 h.p. Sports - | £190 | 10-15 h.p. 4-seater - | £325 |
| 10 h.p. De Luxe - | £198 | 10-15 h.p. Saloon - | £425 |

We guarantee to refund in full any reduction in price between now and 31st October, 1924, occasioned by the withdrawal of the McKenna Duties on all orders accepted from this date up to 30th August, 1924.

EVERY MODEL (except the Grand Prix, supplied without starter) is equipped with Starting, Lighting, Speedometer, Clock, 5 Wheels and 5 Tyres.

EVERY MODEL can be supplied on Deferred Payment and any Car or Motorcycle taken in Part Exchange.

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



Cutting Repair Costs

MOTORISTS of every class, expert or amateur, will find "MOTOR REPAIR WORK" a profitable investment. It deals with the home repair of motor vehicles, and, incorporating the latest workshop practice, gives in a simple manner comprehensive information on the complete conduct of repairs, from the description of necessary tools and mechanical adjustments to the vulcanising of a tyre. Illustrated throughout.

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100% MORE COMFORT- with a **WALLIS** **REAR SCREEN**

which has no equal for Value,
Durability and Satisfaction.
It will fit any make of car.
Complete with apron & fittings.

PRICE **£3-7-6**

Carriage paid.
Complete satisfaction assured.
Please write for our Booklet.



WALLIS PATENT WIND SCREEN
Company Limited
21, HOBSON STREET, CAMBRIDGE.

Save at least £20 per annum
by Garaging your Car at Home!

FREE

Send p.c. for profusely
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ing Thornber's Locjoint
Weatherboards and
Thornber's Garages.

"Housing Your Car" is a profusely illustrated Book describing Thornber's Locjoint Weatherboards, and showing the various pleasing designs in Thornber's Garages. Send for it to-day. Every Owner should have his own Garage. The saving per annum is considerable apart from the convenience of having your car near at hand. Thornber's Garages are roomy and sturdily built from well-seasoned timber, incorporating Thornber's Locjoint Weatherboards. Rain cannot possibly penetrate.

Anyone can erect a Thornber Garage. All sections are assembled at works, and fittings are supplied.

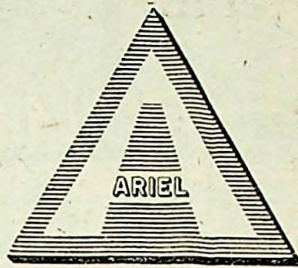
If you are interested in Poultry, send for Thornber's Annual. It is worth 1/- but is sent FREE.

Every Poultry Keeper should possess one of Thornber's Annuals. It gives useful hints and tips, and also specially written articles dealing with incubation and Pig Raising, as well as illustrating and describing the many Thornber Houses. It is worth 1/- but will be sent FREE.



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



ARIEL

10 HP. 4-CYLINDER

The Service

—behind the "ARIEL TEN"

is as perfect as the car itself. Immediate care and attention is given to any requests from ARIEL owners, and, in conjunction with our agents, it is our aim to give every possible service so that they may become, and remain, happy and satisfied motorists. The interest we show to the Ariel owner has established a high reputation for us in the motoring world, and is ever increasing our long list of friends. Investigate the many advantageous features of the "ARIEL TEN," the car that is proving its merit by "getting away with the awards" in Light Car Trials.

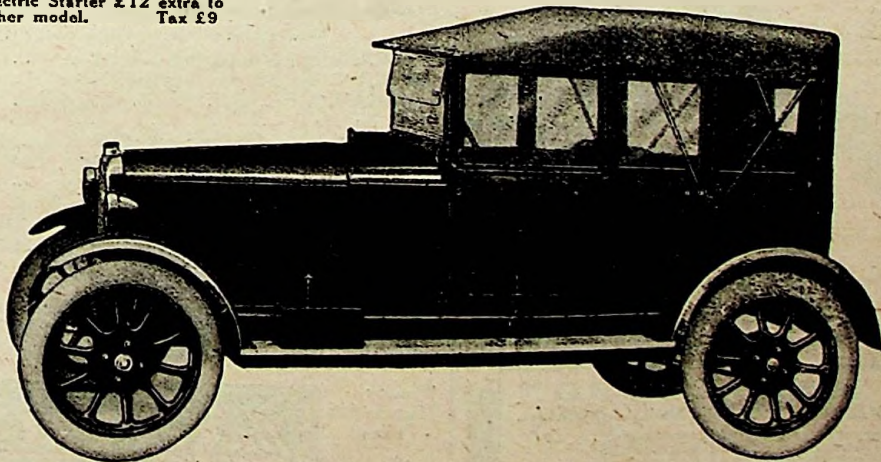
STANDARD MODEL
£198

DE LUXE MODEL
£210

Electric Starter £12 extra to
either model. Tax £9

Send for a Catalogue.

ARIEL WORKS LTD.,
Selly Oak, Birmingham.



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The Family Man

MUST study economy. He must get the biggest mileage possible from his expenditure and he must, if he values peace, take all precautions against faulty running on the trip, besides providing absolute comfort for every member, so

HE FITS JEAVONS



MAKES THE BEST CARS BETTER.

Because they do really cut running costs and increase car comfort. It is the only gaiter which makes definite provision for ensuring that the lubricant reaches each end of the spring and is distributed over the whole surface of the spring leaves, thus increasing spring resiliency with the consequent comfort to car passengers and mechanism. But get all the facts. Post the coupon to-day.



BRITISH EMPIRE EXHIBITION 1924
SEE OUR EXHIBIT No. 209

RAMSDENS (HALIFAX), LTD.
(Dept. L), Station Works, Halifax.

Branch Offices and Service Depots:
LONDON ... 25, New Cavendish Street, W.1
MANCHESTER: Morrison & Howard,
22-24, Lees St., Gt. Ancoats St.
GLASGOW : Geo. M. Smith, 19, West Regent St.

POST THIS COUPON

To RAMSDENS (HALIFAX), LIMITED (Dept. L), Station Works, Halifax.

Please send me gratis and post free your illustrated Booklet, "Perpetual Youth for Springs," giving full particulars how Jeavons Lubricating Spring Gaiters will improve my car.

Name.....
Address.....
Make of Car..... H.P.....

SERVICE SIMILES No. 5. THE FOX AND THE CRANE.



A FOX invited a Crane to supper, and provided nothing but some thin soup in a broad flat dish. The soup fell out of the long bill of the Crane at every mouthful, and his vexation at not being able to eat afforded the Fox much amusement. The Crane, in his turn, asked the Fox to sup with him, and set before her a Hagon, with a long, narrow mouth, so that he could easily insert his neck, and enjoy its contents at his leisure, while the Fox, unable even to taste it, met with a fitting requital, after the fashion of her own hospitality.

THE MORAL IS OBVIOUS.

The Service Co., Ltd., of Holborn, do not put before you tempting bargains which are impossible for you to buy or alluring Terms that are not fair and square and designed to give every satisfaction to you. Any car is now within the reach of everybody because we do not ask cash down. Whatever your circumstances or difficulties, there is not the slightest worry by using our Deferred Payment System. You simply pay a Fifth deposit and the balance can be arranged on any terms to suit you.

If you know of any single reason why you should not buy that car from us, we do not, and we should thank you to tell us. We claim to offer every advantage and a good deal more in Terms and Service than less well-placed firms. Why not look in and

TALK IT OVER ?

DEFERRED PAYMENTS ANY MAKE SUPPLIED.

We finance and exclusively manage our own extended payment SALES.

One-fifth of the purchase price to be paid with order, 5 per cent. per annum interest charged on the balance, which is paid in six, nine, twelve, fifteen, eighteen or twenty-four equal monthly instalments.

A bonus is granted at the end of period of purchase, provided payments have been made promptly, equal to 20 per cent. of the amount of interest charged on the transaction.

When desired the Tax and Insurance can be included in the cash price of the car.

WE INVITE YOUR ENQUIRY.

EXAMPLE

	£	s.	d.
Rover "8" car	160	0	0
Tax—to 31-12-24	5	8	0
Insurance (one year)	8	0	0
	173	8	0
First Payment	34	16	0
	138	12	0
and			
6 payments of	23	13	6
or 9 " of	15	19	6
or 12 " of	12	2	6
or 18 " of	8	5	6
or 24 " of	6	7	0

List of Cars in Stock.

NEW CARS. IMMEDIATE DELIVERY

Offered subject to being unsold on receipt of order.

ROVER, 8 h.p., 2-Seater, Standard. Blue	£160
ROVER, 8 h.p., 4-Seater, Standard. Blue	£160
MORGAN, 8 h.p., G.P. Anzani, water cooled. Red. Speedo	£148
MORGAN, 8 h.p., De Luxe Anzani, air cooled. Purple	£135
STANDARD, 11.4 h.p. 4-Seater, Starter. Fawn	£235
SINGER, 10 h.p., 4-Seater, Starter. Grey	£235
WOLSELEY, 10 h.p., 4-Seater, Popular, Starter. Grey	£285
ARIEL, 10 h.p., 4-Seater, De Luxe, Starter, Maroon	£222

All the above cars have Dynamo Lighting, and with the exception of the Morgans have "ALL-WEATHER" Equipment

Large contracts enable us to offer most favourable deliveries—most leading makes can be supplied, EX STOCK. GOOD second-hand cars always available.

Phone :
Holborn 666
(3 lines)

Telegrams :
"Admittedly
London"



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

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

McKenna

that's his name but his successors have given all motorists a shock—still, duties or no duties

RHODE
prices will not drop

There's no need for it—the value's there and you appreciate it.

Therefore don't hesitate to buy—August may be a very good month but RHODE prices will be the same—if they're not we'll compensate any present day buyer to the full.

RHODE Motor Co., Tyseley, Birmingham.

Ask to see our latest model the daintiest 2-seater on the Market.

London - Mebes & Mebes, 144, Gt. Portland Street.
Birmingham - Bernard Norris, Ltd., Economy House, Broad Street.

IN THE HANDS OF A PRIVATE OWNER

Copy of letter received from Messrs. Edwards & Parry, the London Agents for the Horstman Car.



The British Anzani Engine Co., Ltd.,
30, Scrubbs Lane, Willesden.

26th May, 1924.

Dear Sirs,—You will be pleased to hear that two of our customers, driving standard sports **Horstman Cars** fitted with **British Anzani Engines**, secured at Aston Hill Climb on May 17th, **first** in the sports class up to 1,600 c.c. and **first** in the sports class up to 3,000 c.c. At Kidd's Hill Climb on May 17th, **first** in sports class, and **second fastest time of the day against all comers.**

It is worthy of note that these cars and engines were standard productions listed in the makers' catalogue and sold regularly by us, and although handled by private owners, they competed successfully against several cars of very much larger capacity.

Yours faithfully, for EDWARDS & PARRY,
(Signed) T. B. Burton.

We are Exhibiting at the British Empire Exhibition, Stand No. 91.
(Motor Car Section.)

Write for details—

THE BRITISH ANZANI ENGINE CO., LTD.,
30-32, Scrubbs Lane, Willesden, N.W. 10. *Phone—Willesden 2770 & 2771.*

Two minutes to save your polish.



It takes but two minutes to cover your car with a "DUSOUT" Cover. This slight trouble saves the need to "dust-up" before a run, and will add years to the life of the polish. Dusting with a dry duster soon ruins the gloss. After a run, clean your car with plenty of water and a sponge, and cover it with a "DUSOUT" Dust Cover

The "**Dusout**"
(REGD)
DUST COVER

These Prices will suit your Purse!

12 x 9 ft. ..	21/-
15 x 9 ft. ..	26/3
15 x 12 ft. ..	35/6
18 x 12 ft. ..	42/6
21 x 12 ft. ..	49/-
18 x 15 ft. ..	53/6
21 x 15 ft. ..	61/6
24 x 15 ft. ..	70/-
27 x 18 ft. ..	89/6

Send cash with order. Covers sent by return, carriage paid. Complete satisfaction guaranteed or money refunded.

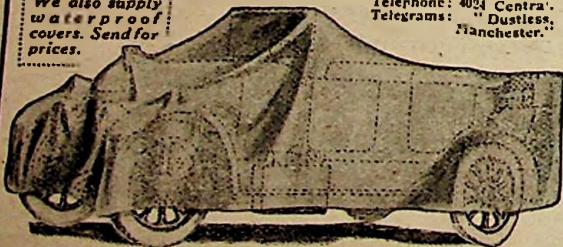
We also supply waterproof covers. Send for prices.

will cover your car completely and will never scratch or mark the polish. It is a soft, strong fabric that will give you years of service.

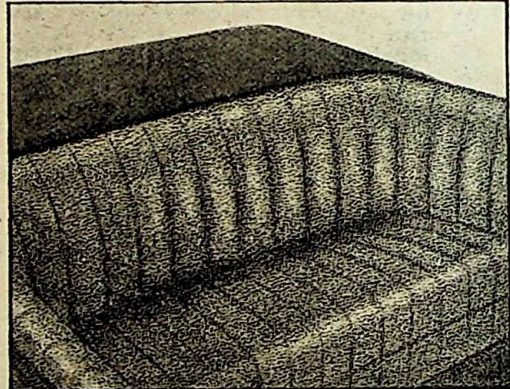
Satisfaction guaranteed or money returned.

DUSOUT MFG. CO.,
43G, Blackfriars Street, MANCHESTER.

Telephone: 4024 Centra.
Telegrams: "Dustless, Manchester."



SPECIAL TERMS TO THE TRADE.



Meeting your upholstery needs!

Here's a handsome fabric with the appearance of leather, tough and pliable, waterproof and greaseproof. Rough usage has little effect and dust will not work into its surface—it meets every requirement at a much lower cost than leather. Ask to see samples of the many and varied grains and colours. Also of "Rexine" Hoodcloths and Trimmings, made in large and comprehensive ranges to suit all motor requirements. When buying, be sure that "Rexine" is specified on the invoice to prevent substitution.

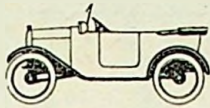
"Rexine"
LEATHERCLOTH

REXINE LTD., Hyde, Nr. MANCHESTER.

London: 42, Newgate Street, E.C.1.

Q86

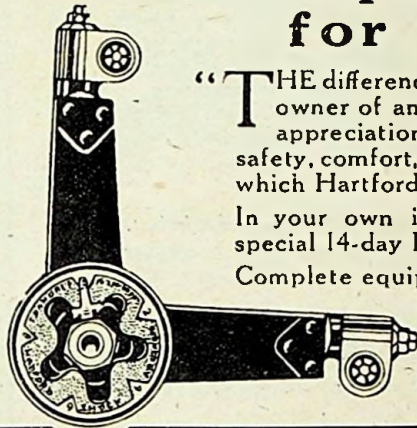
"THE DIFFERENCE IS WONDERFUL."



AUSTIN



CITROËN



HARTFORD
T. B. ANDRE & CO. LTD.
SHOCK ABSORBERS

BRITISH MANUFACTURE.

**Super Car Qualities
for Light Cars.**

"THE difference is *wonderful*," writes an enthusiastic owner of an Austin "7." Hundreds of letters of appreciation reach us daily testifying to the extra safety, comfort, speed, economy and driving confidence which Hartfords *always give!*

In your own interests write for particulars of our special 14-day Free Trial Offer.

Complete equipments in stock for every make of car.



TALBOT



WOLSELEY



ROVER

PRICES:
£4:10:0
Per Pair
(including Brackets).

T. B. ANDRE & CO., LTD.,
5, Dering St., New Bond St., London, W.1.

**The New
SPORTS
MODEL
CROUCH**

12/30 h.p.
60 m.p.h. guaranteed.

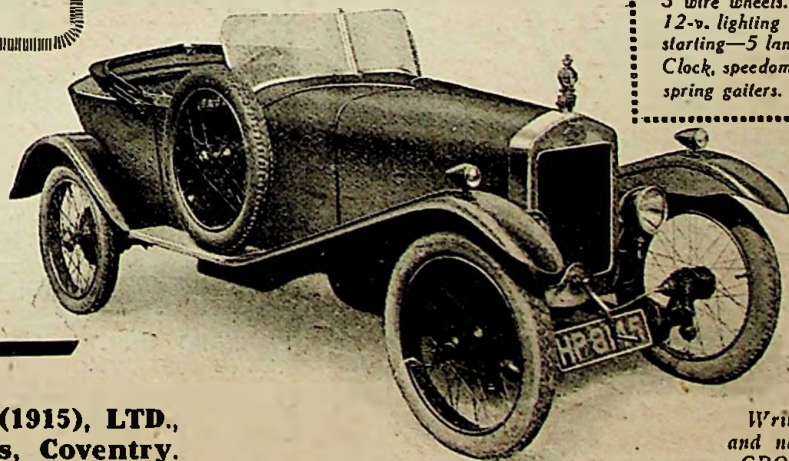
£295

A REAL SPORTS
CAR AT LAST—
at a reasonable
price.

Here's the **CROUCH** in a new form—as gentlemanly as ever, but even livelier and speedier than before—a **TRUE SPORTS MODEL** in performance, but far better than most in comfort, appearance, everything—at the **MODEST PRICE OF TWO - NINETY - FIVE POUNDS**. Of course, it is irresistible. There never was such value.

Note this
SPECIFICATION

**WORLD-FAMOUS
BRITISH-ANZANI
ENGINE**—specially
tuned.
3-seater body, with
ample luggage space.
Best English leather
upholstery.
5 wire wheels.
12-v. lighting and
starting—5 amps.
Clock, speedometer,
spring gaiters.



CROUCH MOTORS (1915), LTD.,
Tower Gate Works, Coventry.

Write for details
and name of nearest
CROUCH Agent.

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

The Motor

The National Motor Journal

EVERY
TUESDAY

4^D

SUBSCRIPTION.

	3 ms.	6 ms.	12 ms.
U.K. and			
Canada	6/6	13/-	26/-
Abroad	8/2	16/3	32/6

Specimen Copy Post Free.

Send for this free booklet containing useful motoring information and particulars of many practical hand-books, maps and journals.



Offices of
The Motor
7-15, Rosebery Avenue,
London, E.C.1.

WHITSUN HOLIDAY NUMBER.

(June 3rd—Now on Sale.)

SOME SOUTHERN VIEW-POINTS.

Where Overseas visitors can see England at its best.

SWITZERLAND'S MOST BEAUTIFUL ROAD

A run over the Grimsel Pass. By Charles L. Freeston, F.R.G.S.

THE ELAN VALLEY WATERWORKS.

A wonderful piece of engineering and marvellous scenery.

THE FLOWER AS A CLEVER ADVERTISER.

By William Platt.

THE ROADS OF THE ROMANS.

How the exploring motorist can trace them to-day.

MEASURING MILLIONTHS OF AN INCH.

Accuracy of motor car parts ensured by remarkable machines.

HOW HIGH-CLASS BODIES ARE MADE.

AN ELECTRO-MAGNETIC EPICYCLIC GEAREOX.

A French invention noteworthy for remarkable simplicity.

FIRST CHANGES IN WEMBLEY EXHIBITS.

SIX SMALL CARS ON TEST.

Building up the ideal specification.

THE NEW 9 H.P. FOUR-CYLINDER ROVER CAR.

Road test of a very interesting new light car.

THE SIX-CYLINDER ESSEX ON TEST.

A lively two-litre car with fine acceleration.

ARMSTRONG SIDDELEY FRONT-WHEEL BRAKES.

First description.

INDIANAPOLIS RACE.

Result, description and picture of the winner.

Next week *The Motor* will contain, amongst other interesting articles:—

FIRST PUBLISHED REPORTS OF WHITSUN EVENTS. LONDON—EDINBURGH AND BROOKLANDS BANK HOLIDAY MEETING.

PERILOUS HILL CLIMBING IN THE LAKE DISTRICT.

A JOURNEY OVER THE FURKA, THE HIGHEST ROAD IN SWITZERLAND.
By Charles L. Freeston, F.R.G.S.

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

VICKERS

LIMITED



SPECIAL
STEELS FOR
AUTOMOBILES

Drop Forgings & Stampings.
Motor Car
Pressings and Springs.

Registered Trade Mark

River Don Works.
SHEFFIELD.

SPIRAL & STRAIGHT TOOTHED BEVEL GEAR WHEELS.
WELDLESS DRAWN STEEL TUBES. MAGNETS. FILES.
HACK SAW BLADES. BAND SAWS. CAST CUTTERS.
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Head Office VICKERS HOUSE, BROADWAY, LONDON, S.W. 1.

Exhibitors in the Palace of Engineering, British Empire Exhibition.

GRAHAM MODEL E.H.1
Specify voltage, 6 or 12, when ordering.



At the
BRITISH
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EXHIBITION
The GRAHAM
Stand is
Avenue 11
Bays 11-13
PALACE OF
ENGINEERING.

GRAHAM & SPARTON



SPARTON
MODEL A.B.

A Horn for Every Need

For town or country—for all possible requirements and at all prices, you will find in the "GRAHAM" products the very horn you want.

The "GRAHAM" Electrical Autohorn with its more gentle and persuasive note is specially suitable for town use, where a very loud horn is not necessary.

Four models are available, ranging in price from 24/- complete with flex, push and universal bracket; carriage paid.

For country use, however, for large cars and very fast sporting cars, the "SPARTON" Motor Driven Horn is recommended.

Undoubtedly the loudest and most dominant warning signal made, the "SPARTON" is moderate in price—from 35/- and guaranteed by the makers to be absolutely reliable.

Write for Illustrated List A.Y.

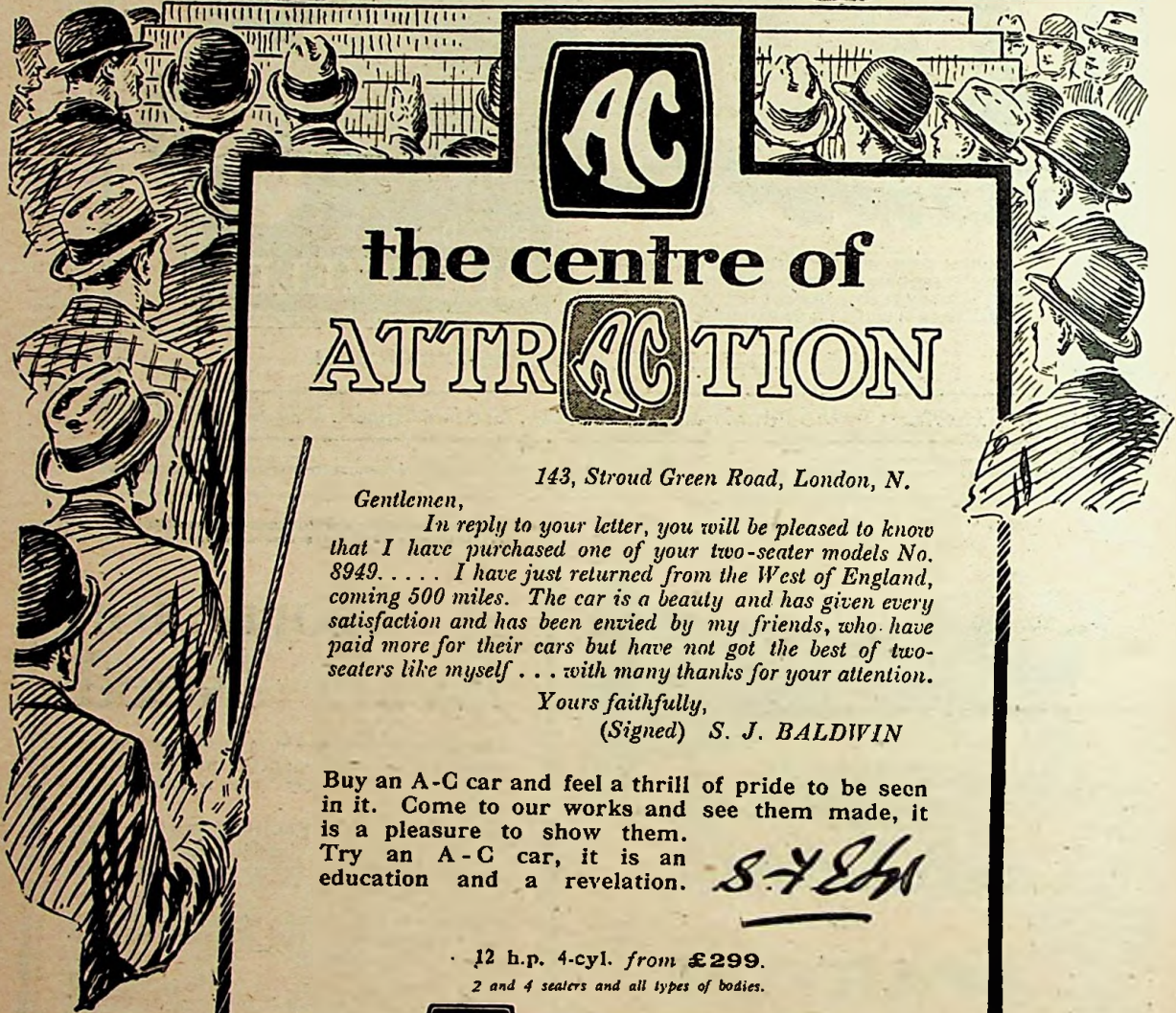
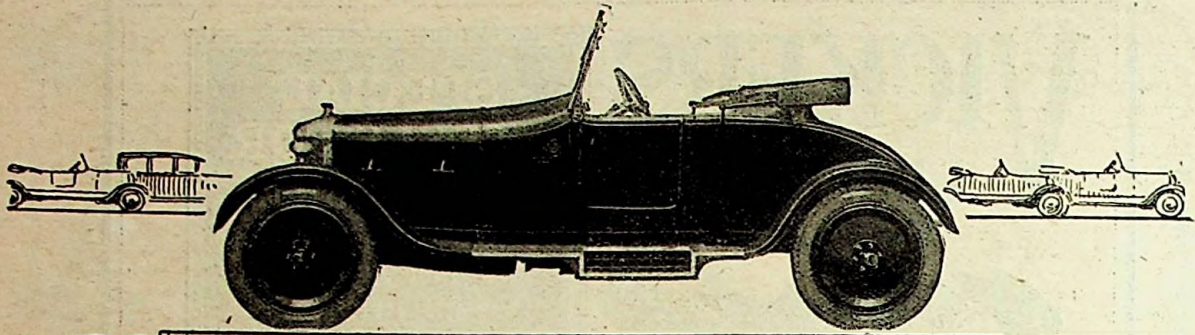
ALFRED GRAHAM & COMPANY,
St. Andrew's Works, CROFTON PARK, LONDON, S.E. 4

'Phone: Sydenham 2820-1-2. 'Grams: "Naval"bada, Catgreen, London."

SHOWROOMS: 25-26, Savile Row, W.1, and 52, High Street, Clapham, S.W. 4.

A21

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



the centre of
ATTRACTION

143, Stroud Green Road, London, N.

Gentlemen,

In reply to your letter, you will be pleased to know that I have purchased one of your two-seater models No. 8949. . . . I have just returned from the West of England, coming 500 miles. The car is a beauty and has given every satisfaction and has been envied by my friends, who have paid more for their cars but have not got the best of two-seaters like myself . . . with many thanks for your attention.

Yours faithfully,
(Signed) S. J. BALDWIN

Buy an A-C car and feel a thrill of pride to be seen in it. Come to our works and see them made, it is a pleasure to show them. Try an A-C car, it is an education and a revelation.

12 h.p. 4-cyl. from £299.
2 and 4 seaters and all types of bodies.

Fully illustrated and attractive booklet on request.



We can supply reliable second-hand A-C Cars.

55 & 56, PALL MALL, LONDON, S.W.1.
Telephones: Gerrard 2232, 6620 and 6844.

Works: THAMES DITTON, SURREY. Telephone: Kingston 3340 (4 lines).
Service Depot: 181, Hercules Rd., Lambeth, S.E.1. Telephone: Hop 310.

PLEASE ASK FOR ADDRESS OF NEAREST DEALER.

R.A.C. Six Days' TRIAL—the A-C wins a GOLD MEDAL and comes out FIRST in its class.

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



SURROUNDED BY ENGLAND'S LAKES. — The Lake District will be a Whitsuntide venue of many motorists. Our photograph shows a four-seater 10 h.p. Wolseley at Wordsworth's Seat, Rydal Water.

NOTES, NEWS AND GOSSIP of THE WEEK

Light Car Makers Busy.
Several light car manufacturers report an unprecedentedly busy time. The lure of the road at Whitsuntide is resulting in hundreds of demands for immediate delivery.

The London-Edinburgh.
Over 100 light cars and cyclecars are taking part in the Motor Cycling Club's London-Edinburgh Reliability Trial, which starts to-night, Friday, from Wrotham Park, near Barnet. Readers who intend to watch the trial en route should take this issue of *The Light Car and Cyclecar* with them, as it contains a comprehensive guide to the car entrants, route, etc.

Hill-climbing Extraordinary.
Seldom has any hill-climb presented so many exciting incidents as that of the Surbiton Club, which was held on the right-hand hill, South Harting, on Saturday last. Four motorcyclists went over the handlebars, R. C. Morgan crashed in his Aston-Martin and skidding of a highly sensational and skilful nature was the order of the day. An outstanding feature was the dare-devil driving of Miss Ivy Cummings. The event is fully described in this issue.
No 602 Vol. XXIV.

LIGHTING-UP TIMES

for Saturday, June 7th, 1924.

London .. 9.41	Edinburgh 10.21
Newcastle 10.8	Liverpool 10.8
Birmingham 9.54	Bristol ... 9.51
Dublin ... 10.17	

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

Moon, First Quarter, June 10th.

Our Cover Picture.

This week a picture of a Salmson climbing Kirkstone Pass is shown on our cover. It is being followed by a Standard. When the photograph was taken heavy rain was falling, but neither of the drivers raised his hood. We noticed again in the R.A.C. Trials which have recently concluded that competition drivers seldom, if ever, raised their hoods. Is it because they find the rain useful for cooling their fevered brows or do hoods and side curtains make them feel ill-at-ease? We suspect the latter.

Light Car Honeymoon.

Miss N. Henderson, the daughter of the Home Secretary, and her fiancé, Mr. R. S. Gledhill, of Bromley, who are getting married shortly, intend to enjoy a honeymoon tour in a 10 h.p. Singer, according to a report from our local correspondent.

Swelling the Ranks.

The new 9 h.p. Rover swells the ranks of "light fours" coming within the 1,100 c.c. category. Our detail description in last week's issue has created wide interest, and the performance of the car in the hands of the private owner will be watched closely.

Quite Right, Too!

Mr. Hay Halkett, the south-western magistrate, is reported to have remarked that he could not help thinking some of the motoring cases concerning the lettering of number plates and so forth could be more properly reviewed at Scotland Yard than in the police court. Many of the cases which are brought, he said, were of so trifling a character that it was not to the public service that they should be brought to the court.

A Citroen Anniversary.

June 4th was the fifth anniversary of the delivery of the first Citroen car. Since then no fewer than 150,000 have been supplied to all parts of the world.

Ten Years Old.

It is interesting to note that the car entered by D. J. Stone for the forthcoming London-Edinburgh Run is a 1914 Singer. This is in daily use, and is frequently heavily loaded.

Wolseleys at Wembley.

The Wolseley Ten exhibit at Wembley has recently been changed. The two-seater is now shown in its latest and improved form. The wheelbase has been increased to 8 ft. 9 ins., and the dickey seat now gives ample accommodation for two passengers.

McKenzie Wins Club Trophy.

The Sutton Coldfield and North Birmingham Automobile Club informs us that the following award was omitted from the results of the recent reliability trial:—Club trophy for the runner-up to the Watson-Gwynne rose-bowl, T. A. McKenzie, 1,074 c.c. McKenzie.

Greenhow Hill-climb.

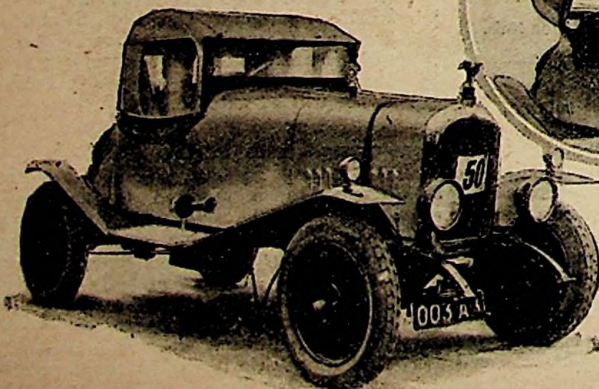
Attempts will be made to lower the record for Greenhow Hill on the occasion of the Junior Car Club's (Yorkshire Centre) Hill-climb which takes place on June 28th. A special cup has been offered by Captain Trubie Moore to the member of the J.C.C., outside the Yorkshire Centre, who succeeds in establishing a record.

During the Night Run.

Competitors in the London-Edinburgh will be interested to know that the North Road Garage, Great Ponton, 3½ miles south of Grantham, will be open all night for the supply of petrol, benzole, oils, tyres, etc. A relief car will be ready to tow in any competitor should it be required. Hot coffee and biscuits will be available for competitors.

AN INGENIOUS "TOP."

An interesting car, the Swinford, made its appearance on Saturday at Hereford and took part in the speed trials. It is fitted with a four-cylinder water-cooled engine.



MOTOR TERMS TRAVESTIED. No. 15.—Query: What is the Term?

We offer a prize of One Guinea for the First Correct Solution received. No Solution will be judged before 11 a.m. to-morrow, Saturday.

(The solution to last week's picture will be found in "Around the Trade.")

For Continental Tourists.

As a result of a suggestion put forward by the R.A.C. at a recent International Conference, a new type of Carnet de Passages en Douanes will shortly be issued, containing 20 leaves—i.e., 40 coupons—this being double the size of the existing Carnet. Finland, Czechoslovakia and Poland are three additional countries which have agreed to accept these passes.

Hampton Cars.

The business of the Hampton Engineering Co. (1920), Ltd., was purchased on May 7th as a going concern and a new company has now been registered under the Company's Act as Stroud Motor Manufacturing Co., Ltd., with Mr. W. F. Milward as general manager. The company will continue to manufacture Hampton cars to the existing specification, and at present will not launch out on a fresh design.



The photograph in the circle shows how the ingenious all-weather "top" is lifted to facilitate entry and exit.

Seabrook Reliability.

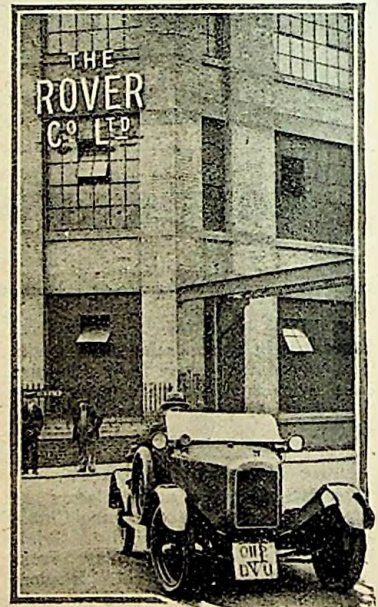
We are asked to point out that the need for fairly frequent replenishment of the petrol tank was the principal cause of the Seabrook losing marks in the R.A.C. Small Car Trials. Only 27 marks were lost for attention to mechanical features of the car.

London-Holyhead Corrections.

We have been notified that A. C. Maskell (Morgan), whose award was under consideration in the London-Holyhead, has gained a gold medal. S. Griffiths was reported as having driven an A.-C., but actually he drove a Bean.

Middlesex County A.C. Hill-climb.

A hill-climb was held by the Middlesex County Automobile Club at Handpost Hill, Northaw, on Saturday last. In the light car class fastest time was made by H. Stevens (Horstman). D. A. Ogilvie (Riley) was first on formula and second on time. J. R. Dobson (Talbot Eight) was second on formula. E. S. Rendell (Austin Seven) was third on time and formula. The event for ladies resulted in a win on time and formula for Miss M. Ogilvie (Riley). Second on formula was Miss E. M. Ogilvie (A.B.C.).



In production. The first 9 h.p. four-cylinder Rover leaving the works at Coventry en route to a customer.

Abergele Hill-climb.

A hill-climb open to members of the Colwyn Bay M.C., Liverpool M.C., Chester and District L.C. and M.C.C. and North Wales M.C.C. will be held on Saturday, June 14th at St. George's Hill, Abergele. The closing date for entries is Monday next, and communications should be sent to the hon. trials secretary, 9, Mostyn Road, Colwyn Bay.

Rally on Whit-Monday.

The fourth London Rally of motorists organized by the North London Motor Cycling Club will take place on Whit-Monday at the Alexandra Palace. The gates will be opened at 10 a.m. and events will start at 2 p.m.

Fine at Exchange Rate.

Amongst the motorists summoned recently at Bromley, Kent, was one of German nationality, who did not appear

Hill-climb Abandoned.

Owing to insufficient entries, the North-West London Motor Club was obliged to cancel the secret venue hill-climb, which was fixed for last Saturday. For the same reason the Coventry Cup Trial has been abandoned.

Fast Cyclecars Wanted.

His Majesty's Consul at Madrid reports that there is a considerable demand there for fast light motorcars of from

Dean Hill-climb.

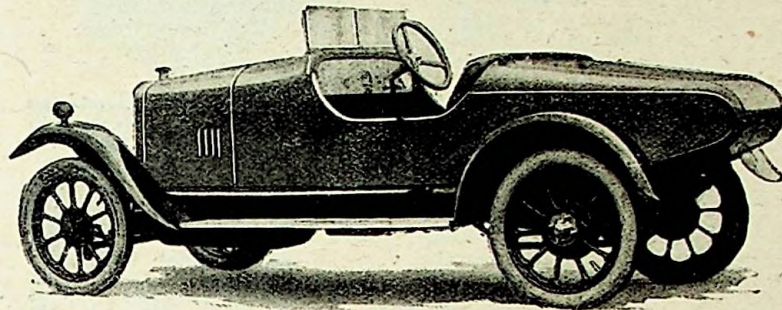
Entries for the Dean hill-climb, organized by the Junior Car Club (South-Western Centre), closed Friday, May 30th. The event takes place on June 14th, and we understand that entries have been received from many well-known drivers.

The Kingston By-pass.

It is anticipated that the Kingston by-pass road will be opened in October, 1925, but, as the various sections are completed, they will be available for traffic. The first section, according to a statement in the House, may be open in three months.

The American Way.

The New York police department has just concluded its annual fortnightly inspection of motorcars. Every car on the streets is stopped and examined for brake efficiency and mechanical condition. All engine numbers are taken in the hope of tracing stolen cars, and a label is attached to avoid a repetition of the inspection.



NEW SPORTS MODEL CLYNO. — This attractive speed model has been produced in response to frequent demands. It will sell for about £250 complete.

in person to answer the charge, but sent a letter to the court. He was fined 10s. or the equivalent at the current rate of exchange!

Spread Eagle Hill-climb.

The Hampshire Automobile Club's Spread Eagle Hill-climb takes place on Saturday, June 28th, and members of the Junior Car Club are invited to take part. Full particulars can be obtained from the hon. secretary of the J.C.C. South-Western Centre, Mr. T. G. Haylor, Union Bank Chambers, High Street, Southampton.

Motor Gymkhana.

The Essex County and Southend Automobile Club held a successful gymkhana on Saturday last in Messrs. Harvey's meadow, between Leigh and Hadleigh. An amusing afternoon's entertainment was provided, the events including tent-pogging, a potato race, a skilful driving race, a blindfold driving competition—the cars being driven in reverse—and a tortoise race. Lord and Lady Elveden were interested spectators.

Light car users contemplating the purchase of a new car, have in the small advertisement columns of "The Light Car and Cyclecar" a unique mart for the disposal of their present vehicles.

No other journal caters exclusively for small car motorists, and for this reason "The Light Car and Cyclecar" is the most effective advertising medium for all goods of interest to them.

5 h.p. to 6 h.p. (Continental rating) and upwards. An opportunity is offered to British manufacturers of such cars to enter the market. British firms desirous of receiving fuller details should apply to the Department of Overseas Trade, 35, Old Queen Street, London, S.W.1, quoting reference AX 1009.

A.C.'s Twentieth Certificate.

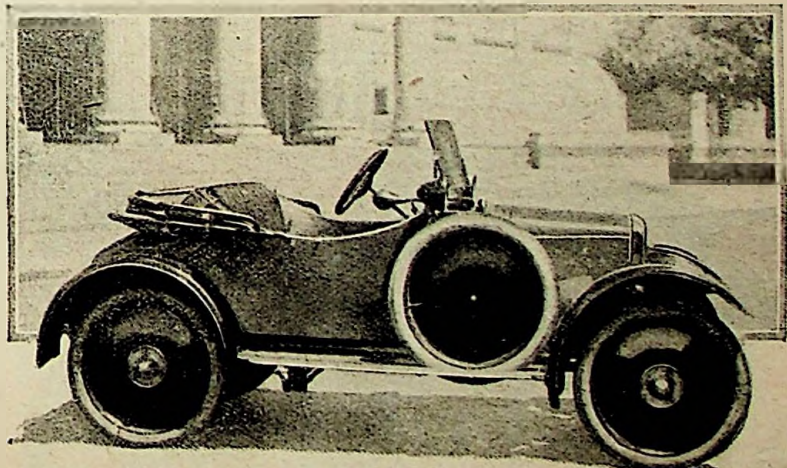
The most recent Royal Automobile Club certificate in respect to the performance of A.C. cars relates to a four-

Cairn o' Mount Hill-climb.

The Royal Scottish Automobile Club's hill-climb at Cairn o' Mount, near Fettercairn, Kincardineshire, will take place on Saturday, June 21st, starting at 11.30 a.m. It is interesting to note that the small cars will be divided into the following classes—cars up to 1,200 c.c., cars over 1,200 c.c. and under 1,500 c.c. Full details can be obtained from the secretary, the R.S.A.C., 163, West George Street, Glasgow.

One Guinea Award.

The prize of one guinea recently offered by this journal for the best letter on the question of "Which Type of Horn?" has been awarded to Lient.



A COLONIAL BODY. — A Rover eight with a specially built Australian body. Note the curved sides, making for a comfortable driving position.

cylinder model which was tested by the Club to demonstrate its capabilities on top gear and in consumption of fuel. The car ran from London to Bedford and back entirely on top gear, fuel consumption being at the rate of 37.81 m.p.g.

B. W. Galpin, R.N., Faulkbourne Rectory, Witham, Essex, whose letter was published under "Our Readers' Opinions" last week. Owing to pressure on our space it has been found impossible to include a further selection of these letters in this week's issue.

HEREFORD SPEED TRIALS.

H. F. S. MORGAN BEATS ALL CARS AT OVER 70 M.P.H.

WITH a flying start of only 50 yards H. F. S. Morgan's Morgan-Blackburne, equipped with new and enlarged front-wheel brakes, covered half a mile on a private road on the outskirts of Hereford last Saturday at a speed of 70.2 m.p.h., the next fastest cars being G. S. Boston (1,496 c.c. Horstman) and Captain Harvey's racing Alvis, which covered the same distance at a speed of 65.6 m.p.h. Each competitor was allowed two runs, on the first of which Goodall, the local champion, actually beat Morgan. On the second run, however, the positions were reversed.

From the spectacular point of view the effect of Goodall's red three-wheeler shooting along the narrow white line of road between the two black strips of spectators was most impressive. Another notable feature was the extraordinary silence of Harvey's Special Alvis with unit construction engine and gearbox. This machine was not only much more silent than the average touring car, but also held the bumpy track like a leech. Very creditable, too, was the performance of Boston's racing Horstmann, which was banked by the crowd on its first run and was allowed two more attempts.

The event, which was run by the Wye Valley M.C. and L.C. and Midland Car Clubs, was unduly prolonged by numerous delays, caused by non-compet-

ing traffic on the course and the upsetting of the automatic timing apparatus by careless pedestrians who kept tripping over it at the start.

The first man was despatched shortly after half-past one, the event dragging on till 7.30 p.m., when a thunderstorm rendered the course dangerous for the brake tests which had just commenced. As there had been two bad motorcycle spills, it was then decided to close down the meeting.

The trio of Austin Sevens acquitted themselves well, one of them being driven by Mrs. Caswell, who was matched against Miss Kincaid Lennox (Palladium) in the ladies' class. Miss Reper's A.C. was a hot favourite for the appearance prize. She had been working on her car until the small hours of the morning, and had to stop twice on the way to Hereford to wash the car, which had been dirtied by rainstorms. The prize, however, was awarded to another car.

RESULTS ON TIME.

750 c.c. Sports Cars.

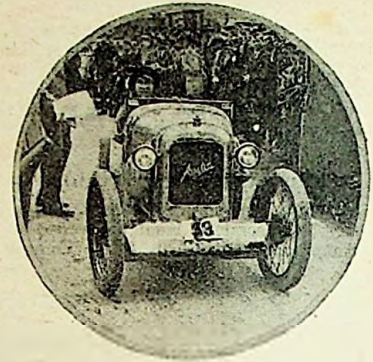
Kings (Austin), 30.4.
Beck (Austin), 32.4.
Cater (Austin), 40.6.

1,100 c.c. Standard Cars.

Norris (Rhode), 40.4.
Watson (Gwynne), 43.4.

1,100 c.c. Sports Cars.

Morgan (Morgan), 25.6.
Goodall (Morgan), 26.2.
Sgonina (G.N.), 30.



Mrs. Caswell (Austin Seven) on the starting line. She was matched against Miss Kincaid Lennox.

1,500 c.c. Standard Cars.

Goodall (Morgan), 33.
Miss Kincaid Lennox (Palladium), 41.4.
Slater (Morris), 47.

1,500 c.c. Sports Cars.

Morgan (Morgan), 25.6.
Goodall (Morgan), 26.2.
Boston (Horstman) and Harvey (Alvis), 27.

Touring Cars (any capacity).

Goodall (Morgan), 33.
Harvey (Alvis), 34.6.
Goodwin (Bean), 39.8.

Sports Cars (any capacity).

Morgan (Morgan), 25.6.
Goodall (Morgan), 26.2.
Boston (Horstman), 27.

Lady Drivers (any car).

Miss Kincaid Lennox (Palladium), 41.4.
Mrs. Caswell (Austin), 42.

Standard Cars (any capacity).

Harvey (Alvis), 34.6.
Goodwin (Bean), 39.8.

Go Carefully in Cheshire.

Readers are warned that the Cheshire police are at the moment exceedingly active. Penalties are invariably imposed when a conviction is secured—and very rarely is a case dismissed. Great care should be exercised on the Chester road, especially with regard to the overtaking of other vehicles. As pointed out in a recent issue, the 20 miles per hour speed limit is *not* abolished.

Guide to the North.

Thrupp's North of England Motorists' Guide, now in its 25th year, has just been reissued for 1924. A feature which many readers will appreciate is the inclusion of the roads from London to Scotland. The contents is comprehensive, embodying a good map by Bartholomews and Gradient and Strip maps of the Lake District. The price is 1s. 3d. from the booksellers or 1s. 5d. post free from the publishers, T. Thrupp, Bradford.

A.A. at Wembley.

The Automobile Association Information Bureau at Wembley will be found just within the south-western entrance. The bureau is available for general inquiries, and also for dealing with applications from members requiring information with regard to routes and other general matters.

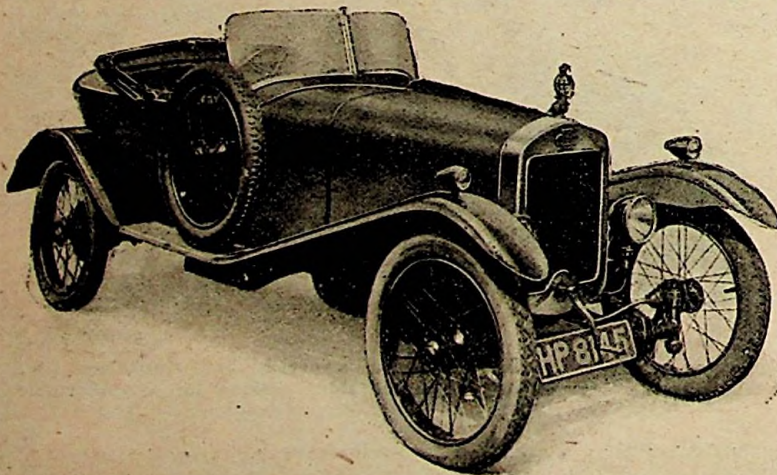
Report on Motor Taxation.

There will be general satisfaction with Mr. Gosling's statement, in reply to a question by Mr. J. Harris on Tuesday, that he was assured of receiving the long-awaited report of the Departmental Committee on motor taxation before the end of this month. The Minister added that the committee had made considerable progress in the preparation of its report, and everything possible was being done to expedite the completion of it.

Growth of the Motor Ship.

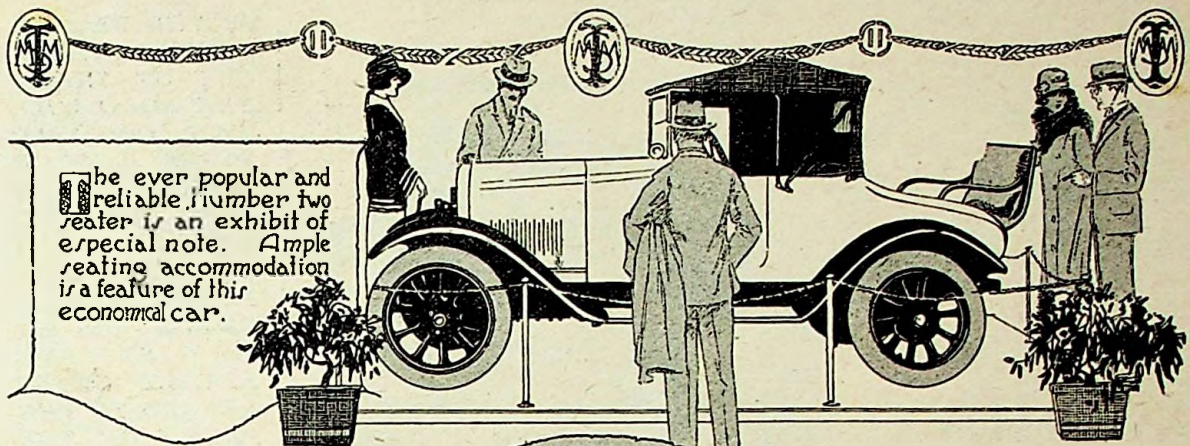
It is interesting to note the rapidity with which the internal-combustion-engined ship is growing in popularity. According to the June number of *The Motor Ship*, since January contracts have been settled for about 60 large motor ships, totalling in all some 540,000 tons deadweight. This is stated to be a larger tonnage than has been ordered during any corresponding period in the past.

This issue of *The Motor Ship* contains many informative articles, including details of a new double-acting Diesel engine.



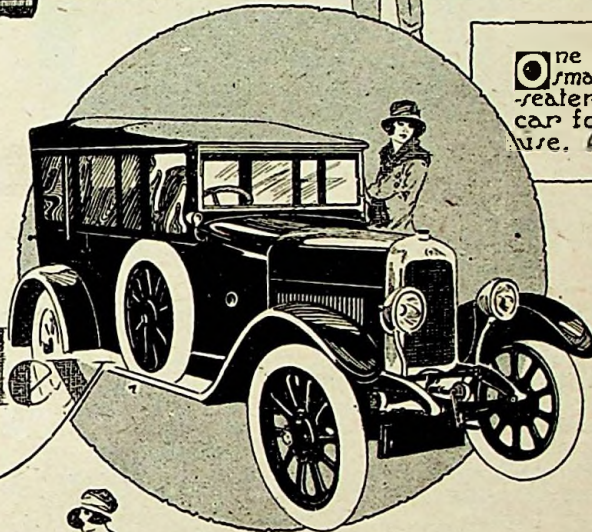
A SPORTING CROUCH.

New sporting Crouch model with guaranteed speed of 60 m.p.h. This car, which is fitted with British-Anzani engine, gear-driven dynamo, Smith's electrical fittings, all-weather hood and side curtains, clover leaf body and 710 mm. by 90 mm. tyres, costs £295.

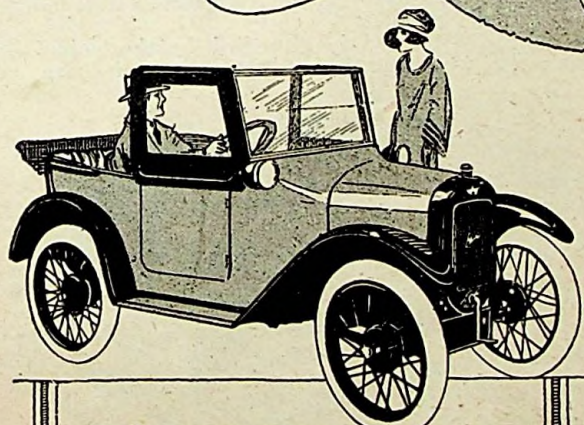


The ever popular and reliable, number two seater is an exhibit of especial note. Ample seating accommodation is a feature of this economical car.

Light Cars at Wembley



One of the more luxurious small cars is the four-seater Calthorpe, a sound car for Touring or Town use. A car of quality.



The 7 H.P. Austin makes a very wide appeal to the buyer who seeks a low priced car of good performance and riding comfort.



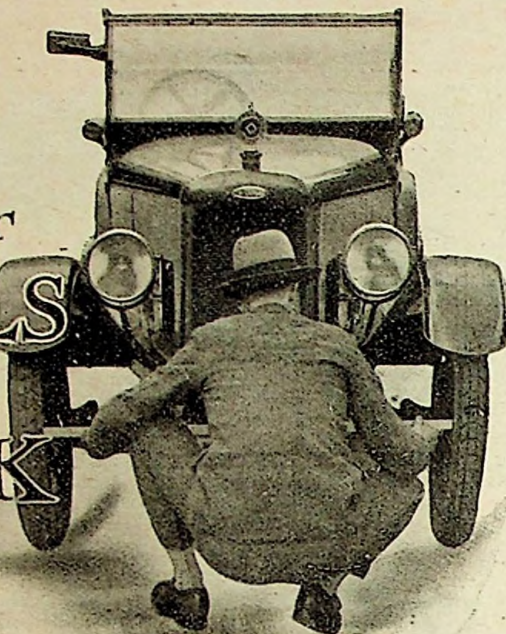
A typical British car of good appearance and sound quality is the 11.4 H.P. Standard. It has graceful proportions & its popularity steadily increases.

GILBERT & RUMBOLD 24.

"BRITISH EMPIRE" SMALL CARS, No. 4.

Contrasts in both body and chassis design are features of the above exclusive illustrations of small cars at the Wembley Exhibition. The four makes depicted all bear names well-known throughout the world, while they have all enjoyed the confidence of practical motorists, both at home and overseas, for a considerable number of years.

Are Your WHEELS in TRACK



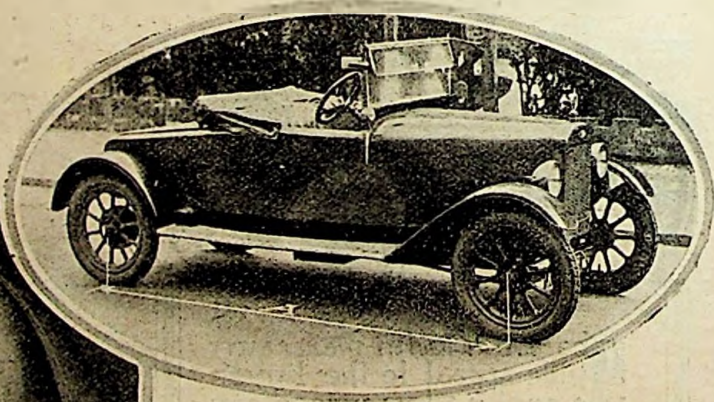
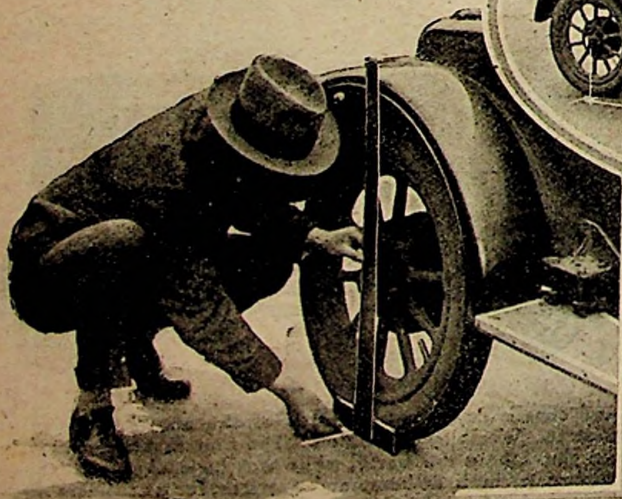
The correct tracking of the front wheels may be tested as shown if the accurate dimension is known or if a measurement be taken in the same manner behind the axle.

MODERN light cars are manufactured on such robust lines that under normal conditions the likelihood of the road wheels getting out of line is extremely remote, but if rough country is often traversed and after a car has done a considerable mileage, it is always advisable to test the alignment of the road wheels.

When the wheels are not running properly in line, the tyres, instead of rolling along the road, may be said to scrub along, losing a portion of their tread at every revolution.

A SIMPLE TEST.

A fairly accurate impression of the alignment of the road wheels can be gathered by the use of a T-square and a piece of chalk. The dimension A should be the same on both sides of the car.



IF THE WHEELS ARE RUNNING OUT OF TRACK THE ROAD WILL ACT ON THE TYRES LIKE A FILE UPON A PIECE OF SOFT STEEL. THIS ARTICLE EXPLAINS HOW AN OWNER-DRIVER MAY SATISFY HIMSELF WITH REGARD TO THE TRUTH OF THE WHEELS OF HIS CAR.

Faulty alignment should always be suspected where tyre mileages are unsatisfactory, especially in the case of tyres fitted to front wheels. With these, after a car has done a few thousand miles, it is sometimes found

that the tread is wearing from the outer edges of the tyres very much more quickly than from the inner. In such circumstances most drivers merely reverse the wheels to equalize the wear, but, except in the case of cars the front wheels of which are set considerably out of the vertical, the reason for the unequal wear may often be traced to worn steering connections, which prevent the front wheels from following a true course.

This matter can be remedied by shortening the steering track rod, but a better plan, of course, is

first to remedy the effects of wear by renewing the bushes in the joints, or, if ball joints be used, by filing down the faces of the cups.

Owing to the engine sump being usually in such a position that it is impossible to measure the distance between the two front wheels both at the front and at the back of the rims, it is generally necessary, before one can discover whether the front wheels are running in track, to arrange some such apparatus as that shown in one of the accompanying illustrations.

In this case four chairs are placed one at each corner of the car, which has previously been

ARE YOUR WHEELS IN TRACK? (contd.).

driven on to a smooth road, preferably with a negligible camber. It is more convenient if one can do the job in a garage or on one's own premises, but if it is necessary to do it in the road, the best plan is to rise early before there is much traffic about.

Having put the chairs in place, a framework should be arranged consisting of laths fixed to form a rectangle at the same height as the hub caps of the wheels. At the four corners where the laths meet they should make an exact right angle and every care should be taken to prevent them from moving while measurements are being taken. It would be well here to point out that, if laths the length of the car are not available, stout cord may be used, but in this case the chairs or trestles will have to be weighted, as the cords must necessarily be in proper tension.

With the apparatus in place, the first step is to make sure that the steering lock is exactly fore and aft. Measurements may then be taken from the laths to the forward and rearward parts of each of the front wheels.

If the steering is in order the measurement should reveal the fact that the front wheels "toe-in" between $\frac{1}{8}$ in. and $\frac{3}{8}$ in. By the term "toe-in" is meant that the wheels are set so that the right-hand wheel tends to run slightly to the left and the left-hand wheel slightly to the right.

Front Wheels Must "Toe-in."

When on the road, a "toe-in" of $\frac{1}{8}$ in. or so is automatically counteracted by slack in the joints and springiness of the track rod, which allows the wheels to run parallel with one another owing to the resistance to forward motion afforded by the road. If the front wheels do not "toe-in" slightly when

the car is at rest, they will splay out to a certain degree when travelling at any speed.

An alternative but less accurate plan for testing the alignment of front wheels is to jack them up and bear a dripping whitewash-brush against the tyres while spinning them by hand. The parallelism or otherwise of the white lines which will thus be thrown on to the road ahead of the car will then be found to afford a guide to the accuracy of the alignment.

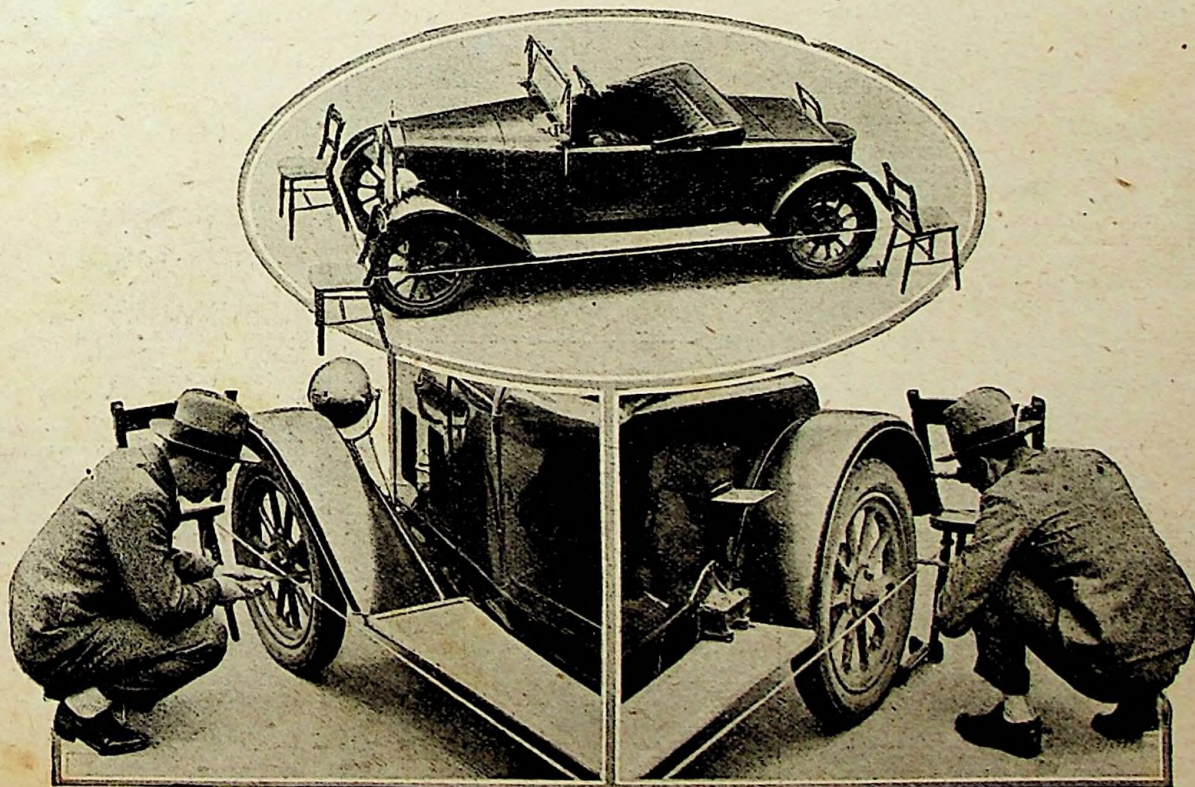
Having ascertained that the front wheels are running truly, the experiments may be repeated with the rear wheels. In this case the rectifying of any faulty alignment which reveals itself may prove more troublesome than with the front wheels; but, if a fault is found to exist, some means for its correction will generally suggest itself.

Alignment of Axles.

Before attempting to carry out any alterations, however, it is a good plan first to determine whether a measurement taken from the centre of the hub cap of the near-side front wheel to the centre of the hub cap of the near-side back wheel corresponds exactly with a similar measurement taken on the off side of the car.

If it does not, and the car is provided with half-elliptic springs, the trouble will be traceable, in all probability, to the U-bolts securing the axles to the springs having slackened and allowed the axles to move. This trouble is naturally quite easy to remedy.

Where quarter-elliptic springs are used at the rear in conjunction with an axle located by a torque tube and two diagonal struts secured to the back of the gearbox, the alignment of the axle may be reset, if found defective, by lengthening or shortening one or other of the struts; provision for which will generally be found to have been made by the designer.



DOMESTIC AIDS TO ACCURACY.

By placing the car on a level road and arranging some such simple apparatus as that shown it is possible to form an accurate conclusion as to the alignment of the wheels and axles of a small car.

GUIDE TO THE "LONDON-EDINBURGH."

FULL LIST OF CAR ENTRIES—A 400-MILE "TREK."

THE Motor Cycling Club's seventh annual run from London to Edinburgh starts to-night (Friday) from Wrotham Park, near Barnet, by special permission of the Earl of Strafford, and finishes to-morrow night at the Waverlay Market House, Edinburgh, the time of the first man home being approximately 7.10 p.m.

Admittance to Wrotham Park can only be gained by ticket, but interested spectators can get an excellent view of the competing vehicles as they leave the lodge gates, a few minutes' run north of Barnet on the main North Road. There are over 100 small car entries, the list of cars forming a very representative collection of small vehicles.

This year's route is the same as that of the sixth annual run, the only piece de resistance being the ascent of Kirkstone Pass, which, as will be seen by the accompanying map, begins approximately at Ambleside and ends at Patterdale. The run, however, ranks as one

of the longest of the year, being over 400 miles in length, and it does not constitute so much a test of freak hill-climbing as of the ability of a car to maintain a fixed schedule, running continuously over a long distance.

Competitors are fortunate in that they pass through the Lake District, which boasts of some of England's finest scenery; in fact, it may be said that the route of the London-Edinburgh is the most picturesque of any traversed by participants in Motor Cycling Club Trials—with the possible exception of the Land's End—John o' Groats.

Readers who intend to watch the competitors go past are advised to take this issue of *The Light-Car and Cyclecar* with them, as it will form a ready guide both to man and machine. A fully illustrated report, dealing with cars under 1,500 c.c., will be a feature of our next issue.



THREE-WHEELED CYCLECARS.

- 211 D. G. Prentice, 8.9 h.p. Morgan.
- 212 S. G. Smith, 8.9 h.p. Morgan.
- 213 A. J. Siroston, 8.9 h.p. Morgan.
- 214 H. W. Rhodes, 5-6 h.p. Scott-Sociable.
- 215 W. A. Boucette, 5-6 h.p. Scott-Sociable.
- 216 F. W. Damer, 10 h.p. Morgan-J.A.P.
- 217 S. A. McCarthar, 10 h.p. Morgan-J.A.P.
- 218 G. H. Goodall, 10 h.p. Morgan-M.A.G.
- 219 J. Robinson, 10 h.p. L.S.D.
- 220 H. E. K. Sawtell, 10 h.p. Morgan.
- 221 H. E. Collier, 8-10 h.p. Morgan-Anzani.
- 222 A. C. Maskell, 10 h.p. Morgan.

CARS.

The time of departure of the first car competitor, L. A. Baddley (11.9 h.p. Riley) is 8.51½; the other competitors following at half-minute intervals.

- 223 L. A. Baddley, 11.9 h.p. Riley.
- 224 W. Cooper, 11.9 h.p. Morris Sports.
- 225 C. R. B. Chiesman, 11.9 h.p. Morris-Oxford.
- 226 F. Broomfield, 11.9 h.p. Morris-Cowley.
- 227 P. W. White, 12 h.p. Lagonda.
- 228 J. P. Deverill, 8 h.p. Gwynne.
- 229 R. G. Jackson, 10.5 h.p. G.W.K.
- 230 H. Carless, 9 h.p. McKenzie.
- 231 T. McKenzie, 9 h.p. McKenzie.
- 232 A. W. Brittain, 10 h.p. B.S.A.
- 233 R. G. Manly, 14 h.p. Ansald.
- 234 V. A. Bruce, 15.7 h.p. A.C.
- 235 J. B. Bainbridge, 48.2 h.p. Rolls-Royce.
- 236 W. H. Shephard, 11.9 h.p. Riley.
- 237 W. L. Allen, 12 h.p. Austin.
- 238 J. P. Macdonald, 12 h.p. Calthorpe.
- 239 H. B. Shutes, 14 h.p. Vauxhall-Princeton.
- 240 A. Clark, 12 h.p. Alvis Sports.
- 241 S. H. Roe, 11.9 h.p. Riley.
- 242 A. R. Abbott, 11 h.p. Glyn.
- 243 J. van Hooydonk, 15.5 h.p. Essex.
- 244 P. H. Jones, 10 h.p. Ariel.
- 245 C. Finch, 10 h.p. Ariel.
- 246 R. L. Parsons, 10 h.p. Ariel.
- 247 D. N. Letts, 11.4 h.p. Pumber.
- 248 M. Richoux, 12 h.p. A.B.C.
- 249 H. N. Murphy, 10-15 h.p. Fiat.
- 250 W. H. Elce, 15.9 h.p. Bentley.
- 251 A. G. Gripper, 15.9 h.p. Bentley.
- 252 E. G. Bromhead, 12 h.p. Austin.
- 253 A. Procter, 15.9 h.p. Wolsley.
- 254 R. H. Braxator, 9 h.p. Humber.
- 255 P. D. Walker, 12-24 h.p. Seabrook.
- 256 J. A. Brown, 11.5 h.p. Alvis.
- 257 K. Don, 12 h.p. Darracq.
- 258 F. Aulagnier, 10-40 h.p. Darracq.
- 259 C. B. Mose-Randell, 9.5 h.p. Rhode.
- 260 M. Summerfield, 12-24 h.p. Seabrook.
- 261 W. H. Oates, 12 h.p. Lagonda.
- 262 F. King, 12 h.p. Lagonda.
- 263 B. Alan Hill, 9.5 h.p. Rhode.
- 264 A. E. Woodward, 11.4 h.p. Standard.
- 265 W. J. Milton, 7 h.p. Austin.
- 266 G. Foppe, 7 h.p. Austin.
- 267 B. W. Harcourt, 7 h.p. Austin.
- 268 H. Goodwin, 14 h.p. Bean.
- 269 S. H. Oakley, 11.9 h.p. Bean.
- 270 S. Griffiths, 11.9 h.p. Bean.
- 271 G. H. Carnet, 12 h.p. A.B.O.
- 272 W. E. Bliss, 10-15 h.p. Fiat.
- 273 E. R. H. Hill, 11.9 h.p. Riley Sports.
- 274 R. R. Brickwood, 11.9 h.p. Morris-Cowley.

- 275 E. M. Douglas-Morris, 15.9 h.p. Cubitt.
- 276 N. E. J. Gourlie, 12.8 h.p. Beardmore.
- 277 C. E. Barnes, 11.9 h.p. Jitler Sports.
- 278 S. D. Marr, 11.9 h.p. Palladium.
- 279 E. M. Magee, 15.9 h.p. Nissan.
- 280 R. Twelvetees, 11.9 h.p. Bean.
- 281 J. R. H. Knight, 12.2 h.p. Essex.
- 282 R. G. Philpot, 8 h.p. G.N.
- 283 H. E. Symons, 20 h.p. Austin.
- 284 T. A. Dennis, 12 h.p. A.B.C.
- 285 C. A. Chapman, 12 h.p. A.B.C.
- 286 D. F. Still, 12 h.p. A.B.C.
- 287 E. A. Clegg, 11.9 h.p. Riley.
- 288 A. J. Phippen, 11.9 h.p. Riley.
- 289 C. H. Lawford, 11.9 h.p. Morris-Cowley.
- 290 C. N. Green, 10 h.p. La-Francis.
- 291 C. N. Faulconbridge, 11.9 h.p. Crouch.
- 292 W. Bolton, 15.9 h.p. Woodwood.
- 293 A. G. Williams, 11.9 h.p. Morris-Cowley.
- 294 J. H. Jeffery, 8 h.p. Rover.
- 295 A. F. Elliott, 12 h.p. A.B.C.
- 296 A. H. Jones, 12 h.p. A.B.C.
- 297 L. V. Stone, 10.4 h.p. Alvis.
- 298 R. M. Dixon, 11.9 h.p. Alvis Super Sports.
- 299 W. H. Bedford, 11.9 h.p. Alvis Super Sports.
- 300 G. Higginbottom, 11.9 h.p. Bean.
- 301 F. Begley, 13-30 h.p. Baylis-Thomas.
- 302 I. C. Hoar, 11 h.p. McKenzie.
- 303 H. F. Smallwood, 12 h.p. Palladium.
- 304 A. B. Chadwick, 10 h.p. Trojan.
- 305 G. Finch, 10 h.p. Trojan.
- 306 H. Woodhouse, 10 h.p. Trojan.
- 307 N. H. Kcep, 11.9 h.p. Riley.
- 308 J. Havers, 10.8 h.p. Riley.
- 309 J. S. Martin, 10.5 h.p. Eric Campbell.
- 310 G. W. Olive, 14 h.p. Standard.
- 311 E. Hillary, 9 h.p. Derby.
- 312 G. L. White, 11.9 h.p. Riley Sports.
- 313 G. C. Farnhill, 6.7 h.p. New Garden.
- 314 E. Lester, 10 h.p. Hands.
- 315 W. N. Beard, 10 h.p. Hands.
- 316 G. Pettit, 14 h.p. Bean.
- 317 A. G. McCorquodale, 30-98 h.p. Vauxhall.
- 318 B. Monk, 10 h.p. Trojan.
- 319 H. J. Rickwood, 10 h.p. Trojan.
- 320 W. K. J. Shirraw, 10 h.p. Trojan.
- 321 D. J. Stone, 10 h.p. Singer.
- 322 E. Kinchin, 7 h.p. Austin.
- 323 S. C. H. Davis, 10 h.p. Wolsley.
- 324 R. Straker, 10-12 h.p. Straker-Squire.
- 325 W. A. Scheike, 10-12 h.p. Straker-Squire.
- 326 R. Duke-Williams, 10-12 h.p. Straker-Squire.
- 327 W. Ruddell, 14-60 h.p. Lancia.
- 328 M. C. Breese, 9.5 h.p. Rhode.
- 329 C. A. Hall, 14-50 h.p. Ford-Lord.
- 330 J. W. Ewen, 11.9 h.p. Palladium.
- 331 F. L. Goodman, 12 h.p. Whitehead.
- 332 O. Clark, 12 h.p. Whitehead.
- 333 J. A. Driskell, 9.5 h.p. D.F.P.
- 334 L. Bruce, 8 h.p. Talbot.
- 335 J. W. Leno, 10 h.p. Hispania.
- 336 F. J. McKenzie, 16.6 h.p. Essex.
- 337 E. P. Paxman, 8.7 h.p. G.N.
- 338 W. H. Evans, 12 h.p. Swift.
- 339 W. V. Radford, 10 h.p. Swift.
- 340 H. Collier, 10 h.p. Swift.
- 341 H. Stevens, 12-30 h.p. Horniman Sports.
- 342 G. Evans, 15.6 h.p. Durant-Rugby.
- 343 E. A. Gullum, 27.3 h.p. Flus Touring.
- 344 V. G. Walsgrove, 1.9 h.p. Riley Sports.
- 345 S. E. A. Watson, 10.8 h.p. Surry.

TIME TABLE.

The times given are those of the first official car.

Place	Time	Day
Wrotham Park	7.0	Friday
Hatfield	7.24	
Biggleswade (Check)	8.39	
Buckden	9.38	
Stamford	11.3	
Grantham (Control and Check)	12.5	Saturday
Newark	2.2	
Retford	3.2	
Doncaster (Check)	3.55	
Perrybridge	4.43	
Otley	6.12	
Ilkley	6.50	
Settle	8.14	
Ambleside (Check)	10.52	
Patterdale (Check)	11.21	
Carlisle (Check)	12.5	Sunday
Gretna Green	2.31	
Moffat (Control and Check)	4.1	
Romanno Bridge	6.12	
Edinburgh	7.10	

Route map and time table, showing at a glance places, and distances on the long trek from Wrotham Park to Edinburgh.

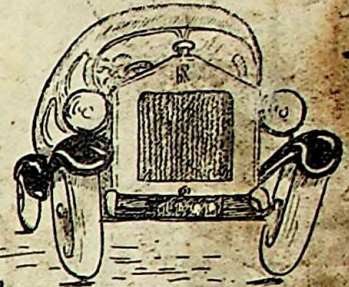
THE ATMOSPHERE OF THE "EDINBURGH."



A SMALL GROUP OF COMPETITORS AT THE START A MOTORCYCLIST NO. 1 IS MARKED WITH AN X PROVIDED HE KEEPS HIS PLACE HE WILL BE REPORTED BY THE LAY PRESS AS HAVING WON THE RACE.



PASSENGERS SHOULD BE PROVIDED WITH A RELIABLE AND CLEAR WATCH.



THE ROLLS ROYCE AND THE HARPER WERE RACING "NECK AND NECK" THEY WENT LIKE ANYTHING TO RUN INTO A "SECRET-CHECK".

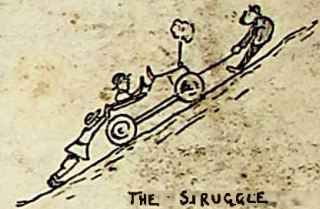


"VARY UP MISTER THERE'S ONLY FREE YARDRED IN FIFTY IN FRONT OF 'YER'."

ENTHUSIASTIC "LIGHT CAR OWNERS AND DRIVERS TURN OUT TO WATCH THE COMPETITORS, TO WHOM MUCH GOOD ADVICE IS GIVEN.



TYPICAL SCENERY "LITTLE DUST UP!"



THE STRUGGLE.



THE "OLD HAND" AND THE NOVICE
1. LONDON



"KNIFE AND FORK MEMBERS" SHOULD MAKE A POINT OF ENTERING THIS RUN. IT IS THE ONLY DAY IN THE YEAR ONE GETS TWO BREAKFASTS!



A FEW GREAT NORTH ROAD ENTHUSIASTS. COULD NOT THE M.C.C. MAKE THEM NON-MEMBERS FOR THE RUN

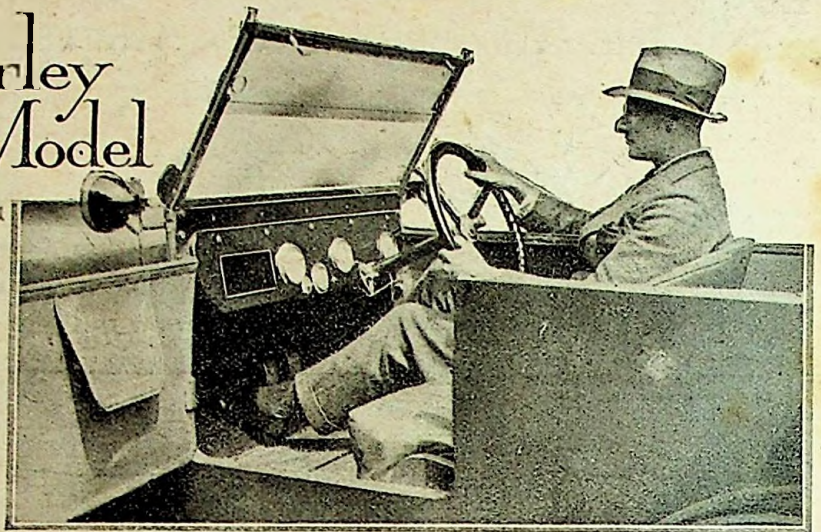


2. EDINBURGH.

Sidelights on the Motor Cycling Club's Annual Summer Trial from London to Edinburgh. Spectators at these events as well as the competitors will appreciate the dry humour of the artist.

The Waverley Speed Model

A Comfortable Full-sized Touring Car with the Performance of a Sports Model. Impressions of a 1,000-mile Test Among the Welsh Mountains.



WE have just completed a lengthy road test of one of the new Waverley speed models, the first details and illustrations of which appeared in *The Light Car and Cyclecar* dated May 16th.

This model, which is fitted with a Burt McCollum sleeve-valve engine, has a guaranteed speed of 60 m.p.h. and is faster by probably 10 miles per hour than the other Waverley models. This is due to the engine being specially tuned up and fitted with aluminium pistons and drilled connecting rods. The ports cut in the sleeves are also of a slightly different contour from standard.

The gear ratios differ from the standard model, a road test of which was reported in our issue dated February 22nd, the top gear in the case of the Speed model being 4.3 to 1, while the general construction is very much lighter, the weight of the complete car being only 17 cwt.

It will be seen from the illustrations on these pages that no attempt has been made to provide a true sporting body, the coachwork being, in fact, of the single-shell four-seater type, but providing adequate leg-room for rear-seat passengers and affording an unusual degree of comfort for all the occupants.

The front seats are separate and adjustable over a wide range, while they may be conveniently staggered if added elbow room is required.

Features of the car which immediately commend themselves to practical motorists are the sloping two-panel windscreen, the large pocket arranged in the door, the cubby-hole in the dashboard, the high sides of the body, and all-weather equipment which can be put in place both easily and quickly when occasion arises.

The chassis design follows Waverley practice, there being a four-speed gearbox built as a separate unit from the engine, spiral bevel final drive, long half-elliptic springs front and rear, and brakes on all four wheels.

c24

Our road test consisted of four circuits of the course planned in Wales for the R.A.C. Small Car Trials, two circuits being made of the Bala route and two of the Brecon route, the average speed at which the ground was covered being generally in excess of that scheduled for the competing cars.

The run to Llandrindod Wells from London for the start of the trial was completed in excellent time, and indicated that the Waverley would prove much more suitable than the majority of light cars for the very heavy week's work which lay ahead.

Up the Welsh "Terror."

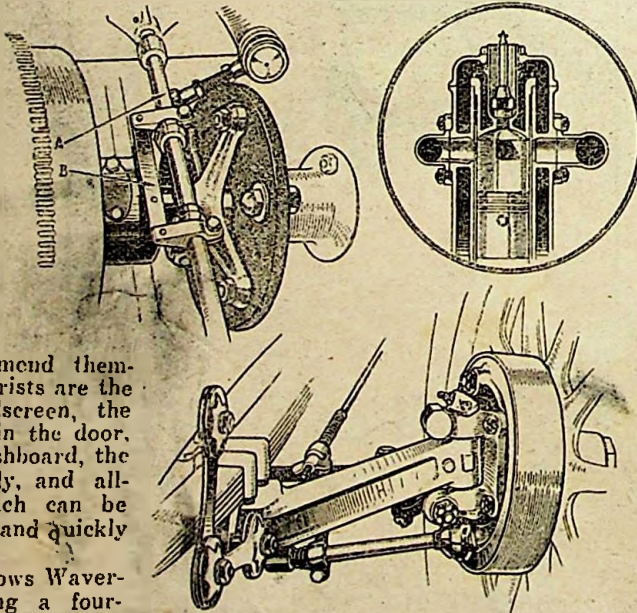
The ascent of Bwlch-y-Groes hill on the following morning showed that there was not the remotest likelihood of there being a hill in Wales which would worry the Waverley in the least.

First gear was used to negotiate the two bends at the bottom of Bwlch-y-Groes, after which second was engaged, and this, although only 10 to 1, proved amply low for a fast climb to be made up to the hump at the summit.

This first ascent of the famous Welsh terror was completed at an average speed of 16 miles per hour, and the cooling water boiled only slightly despite the fact that no fan was fitted.

The villainous road surfaces, single-figure gradients, and awkward winding roads, which typified the remainder of the Bala course showed that the Waverley, so far as braking, steering, and suspension were concerned, was beyond reproach.

On Tuesday we started out full of confidence for the Brecon route, which was known to be very much more difficult than that followed the previous day. Rain was falling heavily, but, with the hood erected and the side curtains in place, saloon comfort was enjoyed.



(Above) The clutch withdrawal, showing the clutch stop (B) mounted adjustably on the shaft (A). (Right) A cylinder-head section, showing the sparking plug position, the ports and the path of the sleeve. (Below) The front-wheel brakes.

THE WAVERLEY SPEED MODEL (contd.).

The Beulah water-splash was successfully negotiated, although there were several inches of water on the floorboards inside the car. Thenceforward the Waverley was hammered along over the mountain roads and up Scani Hill to Brecon. Scani, with its hair-pin bends, its rough surface and its 1-in-6 gradient, caused no difficulty. The speedometer reading fell below 15 miles per hour only for the rounding of the hair-pin bends.

In the afternoon Panne Hill was climbed using only second and third gears, while the lowest recorded speed from the bottom to the summit was 20 miles per hour.

On Tuesday night it was found that two 1/2-in. mud-guard bolts had sheared and the rear shock-absorber brackets had become detached from the frame. Earlier in the day so villainous had been the buffeting which the car had received that the windscreen frame broke along the top panel and became detached. We mention this specifically as indicating the tremendous strain which had been imposed upon the car as a whole. The type of windscreen used is one with which we are familiar, but we have never previously known one to break.

Fast Climb of Birdlip.

On Wednesday the Waverley rested, but on Thursday and Friday it had Monday's and Tuesday's course to cover again. On Saturday we started back for Brooklands. Birdlip Hill was climbed on second gear at 23 miles per hour without any signs of boiling; the car seemed to be running better, in fact, than at the beginning of the trial.

Arrived at Brooklands the maximum available

speed was found to be still in excess of 60 miles per hour, while the general condition of the car was very good.

Throughout the week the chassis parts had been greased only once, and no attention had been given to the car beyond replenishing the petrol tank and oil sump. The consumption of petrol averaged 28 miles per gallon, while two gallons of oil were used for the 1,300 miles which the car covered while it was in our possession. This comparatively high oil consumption was due to a slightly slack rear main crankshaft bearing.

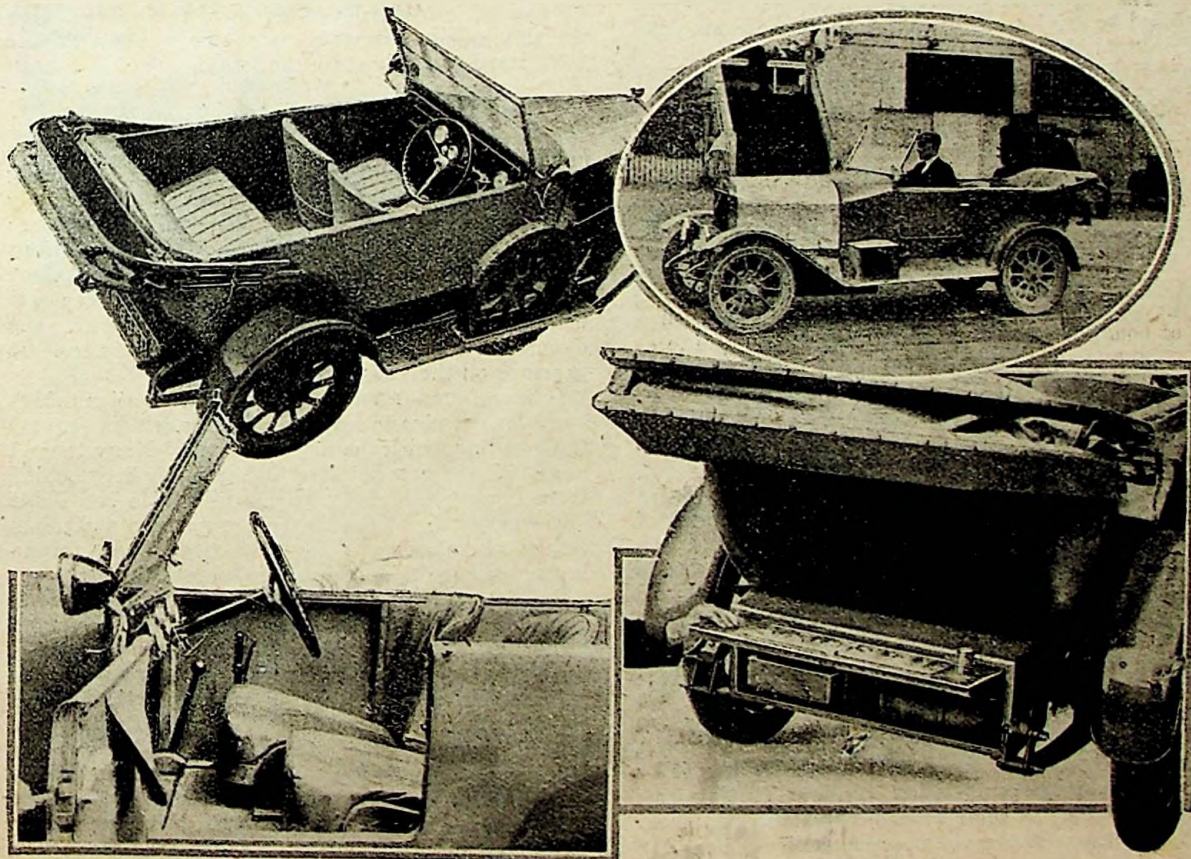
Efficient Four-wheel Brakes.

The outstanding impression that the car left on us was its extraordinary comfort and controllability. There are few light cars which one can drive for seven days under such conditions without feeling sore and uncomfortable as the week draws to a close.

We may conclude by remarking on the efficiency of the four-wheel braking system. Although convenient adjustments are provided, there was no need throughout the week to touch them, while the brakes continued to act in a most satisfactory manner. Hills in Wales, which could not normally be descended in safety at a greater speed than 5 miles per hour or 6 miles per hour, caused no apprehension at 15 miles per hour to 20 miles per hour.

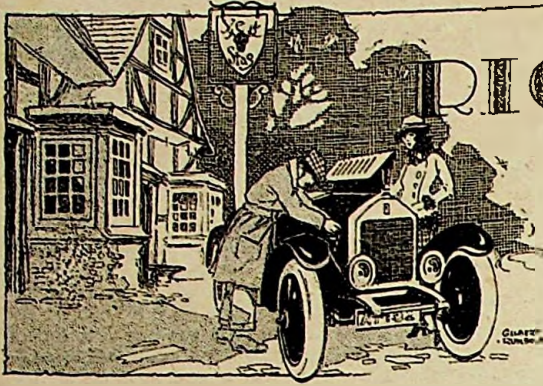
This Waverley speed model, which costs £375, is one that we can confidently recommend to readers as a fast and thoroughly satisfactory touring car. It possesses many desirable features, and, although it has the performance of a sports model, we believe that it would give consistently reliable service.

We returned it with regret to the makers, Waverley Cars, Ltd., Trenmar Gardens, Harrow Road, W.10.



FEATURES THAT APPEAL.

— The bodywork of the Waverley Speed Model is designed on comfortable and very practical lines. One of the upper illustrations shows the car when it arrived at Brooklands after the arduous 1,000-mile test.



RICH MIXTURE

A Critical Causee
of Light Car Comment
— and advice —

On Playing the Game.

IN my view, there is no game which is worth playing unless one sticks to the rules. I have tried most games "with variations," but none has been a success. Bridge forms an excellent example: introduce "nulloes" or similar makeshifts and the game is ruined. As a loser one feels inclined to grumble, and as a winner one is robbed of the sense of satisfaction which one may otherwise enjoy.

And just as it is necessary to adhere to the rules of a game so is it equally important, having begun the game, not to grumble at the rules. I was very sorry, therefore, to hear so much grumbling at Llandrindod Wells during the week that the R.A.C. Small Car Trial was being held. Every competitor had been furnished with full details of the regulations weeks before the trial started, and if there were any who considered that there were clauses which provided their rivals with unfair loopholes it was clearly their duty to refrain from entering.

I have said that I was sorry to hear grumbling while the trial was being held, but I am still more sorry to hear grumbles now that the trial is over and the various awards have been won.

A Boxing Analogy.

WHAT possible justification for their attitude have those who suggest that such-and-such a car should not have won a certain award because at the end of the trial it had a certain defect? It would be just as reasonable to say that a boxer should be robbed of his purse when, having won on points, he faints after the gong has sounded at the end of the last round.

Who would propose, I ask, that the winner of a race at Brooklands should not have his due meed of praise if he happened to finish on three cylinders, on a flat tyre, or with a broken spring? The same applies to every sport and every game. If the man who proves the winner has secured his victory by means strictly in accordance with the rules he is entitled to enjoy the honour and glory and the cups, prizes, or medals which are the reward for his perseverance.

I take off my hat, then, to the Gwynne which won the 250-guinea cup in the R.A.C. Trial. It won it by fair means and in competition on a level footing with cars which cost in some cases nearly twice as much. Let us acclaim it the victor, then, with no boggling over such matters as a broken spring leaf at the finish, or an organization during the trial which might, in certain circumstances, have given it an advantage over less enterprising competitors.

Cast Not a Clout—

I AM often asked to supply the exact time which I consider to be ideal for changing over from a winter to a summer oil for the engine. I am afraid that, like Easter, it is a feast day of the movable order and is governed entirely by climatic conditions; however, I treat my engine in one respect as I do my person.

The inevitable May being "out" (the flower and not the month, by the way—a fact upon which folk often go astray and, ipso facto, risk pneumonia) I cast my light overcoat and decide that my engine bearings also will benefit by a change of raiment.

When, later on in the year, I feel that morning nip in the air which suggests more clothing, the sump of my engine is drained and filled with thinner lubricant. Of course, it is a trifle paradoxical that when I sigh for thin, silken garments my engine wants a thicker coat, but I can only state the facts!

Automatic Warning Signals.

I THINK most experienced motorists will agree with me that if the use of automatic warning signals became universal the fittings would not only be very annoying but of very little value. One sees quite a number of them decorating the rear portions of many American cars nowadays, the bulb of them being electrically operated by means of contacts fitted to the brake pedal and so arranged that the circuit is closed whenever the driver exerts the least pressure on the pedal.

I have found myself that the information which such devices give to following drivers seldom conveys the meaning which the driver intends. Many times I have followed cars so fitted and carefully kept behind them for a considerable time while little red lights have flickered and the driver has pursued a straight course, there being no reason whatever why following traffic should slow down or keep behind.

One is apt after two or three such experiences to regard the devices as the peasants regarded the cry of "wolf, wolf" in the fable and to take no notice of them whatever. I notice that a comparatively new accessory intended to act as an automatic warning signal embodies an arm which either remains extended to the off-side of the car if the brake pedal is very slightly depressed or waves up and down giving a "slow down" indication if the brake pedal is fully depressed. It is a plan which may appeal to some lazy motorists but, as it would give the "Slow down" or "Do not pass me" signal every time the driver used his foot brake to draw in to the near side, it seems that it would convey information that would soon lead other drivers to disregard it.

*RICH MIXTURE (contd.).***To Cure Noisy Brakes.**

SQUEAKING brakes are very annoying, but I have found that this is one of the numerous troubles which can be very easily cured if only one goes the right way about it. A car which I have been using lately has developed not only squeaks but violent chatterings and judderings every time the foot brake—which acts in the rear wheel drums—is applied.

After drawing off the rear wheel hubs and putting myself to quite a lot of trouble in making fruitless attempts to get at the root of the matter, I have completely cured it by shaking up a little graphite grease in half a pint of paraffin and squirting this into the drums. The first application of this dope made the brakes act extraordinarily sweetly and quite silently for 500 miles or so before the squeaking reappeared. The second application was made a fortnight ago, and a thousand miles have since been covered without the annoyance recurring.

For Filling Greasers.

I AM indebted to Mr. Brooker, of Prices', who has helped me out of many lubrication difficulties, for an extremely practical suggestion for simplifying the replenishment of grease cups.

He believes that the best plan is to use a lubricant such as Prices' Hub Lubricant Stiff, which when warmed becomes liquid. It can then be sucked out of its tin with an ordinary oil squirt and all the greasers, which have been removed and lined up in a row, can then be easily filled with the liquid lubricant and just as easily replaced when the grease has cooled off and set.

Readers who have grease gun lubrication can employ just the same dodge, the matter being rather simplified in their case, however, because they merely have to warm the grease and then suck it up into the pump through the nozzle. This job is facilitated if the pump has a release for the thread allowing it to be used as a squirt, in the manner adopted on the Ex-a-guns. I have found such a release, by the way, to be a very useful fitting indeed.

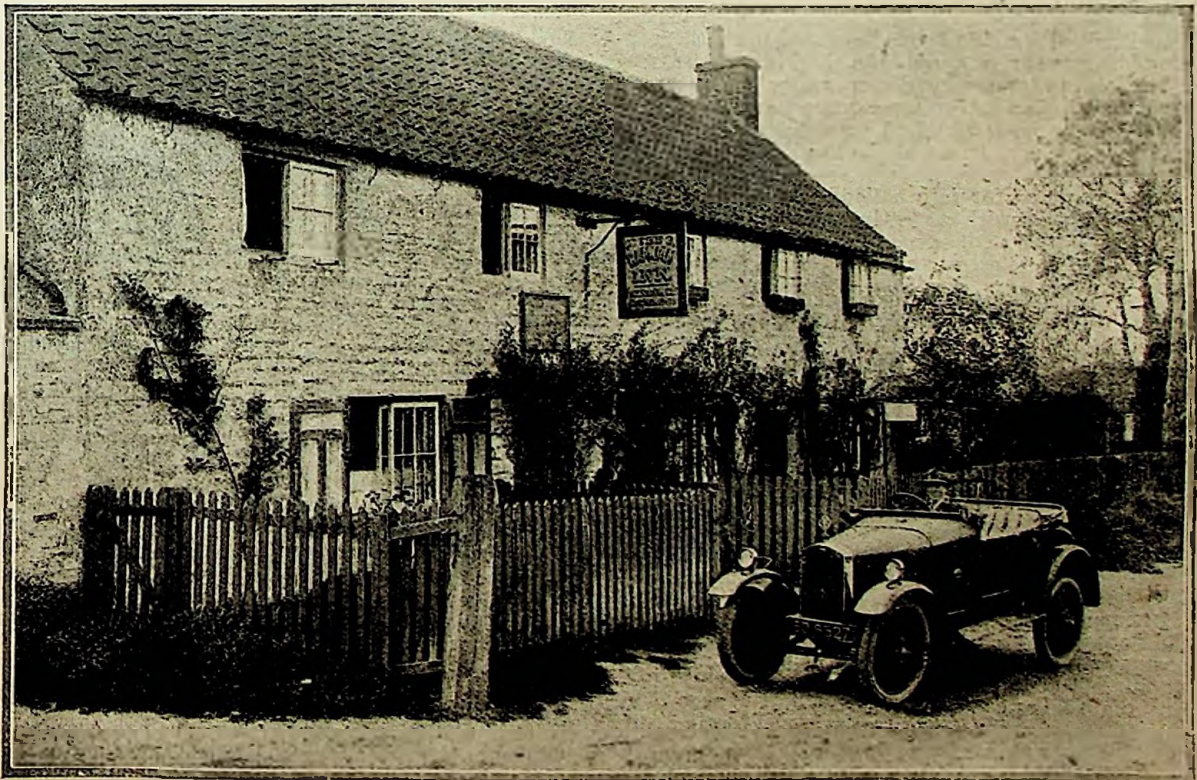
Wanted—Home Garages.

SEVERAL readers have written to me saying that my suggestion a week or two ago that the only way to bring about the idea of a garage, or accommodation for a garage, being provided with all new houses is all very nice, but how are they to follow my heading and to "stick, act, and shout."

They are setting me rather a problem, for the men who build houses nowadays do so in nearly every case with the intention of selling them immediately they are completed, and it is only natural that they should design the houses to meet the popular demand. The only way to impress upon them how urgent is the need for home garages is for all motoring house hunters whenever they visit an agent or communicate with builders to explain that the disadvantage to the various properties offered is that no garage is available.

If they took the opportunity of pointing out that the presence of a garage adjoining the house may be worth £20 a year or so to the owner of even the smallest cars I believe that those who erect garageless dwellings would be inclined seriously to consider whether a revision of their existing tactics is not by now long overdue.

S.S.



A HAUNT OF DICK TURPIN. — The Ram Jam Inn, between Stamford and Grantham, is reputed to have been a favourite haunt of Dick Turpin and, by way of contrast, it is on the route of the London-Edinburgh run. The car is a Hands.

GREAT MIDLAND FLOOD HAVOC.

HOW SOUTH WALES WAS CUT OFF FROM THE MIDLANDS IN A FEW HOURS BY A TERRIFIC CLOUDBURST WHICH FLOODED ROADS AND WASHED AWAY BRIDGES. EXCITING AND AMUSING MOTORING INCIDENTS.

LAST Sunday morning will long be remembered in the Midlands on account of the sudden and terrific floods which rose in the course of a few hours, swept away bridges, submerged miles of main road and completely paralysed road traffic.

The country bordering the Severn, Wye, Usk, Teme and Avon rivers, already waterlogged by weeks of rain, could hold no more water when the frightful downpour of last Saturday night commenced.

In 10 or 12 hours a normal month's supply of rain deluged the country, the rivers overflowed their banks, the rise being so rapid at certain points that it could be seen by the eye. Floods, greater and more devastating than had been known for 20 years, drowned the countryside. Motor traffic between Newport (Mon.) and Hereford and Gloucester and Birmingham was practically suspended. Early on Sunday the A.A. had organized a line of scouts from Newport to Hereford to warn motorists attempting to drive eastwards of the dangers ahead of them. These men, picking up the latest information from travellers working their zigzag ways westwards, suggested hundreds of routes to the never-ending stream of stranded motorists.

Their work was made more difficult by the rapid rise and fall of the water at various points. One road would be clear while another lying parallel to it would be blocked. A few hours later the conditions would be reversed.

In some parts cars were submerged over their road wheels, in others the floods merely lapped the running boards or entered the bodies. Those who attempted to cross the Severn valley on Saturday night had the most thrilling experiences. One driver, waist-deep in water, had to wind his car a quarter of a mile backwards out of the flood on the starting handle.

Many went so far into a flooded road, and then, having stopped with water in the magneto or carburettor, attempted, generally with success, to return on their electric starters. In some parts the cross streams were so strong that cars fitted with disc wheels were swept bodily across the submerged roads.

Motorists Stranded.

Mr. H. F. S. Morgan, who lives at Malvern, practically in the storm centre, returned from the Hereford speed trials on Saturday night. Next day he was visited by numbers of his motoring friends who had been stranded here, there and everywhere.

One well-known Midland dealer, whose new straw hat had been quite a feature of the speed trials, appeared in a most woe-begone condition, the hat now resembling the shapeless, sloping-brim style of the Panama.

Unemployed and village loafers who gathered at the floods to watch the fun reaped rich rewards for pushing cars and motorcycles out of the floods or for wading out and showing the drivers where the water was the shallowest. Women passengers had to be carried out of cars by men knee-deep in water, while at many other points the police forbade traffic to proceed, and could only suggest alternative routes which might be passable.

The damage done to property was enormous. The Three Shire Show-ground at Worcester, together with its exhibits of stock, machinery and pavilions,

was quickly submerged, only the roofs of the pavilions, with a few bedraggled flags and advertising banners, remaining above the torrent.

The Worcester-Malvern road was submerged for nearly half a mile near Powick, where the Teme was early in flood. Trains and bus services were suspended, the hedges were washed down, road foundations gave way and telegraph poles collapsed, leaning drunkenly across the roads.

At two points, between Powick and Upton-on-Severn, the road was washed away, giant chasms interrupting the traffic, and the washout being distributed in the form of red soil in V-shape formation lying across the adjoining field.

Upton itself was clear on Sunday night, but impassable on Monday, when what traffic there was proceeded in home-made and extremely antique punts.

Cars Submerged in a Garage.

In Malvern the Central Garage was enveloped in a landslide, which practically buried a number of cars, and at one time looked like pushing the whole garage building bodily into the main street. When the garage doors were forced a miniature river rushed out.

Near Wyre Piddle the road was so badly washed away that the authorities had to improvise a sleeper-track to enable traffic to proceed. Wyre Bridge was almost submerged, while Bransford Bridge, on the south-western road from Worcester, was invisible.

The newly made road between Worcester and Alcester was washed away in several places, although it was interesting to note that where it was water-proofed with tarmac the damage was negligible.

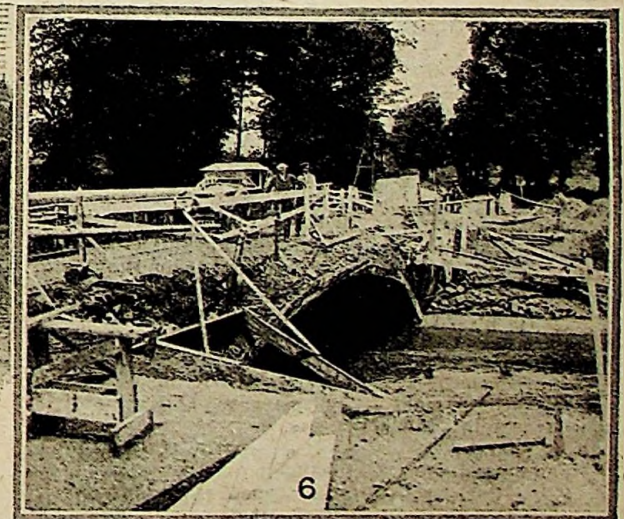
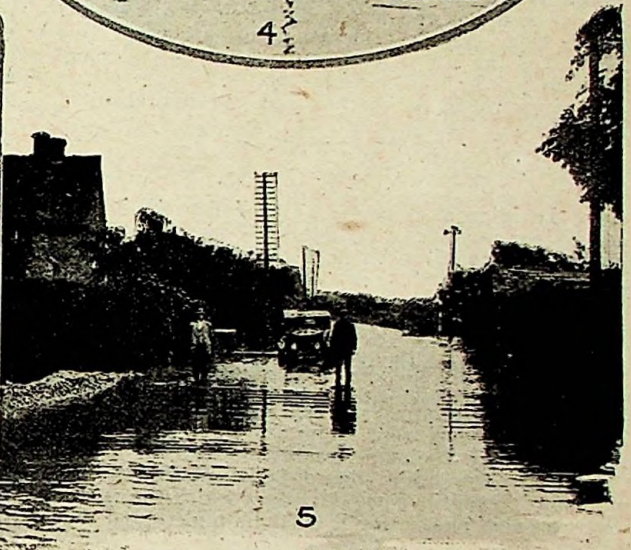
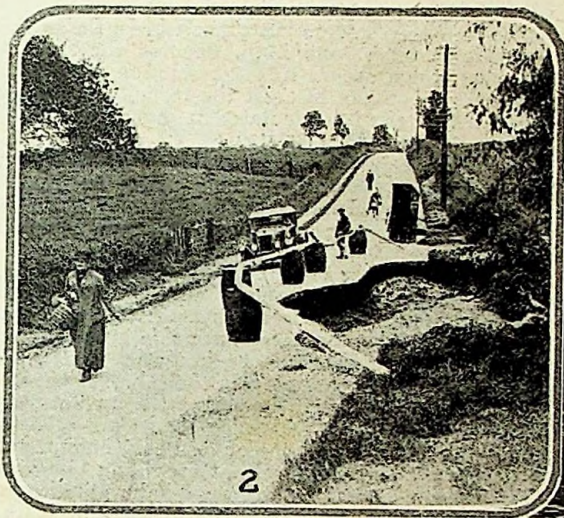
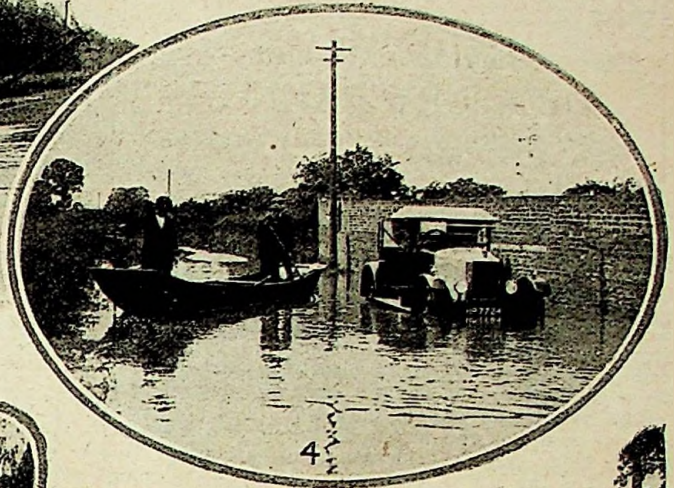
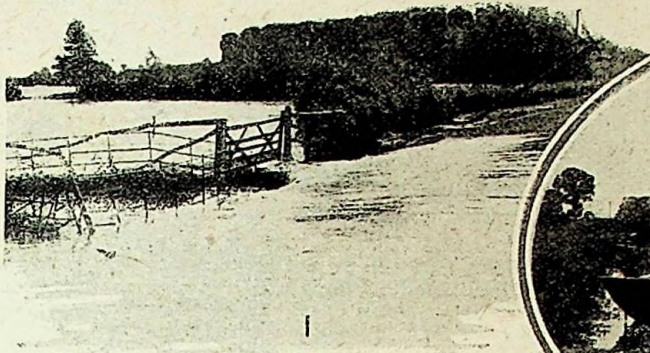
At a new bridge in course of construction on this route heavy concrete blocks were washed about as if they had been pebbles. A fowl-pen from an adjoining farm several hundred yards away was discovered in the middle of the bridge when the flood subsided!

Near Studley, on the Alcester-Birmingham road, the woodwork for the concreting of a new bridge was washed away, a mass of wreckage, in a few hours and deposited 100 yards down-stream. The work had taken ten weeks to complete, and was destroyed in a single night.

Alcester was completely cut off from Stratford-on-Avon and Warwick, traffic on Sunday having to proceed to these places via Birmingham and Coventry. Parts of Evesham were 10 ft. deep in water, the Cheltenham road being one of the first to flood. The Gloucester-Chepstow road was flooded to a great depth, and Tewkesbury was also reported to have been completely isolated.

Throughout the catastrophe the organization of the local police, A.A. and R.A.C. guides, and county council authorities was most praiseworthy. Despite the serious nature of the floods, an excellent temper prevailed, everyone being willing to help everyone else so far as they were able.

By Sunday night the Worcestershire, Warwickshire and Gloucestershire authorities had every road danger-spot guarded by red lamps, rails and a man on duty, while by Monday afternoon groups of labourers with batteries of traction-engines and service wagons were busily engaged in making good the damage on those parts of the road from which the floods had receded.



**HAVOC WROUGHT
BY FLOODS
IN THE MIDLANDS.**

Last week-end large tracts of country were flooded and grave damage was done. (1) Roads and fields were flooded to a considerable depth. (2) Where half the road was washed away between Powick and Upton-on-Severn. (3) Damage done by the Tems river, which overflowed between Powick and Worcester, flooding the main Malvern road to a depth of 3 ft. over a distance of half a mile. (4) Rival methods of transport, showing the old salving the occupants of the new near Upton. (5) Another view of a main road in the same locality. (6) The remains of the framework of a new concrete bridge which was being erected near Studley. Ten weeks' work was washed away in a few hours.

Every Motorist Should Know that—

TREASURY RATING IS NOT ACTUAL HORSE-POWER.

THE DIFFERENCE BETWEEN TREASURY RATING, BRAKE HORSE POWER AND INDICATED HORSE-POWER.

THE Treasury rating of any engine is a totally inaccurate but very easily calculated figure by means of which the amount of tax payable at £1 per (Treasury rating) horse-power can be fixed. Exactly why it would not have been possible to work out a formula which would more closely approximate to the actual b.h.p. has not yet been discovered, but, as the regulation exists, only the bore of each cylinder and not the stroke is taken into account. Apart from any consideration of accuracy, this encourages the use of long-stroke engines—by many considered to be a retrograde step.

Treasury rating is worked out by the following formula:—

$$H.P. = \frac{D^2 N}{2.5}$$

where D=internal diameter of cylinders in inches, and N=the number of cylinders. Where the engine dimensions are given in millimetres the formula is as follows:—

$$H.P. = \frac{d^2 N}{1613} \text{ where } d = \text{bore in millimetres.}$$

The brake horse-power of any engine is obtained by discovering the maximum power delivered at the flywheel. Special apparatus has to be employed, and the motorist must rely upon the information supplied to him by the manufacturer.

Generally the b.h.p. figure is coupled with the number of revolutions per minute at which the engine generates this power, for it must be understood that

the energy of an internal-combustion engine does not increase in direct proportion to its speed, but commences to fall away above a certain number of r.p.m. Hence the expression "the peak of the curve," which shows graphically exactly at what number of r.p.m. maximum effort is being produced.

Indicated horse-power represents the maximum power developed by the cumulative effect of the explosions in the cylinders. In other words, the difference between b.h.p. and i.h.p. denotes the amount of wastage which occurs through friction and other causes. As a point of interest the formula by means of which i.h.p. can be calculated is given:—

$$I.H.P. = .0000119 D^2 P N S$$

where D=diameter of the cylinder in inches; P=mean explosion pressure per sq. in. on the piston, N=number of revolutions per minute, and S=length of stroke in feet. One millimetre is exactly .03937 of an inch.

From the foregoing it will be seen that the proud possessor of an automobile is in an unenviable position if he is particularly keen on ascertaining horse-power figures. The Treasury rating is an arbitrary figure which is reckoned more in terms of s. d. than anything else; to ascertain the b.h.p. is beyond his capabilities, whilst if he arrives at an accurate estimation of the i.h.p. his calculations are of little avail owing to his ignorance of losses in engine and transmission. We aim merely at providing him with a clear conception of the different values indicated by Treasury rating, brake horse-power and indicated horse-power.

A Hint Worth Knowing.

WHEN THE CAR FALLS OFF THE JACK.

UNLESS a driver fails to apply the ratchet brake before removing a wheel, there is no likelihood of a car slipping off the jack on a road where the surface is hard and level. If, however, the car does slip off the jack, nothing less than a stout crowbar will succeed in elevating the axle to a sufficient height to allow the jack to be replaced under it.

Fortunately—if there can be anything fortunate in such an occurrence—the catastrophe usually happens when the car is jacked up on soft ground, where the jack settles unevenly and, just as the wheel has been removed, topples over, allowing the car to fall on to the end of the axle casing or the brake drum. It will then be found that the axle is too close to the ground to allow the jack to be placed under it; consequently, it will be necessary to dig a hole in order to provide sufficient space.

Having obtained a spade, a small hole should be dug under the axle about midway between the centre and the end which has fallen. When the hole is deep enough a brick or piece of wood should be placed in the bottom of it to form a solid base for the jack.

The car should then be jacked up in the usual way, and, when the jack is fully extended, it will probably be found that the axle is still insufficiently raised to allow the replacement of the wheel. The next step, therefore, is to place bricks or other suitable packing which may be to hand under the axle in order to take the weight of the car when the jack is released. Further packing may then be placed in the hole and

the process of jacking up is gone through again. This performance is continued until it is possible to replace the wheel.

In order to avoid the recurrence of such an episode it is well to remember that, provided the hand brake is firmly on, and that the jack is placed on a hard and level base, all will be well. Remember, however, that the hand brake does not always act equally on both rear wheels, and it is a sound plan, if a rear wheel is to be removed, to place a chock under one of the front wheels. The base of the tyre pump or the tool roll will be found suitable for the purpose if no large stones or pieces of wood are handy. For changing a front wheel such a precaution is seldom necessary.

✓ If ever it is necessary to jack up a car on soft ground, it is always advisable to place something such as a large piece of wood under the jack before commencing operations. If no suitable plank is handy, a floorboard may be used. Floorboards are not always made of very robust material, however, and it is often advisable to use two, one above the other. In any case the base of the jack should be placed on one of the battens if these are of sufficient width to afford a sure support.

It sometimes happens, when a car has been allowed to fall off the jack, that the brake drum is badly dented, and in such circumstances it may be necessary to remove the brake shoes before the car can be moved.

The Light Car and Cyclecar

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5/6

LIGHT CAR & CYCLECAR

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

Only cars the engine capacity of which does not exceed 1,500 c.c. (1½ litres) come within the scope of "The Light Car and Cyclecar," that capacity being generally recognized and accepted as the limit for a light car engine.

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Topics of the Day

Reviving Interest in Cyclecars.

IT is clear that many of our readers are extremely interested in the cheapest types of cyclecar. A very large number of readers have recently submitted their ideal specifications for a £100 machine, while several have actually built cyclecars of the kind they describe. In nearly every letter is a **Conventionality** reference to the market which is believed to exist **Defied.** for sound, cheap three and four-wheeled cyclecars, while it is not unusual to find correspondents remarking that if a cyclecar of the type they describe was available they would be ready and willing to buy one. It seems possible that the craze for conventionality is dying; that users of economy cars are beginning to realize that it is only by evolving a machine which is entirely original in conception that maximum economy and efficiency can be gained. The three-wheeler appears, on the evidence of our post-bag, still to have many enthusiastic adherents, and who can deny its advantages? A good three-wheeler is certainly as reliable, as useful, and more economical than a four-wheeler, while its superiority over a motorcycle has been evidenced too recently to need emphasizing here. It is very unfortunate that there are not more different makes of three-wheeled cyclecars on the market at the present time. If this class was better represented, existing types would benefit from the competition. The three-wheeler is really the only unconventional car which has ever attracted the public; no original four-wheeler has ever enjoyed the same popularity.

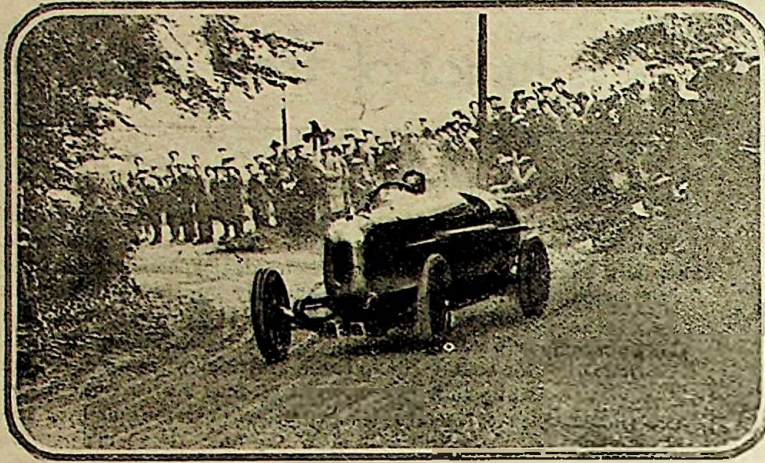
We believe that several of the large numbers of letters and articles which we have published, and shall continue to publish, on the question of ideal £100 cyclecars will lead to most interesting facts being revealed, while they will certainly indicate that the public fancy does not necessarily run along such prosaic lines as manufacturers are inclined to believe. That practical motorists are not opposed to an engine placed at the rear of the chassis has been revealed already, while it is abundantly clear that the popularity of chain transmission is by no means dead. Belt drive, however, appears no longer to appeal.

Motoring: A National Question.

IT is not so many years since motoring was regarded as a form of recreation for the "idle rich" and was placed in a similar category to shooting and hunting. Hence questions on motoring matters which arose in Parliament were treated with a certain amount of contempt and the champions of the motorcar in the House were few and far between. A decade has effected a great change in the situation, for the world and his wife motor nowadays, either in private or public-service vehicles; questions which were once of parochial insignificance are now of national importance.

One Effect of "McKenna" Decision.

Nothing has done more to establish the place which motoring occupies in our daily lives and industries than the threatened abolition of the McKenna duties. Casual debaters have discovered that it does not finish with the man who sits at the driving wheel, but represents the keystone which crowns the arch of a considerable number of industries. The Chancellor of the Exchequer himself must have been rather more than mildly surprised at the universal outcry which greeted his Budget bombshell, and he, presumably, had his finger on the pulse of the nation's working fraternity. His concern over the outcome of his action may yet be reflected in a new feeling towards motoring which should spring up. Possibly, in future, greater sympathy may be extended to those who bring forward measures affecting motoring issues of vital importance.



HEADING TOWARDS DISASTER. — R C. Morgan (Aston-Martin) correcting the first of a series of terrific skids, the last of which, coupled with a burst tyre, caused him to plunge into the bank head on.

THE Surbiton Motor Club's annual hill-climb, which took place on the right-hand hill, at South Harting, Hampshire, on Saturday last will long be remembered as one of the most exciting that has ever been run off; in fact, it would be safe to assert that there never has been an afternoon providing a greater number of sensations or better exhibitions of driving skill.

Within 15 minutes of the start four solo motorcyclists had met their Waterloo on the first bend, but, unlike Napoleon, their banishment was short, and they returned again to do battle with a corner the treachery of which had sent them over the handlebars. The worst crash of all was that of V. W. Derrington, who executed a triple somersault in the air, all arms and legs, finally coming to earth in a crumpled heap. His crash helmet saved him from absolute disaster, but he had to be carried down the hill, and the crowd was amazed when, later on, he appeared at the wheel of a Salmson.

Electrifying the Crowd.

Thereafter the motorcycles were more cautious, but the thrills began all over again when the car classes started and a climax was reached when R. C. Morgan, in a new Aston-Martin, electrified the crowd on the lower slopes, only to come to grief higher up, when he was within measurable distance of making the most sensational ascent that has ever been witnessed at a hill-climb. We refer to this later in detail.

South Harting is familiar to our readers as the venue of the Junior Car Club's annual climb, but this event has always been held on the left-hand road. The Surbiton Club chose the right, which is far shorter but winds its way upwards in a sinuous S-curve which, on the face of it, looked sufficiently alarming to cause many drivers to think twice about attempting it at speed. The length of the course was approximately half a mile and competitors were allowed a short flying start, advantage being taken of this concession by many to persuade willing helpers to give them a push off.

A good-tempered crowd lined the banks, which formed a natural grand-

c32

stand, and they took a keen delight not only in the displays of skill which were provided, but in cheering the drivers of a nondescript collection of non-competing vehicles which ascended and descended the hill.

Austin Seven First "Up."

Owing to the casualties in the motorcycling section, the class devoted to these vehicles took a long time to run off, and it seemed that the car section would not be completed before lighting-up time, but actually the four-wheeled cars were despatched with remarkable celerity, and the event terminated at 6 p.m.

J. P. Dingle (Austin 7) was the first car competitor up, and it would be no exaggeration to say that he made the quietest, easiest and certainly one of the neatest ascents.

He was followed by Miss Ivy Cummings in her Frazer-Nash. This intre-

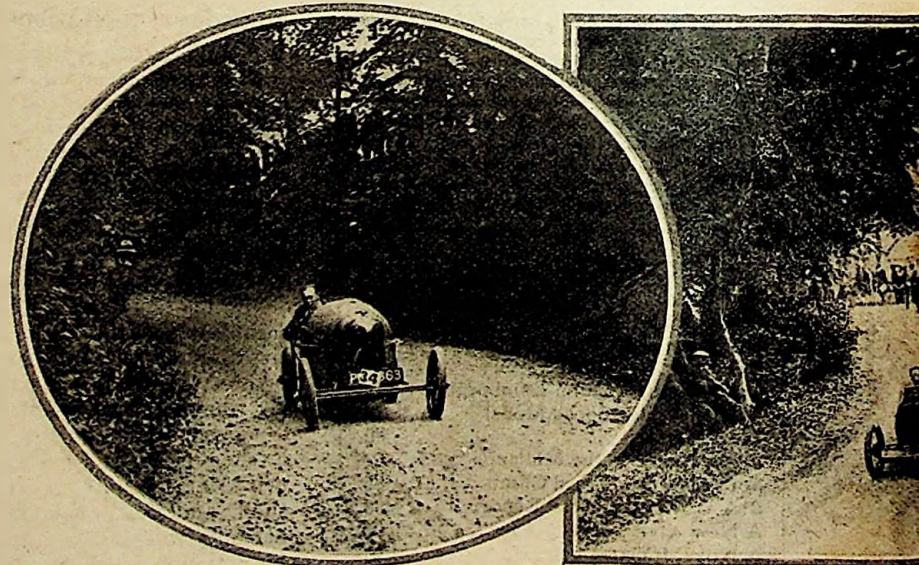
A SOUTH HARTING THRILL-CLIMB.

pid lady driver showed superb judgment, correcting semi-broadside skids with an iron arm. The wide sweep of the tail of the car narrowly missing the off side of the road, then the steep bank on the left, sent up a shower of stones and caused spectators to retreat up the bank with an eye to their own safety. Wilson Jones, in his 200-mile Salmson, made a splendid climb, bringing the class for racing cars not exceeding 1,100 c.c. to a close.

Deceptive Times.

In the class for touring, sports and racing cars not exceeding 1,500 c.c., times were certainly deceptive, for many of the drivers, notably Cushman, who ascended first in his touring and then in his racing Bugatti, J. W. Ewen (Palladium—a standard Victory model), V. W. Derrington (Salmson), Stewart (Palladium) and Joyce in his famous A.C., were so steady on the corner as to lead one to believe that they were seconds slower than their confreres, who executed such amazing manoeuvres over the same stretch.

Cushman cut out only momentarily on each ascent and hugged the inside of the bend. Ewen swept round at a speed which clearly proved the capabilities of the Palladium; Derrington, who evidently had not fully recovered from his smash in the motorcycling class, was cautious, whilst Stewart put up about the same speed as his teammate. Joyce purred up with hardly a suggestion of a cut-out, hugging the inside edge and with hardly a sideslip. Kaye Don, in a 1,497 c.c. Darracq, gave cause for momentary alarm by taking the corner wide. He executed one



A TRIO OF NEAT ASCENTS. —

Several cars made remarkably neat, steady, and fast ascents, but Cushman in his Bugatti deviated an inch from its course, and Cushman in his sideslip. These cars

**MISS IVY CUMMINGS'S
FEARLESS HANDLING
OF A FRAZER-NASH —
ASTON-MARTIN CRASHES.**

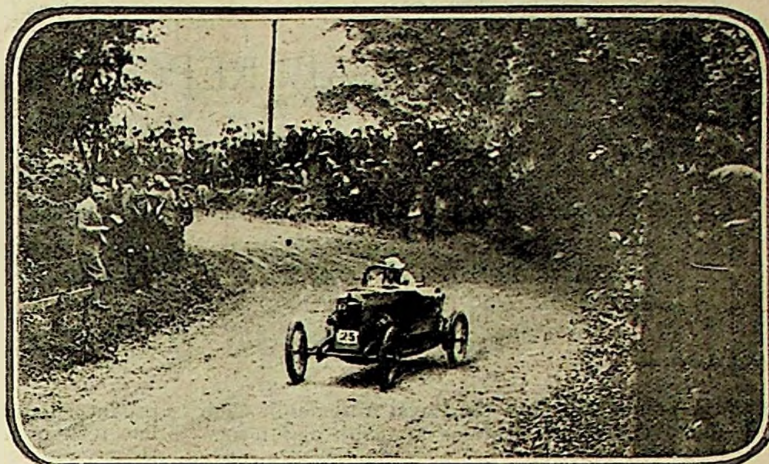
big skid, however, which set him right directionally and then roared up to the summit.

B. S. Marshall, in his famous black Bugatti, played for caution on his first ascent, but afterwards improved and on his third attempt handled his car with skill, rounding the bend in a series of short, sharp sideslips, which were instantly and cleverly corrected.

A Meteoric Ascent.

Having piloted a big Bugatti in the meantime, Miss Ivy Cummings returned to the foot of the hill and again attacked the gradient with her Frazer-Nash. This time she profited by experience, taxing her machine to the uttermost. With grim determination she swung broadside across the road first this way and then that; at one time the rear wheels were within a few inches of the leafy edge of the road, to strike which would have meant certain disaster. Unfortunately, on the higher slopes the clutch slipped and this undoubtedly robbed her of a time which would probably have been second fastest of the day, for Cook's Vauxhall only beat her by $\frac{1}{2}$ secs.

The car classes were well advanced when, with a mighty roar, R. C. Morgan swept towards the corner. He kept his accelerator pedal hard down, refusing to ease it a fraction as he approached the bend. Then followed four hair-raising broadside skids, to correct which the driver had to pull over his steering wheel to the full extent of its lock, and cheers had already broken from the lips of the spectators when Nemesis overtook him. In correcting the last wild swerve the tail of the machine slithered right



WOMAN AT THE WHEEL. Miss Ivy Cummings (Frazer-Nash) on her second ascent when she tied with a larger car for third fastest time of the day. She handled her machine with extraordinary pluck and ability.

round, the off-side rear tyre went off with a sharp report and, entirely out of control, the car charged the bank, literally bouncing off, then proceeded up the hill for several yards in a backward direction before coming to rest. Fortunately Morgan was unhurt, and, with commendable promptitude, the officials stopped the rush of spectators to the spot, order being restored within a few minutes. Morgan alighted as cool as the proverbial cucumber and assisted in piloting the machine at a walking pace to the foot of the hill.

Against the Giants.

Sandwiched between the light cars' ascents were those of cars over 1,500 c.c., and in several of these classes the light cars competed. The fastest time of the day was made by D. Resta in a super-charged Sunbeam, an item which we mention from its comparative value, in order to show the difference between

his time and that of Miss Ivy Cummings, who made third fastest time of the day, and who was only .4 secs. slower.

In previous years the promoting club has staged this hill-climb at Kop; but although South Harting is much farther away from headquarters many will join us in hoping that it will always be the venue in the future. It is an extremely tricky climb for fast cars, but presents an opportunity for very fine driving, when once the pilots have become familiar with the first bend.

We congratulate the Surbiton Motor Club on excellent organization and also for their action in adopting the 1,500 c.c. capacity limit for light cars. The fact that such cars also participated in classes which were open to much faster vehicles redounds to their credit.

Provisional Results:—

Class 19.—1,100 c.c. Racing Class.

1. Ivy Cummings, 1,086 c.c. Frazer-Nash ... 31.4 secs.
2. Wilson Jones, 1,086 c.c. Salmsen ... 33.8 secs.
3. J. P. Dingle, 747.5 c.c. Austin ... 34.8 secs.

Class 20.—1,500 c.c. Touring and Sports Cars.

1. L. Cushman, 1,452 c.c. Bugatti ... 36.6 secs.
2. Kaye Don, 1,497 c.c. Darracq ... 38.6 secs.
3. J. W. Ewen, 1,496 c.c. Palladium 49.6 secs.

Class 21.—1,500 c.c. Racing Cars.

1. Ivy Cummings, 1,086 c.c. Frazer-Nash ... 29.8 secs.
2. R. Joyce, 1,496 c.c. A.O. ... 32 secs.
3. L. Cushman, 1,496 c.c. Bugatti ... 32.8 secs.

Class 22.—2,000 c.c. Touring and Sports Cars.

1. L. Cushman, 1,452 c.c. Bugatti 35.8 secs.
2. Kaye Don, 1,497 c.c. Darracq ... 38.2 secs.
3. J. W. Ewen, 1,496 c.c. Palladium 49.2 secs.

Class 23.—2,000 c.c. Racing Cars.

1. D. Resta, 1,988 c.c. Sunbeam ... 26.6 secs.
2. R. G. Oats, 1,987 c.c. Ansaldo ... 29.8 secs.
3. L. Cushman, 1,496 c.c. Bugatti ... 30.2 secs.

Class 24.—3,000 c.c. Touring and Sports Cars.

1. L. Cushman, 1,452 c.c. Bugatti ... 34.6 secs.
2. B. S. Marshall, 1,496 c.c. Bugatti 35.8 secs.

Class 25.—3,000 c.c. Racing Cars.

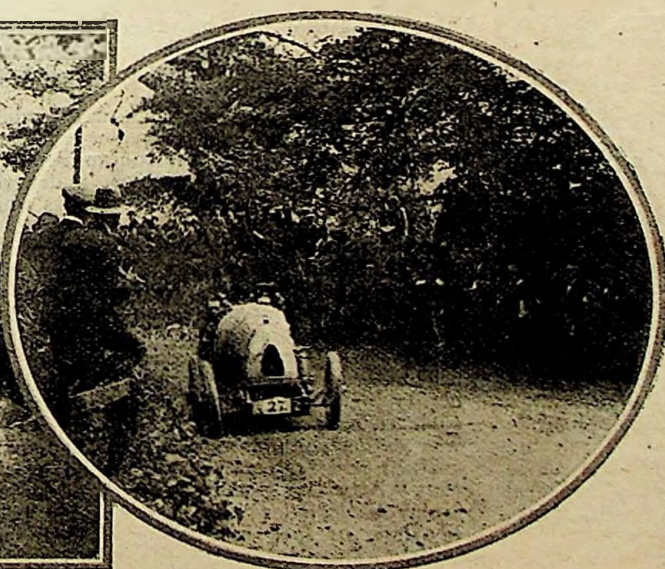
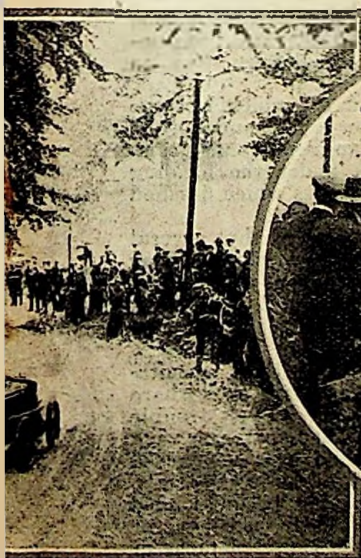
1. D. Resta, 1,988 c.c. Sunbeam ... 26.4 secs.
2. H. Cook, 2,996 c.c. Vauxhall ... 29.2 secs.
3. L. Cushman, 1,496 c.c. Bugatti ... 30.2 secs.
- Cyril Paul, 1,996 c.c. Beardmore 30.2 secs.

Class 26.—Unlimited c.c. Touring and Sports Cars.

1. B. S. Marshall, 1,496 c.c. Bugatti 34.8 secs.

Class 27.—Unlimited c.c. Racing Cars.

1. D. Resta, 1,988 c.c. Sunbeam ... 25.8 secs.
2. H. Cook, 2,996 c.c. Vauxhall ... 30 secs.
3. R. Joyce, 1,496 c.c. A.O. ... 32.2 secs.



nts; notably Joyce (A.C.) who took the bend easily, Dingle (Austin) whose car did not 00-mile Bugatti, who hugged the inside edge of the bend and suffered little from were photographed when travelling at nearly 50 m.p.h.



OFFICIAL REPORT OF THE R.A.C. TRIALS.



TEN TON-M.P.G. IMPROVEMENT IN FUEL CONSUMPTION SINCE 1914 TRIALS. — TROUBLES CAUSED BY WATER-SPLASHES.— FEW MARKS LOST FOR UNRELIABILITY—TUBULAR FRONT AXLES "UNSUITABLE," SAY THE JUDGES.

THE official report of the Royal Automobile Club Small Car Trials contains a wealth of information—most of which has been published already in *The Light Car and Cyclecar*—with regard to the cars which took part, and it is greatly to be regretted that the entry was not more representative and the information consequently more useful.

The principal feature of the modern small car which the trial has emphasized is its remarkable economy. It is shown, for example, that so far as petrol consumption is concerned there has been an improvement of 13.76 ton-miles per gallon since the R.A.C. Trials of 1914, and an improvement of nearly 10 ton-miles per gallon during the last ten years.

The following comparative figures show that since the 1914 trials the weights of small cars have materially increased, but although the weights of the competing cars in the trial which has just concluded average over 600 lb. more than the average weights of the cars in the 1914 trials, an improvement of .76 m.p.g. in petrol consumption has been obtained.

Year.	Weight in lbs.	M.P.G. of Fuel.	Ton-M.P.G. of Fuel
1924	2111	35.23	33.76
1914	1501	35.99	23.95
1904	1652	30.20	20.00

The figures also show how concentration on the perfection of small engines has brought about not only efficiency, but also extreme economy, and it is particularly regrettable, therefore, that in view of this there should be any suggestion—as there has been recently—that a further 100 c.c. should be permissibly added to light car engines.

The following is the report of the judges, which is reproduced almost in its entirety from the official report:—

The object of these trials of small cars, standard, as sold to the public, concerning which this report is made, was to secure data, regarding the rate of fuel and oil consumed by the engine, power to ascend steep gradients at reasonable speeds, ability to maintain an average speed of from 19 m.p.h. to 20 m.p.h. according to class, and to afford a general indication of reliability, endurance and fitness for touring purposes.

In order that these results could be obtained in the shortest possible time, routes were selected which, by reason of their severity and the distance covered, may be taken as the equivalent of several months of normal service in the hands of a private owner.

The Bwlch-y-Groes (Pass of the Cross) on the Bala route, by reason of its length and average gradient of 1 in 7 is generally accepted as one of the finest test hills in the kingdom, and two cars were eliminated thereon, whilst for the drivers of others it

produced moments of anxiety. This hill provided a fine test of engines and drivers, whilst the cross ridges, gullies and rails on the slopes of Semi Hill on the Brecon route undoubtedly tested the springs and axles.

The fords or water-splashes along the routes tested out the suitability of positions allocated to magnetos, accumulators and carburetters. In some instances these components later suffered from the effects of their immersion. Although presenting severe conditions, neither of the routes can be considered unreasonable, as the hills, fords, road surfaces and sharp turns are only such as may be encountered by the touring motorist in many parts of the kingdom, although possibly not with such frequency during a normal day's run. Indeed all the routes used are normally traversed by motor vehicles.

Importance of Reliability.

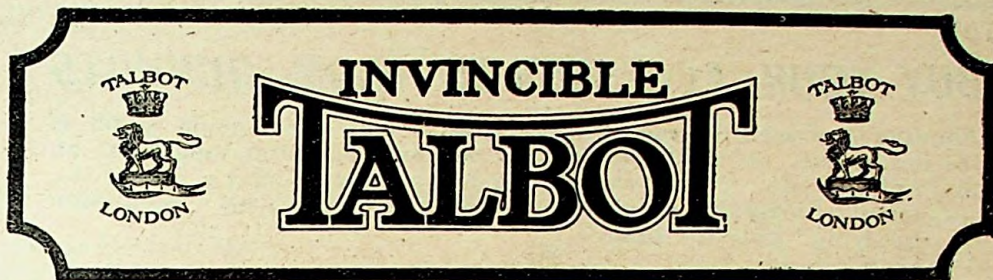
It should be remembered when considering the performances of the cars upon the timed hills—particularly Bwlch-y-Groes, that as the cars were timed up these hills they were thus in competition. This naturally would result in a certain amount of over-running of the engine, which would probably not be the case under ordinary touring conditions. At the same time it must be remembered that the number of marks which could be gained on these hills was by no means the most important factor in the results of the trials, reliability, for instance, being marked at a very much heavier rate. It can be reasonably expected, therefore, that the drivers, anxious as they may have been to make good time on these stiff hills, moderated their zeal, remembering that the avoidance of breakdown was an all-important matter.

Except in the case of the Surrey, which had the misfortune to bend its propeller shaft and torque rod during the homeward run to Brooklands, comparatively few marks were lost under the heading of reliability by the seventeen vehicles which finished the trial.

The final inspection, however, showed that several cars were in need of repair. The parts which appear to have suffered most severely were front axles, pivot pins and steering-gear connections. A few back axles had developed noise during the trials and most of the springs were squeaking.

Tubular front axles again proved their unsuitability for touring conditions, as in every case where such an axle was fitted it had bent. Pivot trouble was extensive and was due to inadequate bearing surface and inattention. It should be remembered that "Attention" caused loss of marks in the trials. Noisy back axles may be attributed to overloaded bearings or lack of rigidity of their housings, or both. Faulty lubrication was the cause of most of the spring squeaks, although many of the springs were provided with gaiters.

On the whole, however, the general condition of the cars at the conclusion of the trials showed that



You will enjoy your motoring more and eventually it will cost you less

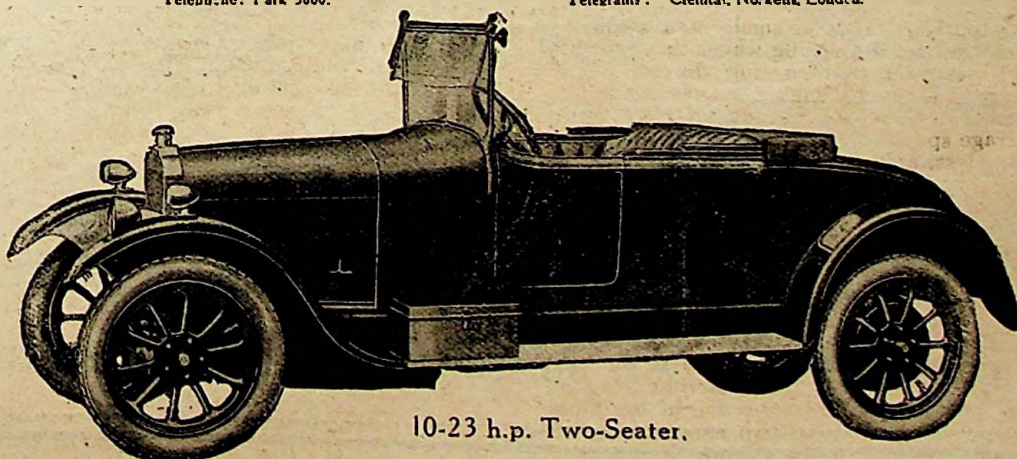
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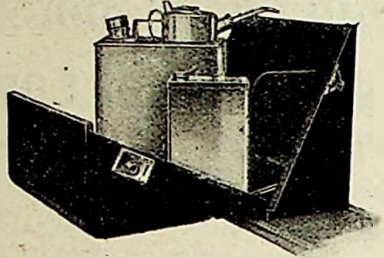


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BUY YOUR ACCESSORIES FROM DUNHILLS

Thousands of satisfied car owners enthusiastically recommend Dunhills for accessories. A highly efficient car can only be maintained by using the right article. The illustrations on this page depict a few of the wonderful assortment provided by Dunhills, the firm with a reputation for supplying "only the best."

"DUNHILLS" PETROL AND OIL CABINET.



Expressly designed to secure easy and rapid access to the reserve supply when touring. Built in hard wood, lined felt, or blocked tin, and fitted with a strong lock latch, finished in best coach style, the cabinet is an ornamental and very useful addition to the equipment. A practical feature is the small locker provided to take an oil can, piece of waste, etc. In wood, £2 7s. 6d. In blocked tin, £2 2s., including tin for oil. Size of cabinet, 16 in. long, 7 3/4 in. wide, 14 3/4 in. high.



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Removes all road tar, greas- and oil stains without injury to the car ... 3/- per tin.
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Solid aluminium, strongly made light and durable. Postage 6d. **5/-**



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Protects spare tyres from air, water, sunlight and oil. Beautiful Black finish. 3/6 per tin. Postage 9d.

No motorist should be without a copy of Dunhills new Catalogue, which contains everything in the way of accessories a motorist should have. Write for a copy A.2, sent post free.



DUNHILLS CAR POLISH AND GREASE REMOVER.
Cleans as it polishes. Removes all grease, dirt, oil, and other stains, and leaves a beautiful glossy surface. Easy and speedy.
Pint size, 3/9. Postage 1/- extra.
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MUDGUARD BRUSH. Wooden handle. Made in stiff fibre. No 3302/80. Double knot. Length, 15 in. 3/6 each. Postage 6d.



DOUBLE-ENDED BRUSH. Suitable for engine and wheels. Price 5/9 Postage 6d.

ATOMIST. Cleans the car, removing mud, dust, and grease without using water. Just spray the entire car, rub with damp cloth, and polish with soft cloth. Absolutely non-injurious. Atomist, 2/-, 3/6, and 5/6 Sprayers, 3/6 Write for leaflet. Postage 6d. and 9d.

Is your car fitted with Dust Covers. If no, write for particulars A.2. They will not only save you money, but labour.

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Have you a Dust Coat for use when driving on hot, dusty days. Particulars of these coats will be sent on application D.2.

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REPORT OF THE R.A.C. TRIALS (contd.).

great advances have been made during the past 10 years in design, construction and materials. Particulars of the mechanical repairs and adjustments experienced by light cars which finished are as follows:—

- AUSTIN, carburetter and magneto adjustments, 658 marks.
- RHODE, choked jet, 6 marks.
- GWYNNE, no repairs effected.
- RHODE, adjusting speedometer belt, 1 mark; tightening radiator cap, 1 mark.
- LEA-FRANCIS, replacing speedometer belt, 3 marks.
- SEABROOK, no repairs effected.
- WOLSELEY, no repairs effected.
- GWYNNE, no repairs effected.
- A.C., repairing horn lead, 5 marks; adjusting clutch, 3 marks.
- ARGYLL, repairing exhaust pipe, 5 marks.
- ARGYLL, no repairs effected.
- LAGONDA, no repairs effected.
- PALLADIUM, cleaning sparking plug, 13 marks; starter pinion jammed, 24 marks.

With but four exceptions, electric starters were fitted, and the fact that only two-fifths of a minute of time (in excess of the permitted half minutes) was lost for starts after leaving the depot, and that no

time in excess of the permitted two minutes was lost in the depot, speaks well for the general excellence of these components. In only one case was the electric starter out of action at the conclusion of the trials, and this was alleged to be due to the immersion of the accumulator at one of the water crossings.

Many marks were lost for replenishments effected on the road, the reason being the inadequate capacity of some of the fuel tanks and radiators, or the difficulty of access, shape, and size of filling orifices. It should be remembered that the longest day's run was 175 miles.

In only one case was a brake adjustment needed on the road. Of the 17 cars which finished, 7 adjusted their brakes once each in the depot.

The performance on timed hills of the Lea-Francis was particularly noteworthy, whilst that of some others was equally satisfactory in all respects other than speed. Most of the engines, however, showed signs of overheating, some of them climbing the timed hills only by skilful driving.

There appears to be need for much improvement in cooling systems, and the avoidance of the formation of steam pockets, the presence of which leads to sudden boiling. Only five engines were provided with fans, and none with a circulating pump.

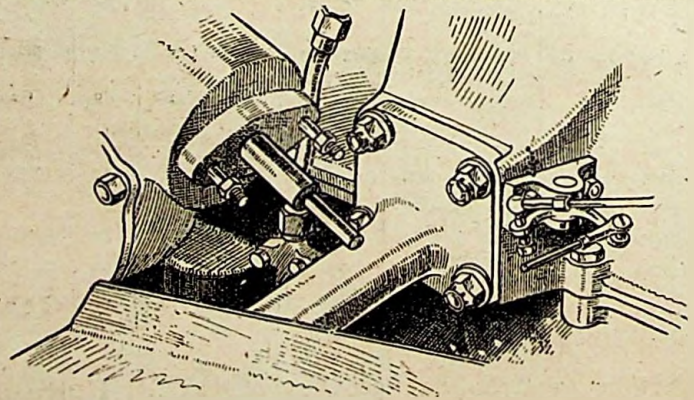
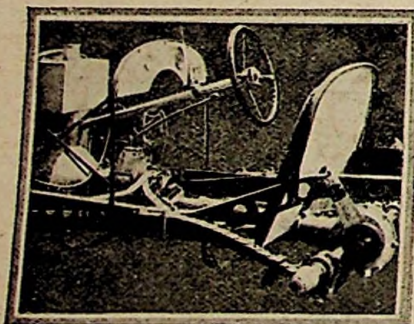
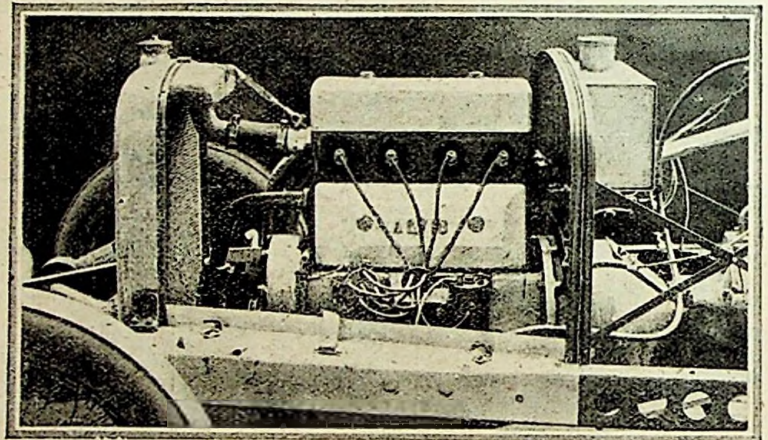
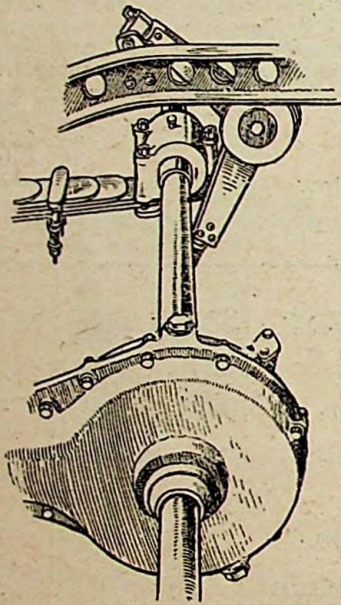
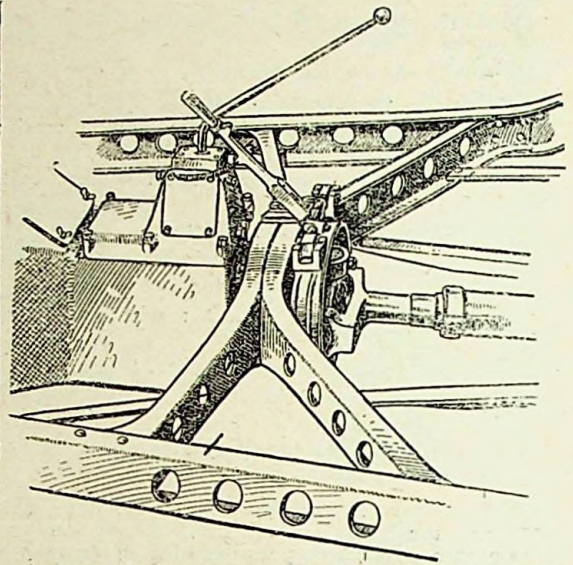
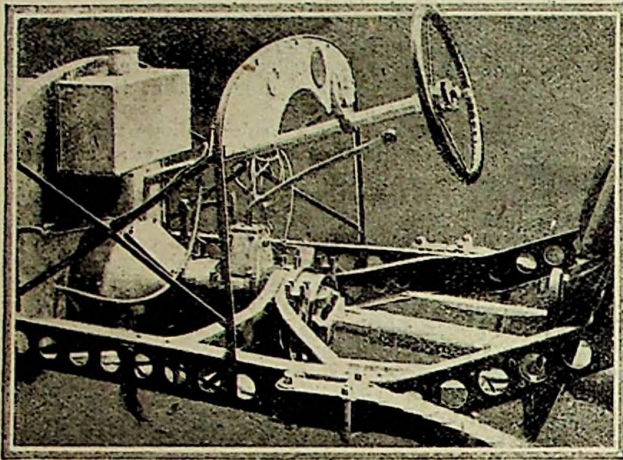
The best performance as regards cooling was made by an engine without either pump or fan, and with a radiator of comparatively small cooling surface, although of good water capacity. This appears to indicate that water capacity, combined with correct design of water jackets and circulating pipes, is of greater value than cooling surface alone.

EXAMINATIONS AFTER TRIAL.

Certain units were examined at the conclusion of the speed tests and the results are recorded here; in some cases the entrants stated the cars were not new at the start of the trial. It should be noted that this table deals only with the cars, the engine capacity of which does not exceed 1,500 c.c. To economise space certain columns have been omitted, the information contained therein being to the effect that all tubular front axles were bent, and that one of the Rhodes checked in with its electric starter out of action.

Name of car.	Front axle—Condition of pivot and wheel bearings.	Condition of steering gear and connections.	Condition of rear axle, diff. gear and cardan joints.	SPRINGS.		External condition of engine.	Condition of lighting circuit.	Condition of hood.	Remarks.
				Are gaiters fitted?	Condition of springs and shock absorbers.				
Rhode Occasional 4 ...	Very much worn	Very much worn	Fair	No	Good	Fairly clean	Good	One hoop-stick broken	
Surrey 10 h.p. ...	Very much worn in pivot pins and wheel bearings	Very badly worn	Very bad condition, cardan shaft bent and twisted, torque bar bent	No	One spring bolt sheared, front springs settled and all squeaky	Fairly clean	Good	Badly broken hood and bracket	Bad general condition
Gwynne 8 h.p. ...	Good	Good	Fair	No	Squeaky shock absorbers	Fairly clean	One head-lamp wire broken	Good	
Rhode Light 4 ...	Slight wear in pivot pins	Very much worn, stiff and squeaky	Slight wear	Yes	Slight squeak	Fairly clean	Out of Action	Good	
Lea-Francis 10 h.p. ...	Very good, no wear	Very good, no wear	Very good, no wear	No	Good	Very clean	Good	Good	Best general condition among finishing vehicles
Seabrook 9-19 h.p. ...	All parts badly worn, and levers lock due to toggle action	Badly worn	Very fair	No	Squeaky	Fairly clean	Good	Good	
Wolseley 10 h.p. ...	Slight wear in pivot pins	Fair	Slight wear	No	Slight squeak	Dirty, due to oil leakage at joints	Good	Good	
Gwynne 8 h.p. ...	Good	Good	Slight wear	No	Top leaf of N.S. front spring and both shock absorbers broken, springs squeaky	Very dirty, due to oil leakage at joints	Good	Good	Side-brake application caused gear lever to move partly disengaging gear
A.C. 12 h.p. ...	Slight wear in pivot pins	Fair	Slight wear	No	Squeaky	Dirty, due to oil leakage at joint. Water joint leaking	One side-lamp wire broken	Good	Dynamo belt detached
Argyll 12 h.p. ...	Badly worn in pivot pins	Fair	Fair	Yes	Squeaky	Fairly clean but exhaust joint blown	Good	Good	
Argyll 12 h.p. ...	Slight wear in pivot pins	Fair	Fair, but oil leaking on to N.S. brake drums	Yes	Good	Fairly clean	Tail-lamp wire broken	Good	
Lagonda 12 h.p. ...	Slight wear in pivot pins	Good	Fair	Yes	Squeaky	Fairly clean	Good	Good	
Palladium 12 h.p. ...	Fair	Fair	Fair	No	Squeaky	Fairly clean	Good	Good	

PICTORIAL DETAILS OF THE NEW ALVIS RACER.



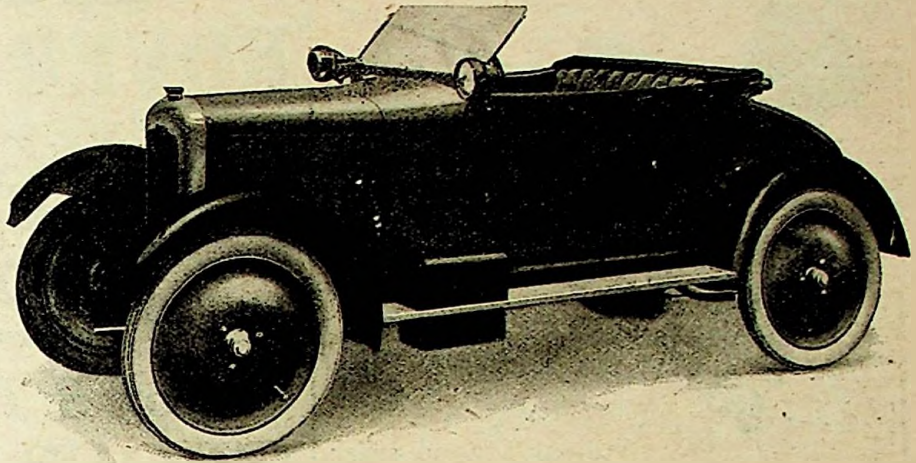
AN UNCONVENTIONAL
 BUT STRIKING DESIGN.

The new Alvis racer, which made its debut at Brooklands in the Ealing and District Motor Club's meeting, boasts of many unconventional, but striking features, notable amongst which are the drilled cross-bracing upon which the back end of the gearbox is mounted and the neat upward sweeping of the ends of the frame forming a natural anchorage for the shock absorbers. The back axle is of the differentialless type and floats in bearings attached to the spring leaves and, of course, in the bevel housing. Another novel point is that the rear wheels are larger in diameter than those at the front.



British
all through.

The Rover Nine has Four Cylinders.



What They Say of the new 9 h.p. (4-cylinder) Rover

THE 9 h.p. Rover made its debut last week. Fitted with 1074 c.c., 4-cyl., o.h.v., water-cooled engine of 60 mm. by 95 mm. (tax £9), it is a reliable, fast, sweet-running car that is comfortable to ride in and smart in appearance. Here are some opinions passed on it by expert critics:—

"We have made a short, but none the less interesting, trial of the new 9 h.p. Rover, and have been impressed by the engine to the point of enthusiasm, for the reason that although the liveliness is extremely good it has not been attained at the expense of smoothness. The small engine will run up to high speeds on top gear, and even higher speeds on second, without passing through any really bad point of periodic vibration,

and will pull all the way through its range with a steadiness which makes the car most attractive to drive."—*The Autocar*, 30/5/24.

"Simplicity is combined with accessibility to a very high degree. Particularly notable is the thoroughness with which the lubrication system has been carried out. . . . Within the last fortnight, for instance, one of the new 'Nines' has climbed such notable ascents as Buttermere, Newlands, Hardknott, Blea Tarn and Wrynose in the Lake District—thus proving that it is capable of going anywhere where the wheels can grip."—*The Light Car and Cyclecar*, 30/5/24.

2-SEATER
(with dickey) or
4-SEATER
£180
Self starter £12 extra.
De Luxe equipment £12 extra

To obtain full details of this remarkable new car, fill in the form below and post to us.

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AND DEALERS EVERYWHERE.

Please send full particulars of the 9 h.p. Rover
Name
Address

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



The Standard Sparking Plug of the World

Without a good spark in each cylinder your engine will not run properly.

AC-Sphinx Sparking Plugs ensure a good spark.

Motor manufacturers use AC-Sphinx because they have found them to be the best.

The list alongside shows some of the makers of cars who have selected AC-Sphinx.

The AC-Sphinx Metal Plug Kit—illustrated below—will carry your spare plugs and protect them from damage until needed. It will be given you, free, with a set of AC-Sphinx Sparking Plugs.

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| Austin 7 | Jowett |
| Bayliss-Thomas | Lagonda |
| Belsize | Lea Francis |
| Calcott | McKenzie |
| Calthorpe | Morris-Cowley |
| Clyno | Palladium |
| Crouch | Rhode |
| G.W.K. | Standard |
| Galloway | Stoneleigh |
| Hillman | Straker-Squire |
| Horstman | Vulcan |



Something You Have Always Wanted



British Manufacture by the AC-SPHINX SPARKING PLUG CO. Ltd. BIRMINGHAM

EIGHT ROVER CARS

14 h.p. and 8 h.p.

TO BE WON

TICKETS **2/-** EACH
or 3 for 5/-

CROSBY HALL COMPETITION

organised by the Committee of the Crosby Hall Endowment Fund promoted by the British Federation of University Women.

PATRONS

H.H. PRINCESS MARIE LOUISE, D.B.E.
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PRIZES

Two 14 h.p. Rover Cars

Complete with self-starters and full equipment

Six 8 h.p. Rover Cars

— all 2 or 4-seaters, optional, and 100 other Prizes

Get your Ticket and win your Car!

It only costs 2/- to enter for no less than 8 chances of winning a fine 1924 Rover Touring Car. For a single florin you may be grasping your own driving wheel in a very short while. If you mean to have a really good try for these magnificent prizes, send 5/- and have three tickets—that will give you 24 chances of a Rover Car for the price of a driving licence.

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I enclose £.....s.....d. Please send me.....Ticket(s).

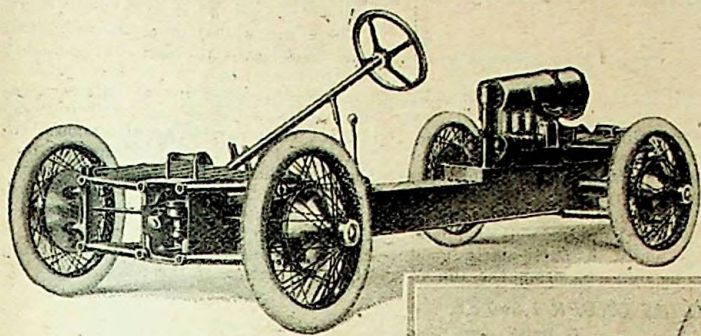
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Address

P.O.'s and Cheques should be made payable to Crosby Hall Competition, and crossed " & Co."

Date.....

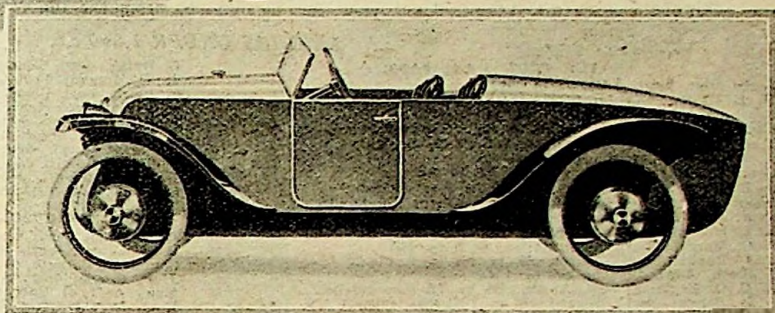
A NOVEL ITALIAN CYCLECAR.



CONVENTION HAS BEEN DEFIED IN THE DESIGN OF THIS ORIGINAL BUT INTERESTING AND PRACTICAL LITTLE CAR.

QUEER—BUT PLEASING.

If it were not for the position of the steering wheel the chassis illustration would suggest that the car travelled in the reverse direction. Pleasing body lines are secured by the method of construction adopted.



THE two illustrations which appear above depict a cyclecar of extremely pleasing lines and of very novel construction. It will be seen that the manufacturers, the Sangiusto Fabbrica d'Automobile S.A., of Trieste, have made a complete breakaway from convention in almost every detail of the chassis layout. The engine, for example, instead of being placed at the extreme front is at the rear, while the frame construction, the method of springing, the steering gear and almost every detail of the chassis bears practically no resemblance to conventional practice.

Fully equipped and with body and accessories it is believed that this little car, which is about to be placed on the market, will cost roughly £150. It is anticipated that it will be the cheapest car in Italy.

The inventor, who appreciates the need for beauty of line which is so dear to the Italian buyer, states that his main object in evolving this little car is to place a sound small car within the reach of all.

The engine he employs is a four-cylinder type with a bore of 52 mm. and stroke of 88 mm., giving a cubic capacity of 750 c.c. The cylinders are air-cooled by means of a cowling and fan, adequate lubrication being ensured by the use of a gear pump. The engine will rev. at 2,200 and the tax would be £8 in England.

Friction Disc Drive.

The design of the cowling and fan is clever and should afford efficient cooling—a matter of considerable importance in Italy, where gradients are long and the atmospheric temperature generally high.

In order to keep down the cost and to ensure simplicity of control, friction disc gearing is employed. The arrangement provides four forward and four reverse speeds. A differential is fitted and the transmission is by two short transverse shafts driving the rear wheels directly.

It will be seen from one of the illustrations that each of the wheels is independently sprung, although only two transverse laminated springs are employed. In place of the axles there are two links to each wheel; these ensure freedom for up-and-down movement while locating the wheels in a very positive manner.

A brake drum is fitted to all wheels, internal expanding shoes being provided all round. These are

operated in the conventional manner by a pedal and hand lever, but the use of either applies a brake on all wheels.

The inventor claims a speed of 45-50 miles per hour and a petrol consumption of about 55 miles per gallon. The petrol tank capacity is approximately eight gallons and, when filled, holds sufficient for a journey of 450 miles without replenishing. This very large tank is housed in the space under the bonnet normally occupied by the engine; in the same position there is space for carrying luggage.

Remarkable Comfort Claimed.

The car illustrated is fitted with a sports body with two staggered seats, but the chassis frame construction would accommodate enclosed coachwork if required, and it is claimed that, owing to the seating accommodation being situated roughly in the centre of the frame and to the novel system of suspension, remarkable comfort is secured.

On the road the car performs well, its acceleration is good and the steering is light and responsive. It would appear from an examination of the chassis that the steering would suffer owing to the absence of a front axle, but the design of the links is so arranged that the front wheels rise and fall exactly in the same plane when traversing rough surfaces, and it is claimed that even better steering is secured than where more conventional designs are followed.

It is impossible to deny that by adopting the method of construction followed in the case of this Sangiusto cyclecar is possible to produce a machine with very much more pleasing lines than where the engine is at the front, but if the car is to be used for speed work, weight distribution must be more closely studied than appears to have been the case.

It would seem, especially for hill-climbing, that there is insufficient weight on the front wheels, while, owing to the weight of the passengers being roughly amidships and practically the whole of the deadweight being behind the centre of the frame, the car would be likely to skid in a rather alarming manner on greasy surfaces. Appearances are often deceptive, however, and it is quite possible that a road test might reveal the road-holding qualities in quite a different light from that which is suggested from an examination of the chassis.

BIG BROOKLANDS MEETING ON MONDAY.

RESERVES FOR ALL RACES—HIGH SPEEDS EXPECTED.

THE Bank Holiday programme of the Brooklands Automobile Racing Club is well up to its usual standard; in fact, every race is over-filled, and for each there is a number of reserves.

Owing to the increasingly high speeds, not only of the larger racing cars but of the fastest of the small cars, it is possible

that the lightning races will start and finish in the railway straight, but up to the time of going to press no definite decision has been reached. The railway straight is within full view of practically all parts of the public and members' enclosures, whilst a particularly good view can be obtained from the top of

the test hill. Field glasses, however, would be a decided advantage, and enthusiasts are advised to equip themselves with them.

There are a matter of 24 individual small cars down to start, the majority of which are familiar to our readers. The accompanying list of entries gives the names of the drivers and brief details of each car. The afternoon's entertainment will be divided up into four Short Handicaps, four Long Handicaps, the Whitsun Private Competitors' Handicap, and the Whitsun Light Car Handicap. Racing commences at 1 p.m. A full illustrated report of the meeting will be a feature of the next issue.

ENTRIES UNDER 1,500 c.c.

THE FOUR HANDICAPS.

S. F. Edge, 4-cyl. A.C., 69 by 100.
D. E. Calder, 4-cyl. Horstman, 69 by 100.
G. Duller, 4-cyl. Thomas-Special, 70 by 97.
Capt. A. Waite, 4-cyl. Austin, 56 by 76 (two entries).
T. B. Andre, 4-cyl. Marlborough-Anzani, 69 by 100.
A. Whale, 4-cyl. Calthorpe, 65 by 95.
Capt. W. Barnato, 4-cyl. Wolseley, 65 by 95.
J. P. Dingle, 4-cyl. Austin, 56 by 76 (two entries).
Major A. T. G. Gardner, M.C., 4-cyl. Austin, 56 by 76.
Capt. J. C. Douglas, 4-cyl. Larubia I, 68 by 103.
E. L. Meeson, 4-cyl. A.C., 69 by 100.
R. C. Morgan, 4-cyl. Aston-Martin, 66.5 by 107.
C. J. Randall, 4-cyl. Talbot, 57 by 95.
C. Bloch, 4-cyl. Bianchi, 65 by 110.
E. C. G. England, 4-cyl. Austin, 56 by 76 (two entries).
J. D. Barclay, 4-cyl. Bugatti, 69 by 100 (two entries).
J. O'Day, 4-cyl. Bugatti, 69 by 100.
L. Martin, 4-cyl. Aston-Martin, 65 by 112.
Ian Parker, 4-cyl. Grouch, 69 by 100.
H. S. Eaton, 2-cyl. G.N., 84 by 98.
C. M. Harvey, 4-cyl. Alvis, 68 by 103.

THE FOUR LONG HANDICAPS.

S. F. Edge, 4-cyl. A.C., 69 by 100.
D. E. Calder, 4-cyl. Horstman, 69 by 100.
Capt. A. Waite, 4-cyl. Austin, 56 by 76.
T. B. Andre, 4-cyl. Marlborough-Anzani, 69 by 100.
A. Whale, 4-cyl. Calthorpe, 65 by 95.
Capt. W. Barnato, 4-cyl. Wolseley, 65 by 95 (two entries).
J. P. Dingle, 4-cyl. Austin, 56 by 76.
Capt. J. C. Douglas, 4-cyl. Larubia I, 68 by 103.
E. L. Meeson, 4-cyl. A.C., 69 by 100.

G. Duller, 4-cyl. Thomas-Special, 70 by 97 (two entries).
R. C. Morgan, 4-cyl. Aston-Martin, 66.5 by 107 (two entries).
C. Bloch, 4-cyl. Bianchi, 65 by 110.
R. F. Summers, 4-cyl. Aston-Martin, 66.5 by 107.
E. C. G. England, 4-cyl. Austin, 56 by 76 (two entries).
J. D. Barclay, 4-cyl. Bugatti, 69 by 100.
J. O'Day, 4-cyl. Bugatti, 69 by 100.
L. Martin, 4-cyl. Aston-Martin, 65 by 112.
Ian Parker, 4-cyl. Grouch, 69 by 100.
C. M. Harvey, 4-cyl. Alvis, 68 by 103.

THE WHITSUN PRIVATE COMPETITORS' HANDICAP.

R. Malcolm, 2-cyl. A.B.C., 89 by 120.
D. E. Calder, 4-cyl. Horstman, 69 by 100.
Capt. W. Barnato, 4-cyl. Wolseley, 65 by 95.
J. P. Dingle, 4-cyl. Austin, 56 by 76.
Major A. T. G. Gardner, M.C., 4-cyl. Austin, 56 by 76.
R. J. M. Daney, 4-cyl. Alvis, 68 by 103.
Capt. J. C. Douglas, 4-cyl. Larubia I, 68 by 103.
C. J. Randall, 4-cyl. Talbot, 57 by 95.
H. Eaton, 2-cyl. G.N., 84 by 98.
R. F. Summers, 4-cyl. Aston-Martin, 66.5 by 107.

THE WHITSUN LIGHT CAR HANDICAP.

S. F. Edge, 4-cyl. A.C., 69 by 100.
R. Malcolm, 2-cyl. A.B.C., 89 by 120.
Capt. W. Barnato, 4-cyl. Wolseley, 65 by 95.
R. J. M. Daney, 4-cyl. Alvis, 68 by 103.
E. L. Meeson, 4-cyl. A.C., 69 by 100.
G. Duller, 4-cyl. Thomas-Special, 70 by 97.
R. C. Morgan, 4-cyl. Aston-Martin, 65 by 112.
T. Heaton, 4-cyl. Derby, 69 by 100.
J. D. Barclay, 4-cyl. Bugatti, 69 by 100.
V. Gillow, 4-cyl. Riley, 65.8 by 110.

WHEN the House of Commons resumes its deliberations after the Whitsuntide Recess, members hope that the London Traffic Bill will be taken in hand as soon as possible. Not only is this important because of the urgency of the problem, but because of the backward state of the Government programme. The Bill has still two stages to pass in the Commons, and must then go to the Upper House. On the Report stage, Mr. Rafferty has given notice to move that the Bill shall cease to have effect on the expiration of three years from the appointed day.

Despite determined opposition, the Bill for the licensing of petrol pumps by highway authorities was allowed to be introduced by Lt.-Col. Howard-Bury, and was read a first time. It is doubtful if it will get much farther at present, but the fact of its introduction is important. The measure permits local authorities to sanction the erection of pumps on the

MOTORING MATTERS IN PARLIAMENT.

LONDON TRAFFIC BILL—ROADSIDE PETROL PUMPS—
CHERTSEY AND KINGSTON ROADS.

edge of the roadway, and has the support of nearly all the motoring associations in the country. The highway authority is empowered to charge a fee up to £1, and every pump and pipe licensed must be so designed as to comply with the safeguards against fire and explosion prescribed by the Board of Trade.

Col. Ashley, a former Minister of Transport, opposed the Bill, largely on the ground of obstruction. He urged that if they allowed petrol pumps, other standards would have to be permitted.

Further information was given by the Minister of Transport (Mr. Gosling) as

to the progress of new road work, in which members are showing an increasing interest. He informed Mr. Becker that the county councils of Surrey and Middlesex were co-operating with his Department in the acquisition of land for the new Chertsey arterial road, a portion of which, in Chiswick, had already been formed. No definite agreement had yet been reached with the local authorities concerned with regard to the construction of the remainder of the road and the necessary bridges, but he had every confidence that that work would proceed at no distant date.

Forthcoming Speed Trials.

Blackpool.

Entries for the Blackpool Open Speed Trials fixed for June 12th include the following coming within the 1,500 c.c. category:—A. Waite (7 h.p. Austin), Capt. T. Moore (8 h.p. Frazer-Nash and 12 h.p. Horstman), L. Cushman (11.9 h.p. Bugatti), R. Mays (11.9 h.p. Bugatti), E. R. Hall (11 h.p. Aston-Martin), N. T. Beardsell (12 h.p. Hodgson), J. O'Day (11.9 h.p. Bugatti), J. A. Joyce (12 h.p. A.C.), C. M. Harvey (12 h.p. Alvis), J. S. Boston (12 h.p. Horstman).

c.12

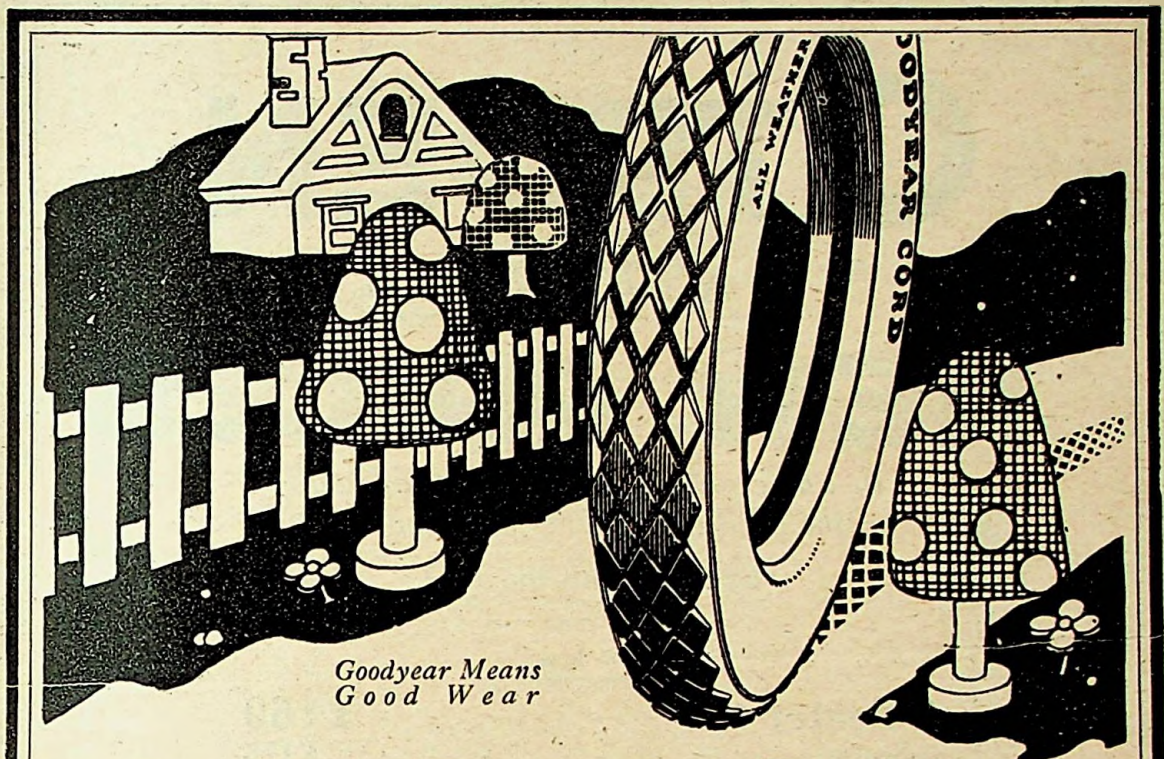
Skegness.

A special endeavour is being made by the promoters of the Skegness Motor Races, which are fixed for June 18th and 19th, to include an open 1,100 c.c. event. This year there will be no motor-cycling races, the two days being devoted to car events. Full details, together with entry forms, can be obtained from the secretary, Mr. R. J. G. Dutton, Council Offices, Skegness. This year it is hoped to perfect the organization, and Mr. E. J. Bass has been appointed clerk of the course.

Eastern Centre A.-C.U.

It is hoped to provide a class for light cars in the A.-C.U. Eastern Centre Open Speed Trials, which this year will be organized by the Norfolk Motor Club, and will be held near Thetford on Thursday, July 24th.

It would be interesting to compare the performances of racing light cars with motorcycles, and these trials, which are held over a very fine stretch of road, would form an excellent basis for comparison. It is to be hoped that car entries will materialize.



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Effective June 4th, 1924.

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2-Seater	-	-	-	-	£160
3-Seater	-	-	-	-	£175
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11.4 h.p. ENGLISH BODY MODELS.

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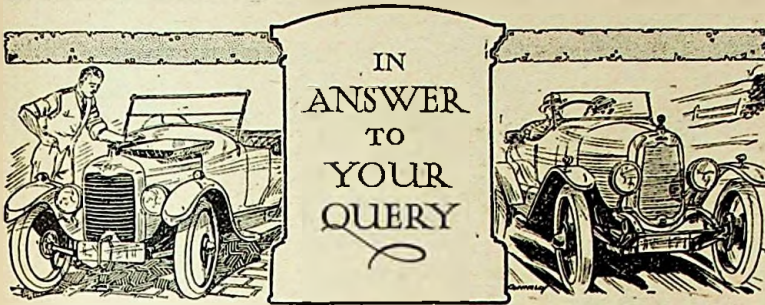
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K65



The services of the staff of "The Light Car and Cyclecar" are always at the disposal of readers. Queries of general interest will often be answered under this heading, but a stamped addressed envelope should always be enclosed. Correspondents are requested to write upon one side of the paper only.

Plated Radiators.

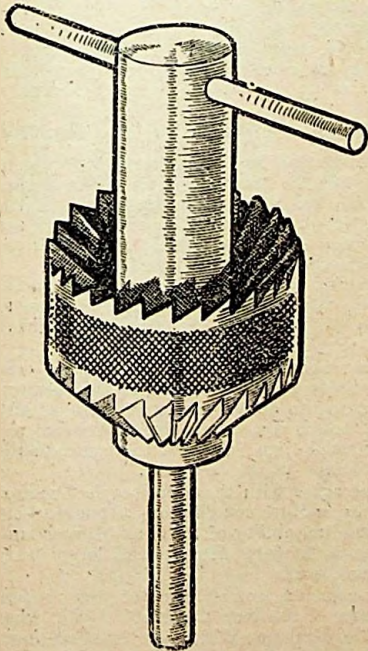
J.B. (Harrow).—A number of modern light cars have the radiator shell pressed from solid nickel. This means that they can be cleaned indefinitely without alteration in colour.

Goggles.

N.N. (Rickmansworth).—It is possible to obtain goggles fitted with lenses to suit the eyesight of individual people, but it is not possible to have these lenses made of Triplex glass.

Valve-truing Tools.

O.D. (Winchester).—There are several devices on the market for truing up valves and valve seats. They are simple to use, but it must be borne in mind that the valve seat cannot be recut in-



A tool suitable for cutting both valves and valve seatings.

definitely. The same warning applies to valves, but usually by the time the valve head is too small the stem is badly worn and a new valve must be obtained.

Engine Oil.

F.O. (Highbury).—The brand of oil recommended by the Vacuum Oil Co. for your Tamplin is their Mobiloil B.B. During the winter months it is advisable to use a thinner grade, such as Mobiloil T.T.

Speedometer Drive.

H.B. (Totnes).—The speedometer drive on the 1922 Singer is taken from the back axle. It is a simple matter to replace the broken cable by a new one, an operation which does not require skilled knowledge.

Car Washing.

D.F. (Hastings).—As you have no water supply laid on by service pipes to your cottage, the alternative for car-washing purposes would be one of the portable pumps made specially for this purpose.

Accumulator Terminals.

O.S. (Cambridge).—The terminals on the accumulators of your car are coated with lead in order to protect them from the corrosive effects of the acid in the battery. In spite of this precaution they should be smeared frequently with vaseline or grease, as the threaded centre of the nut is made of brass, which is readily attacked by acid.

Flexible Couplings.

E.R. (Dundee).—It should be quite simple to replace the metal universal joints on your car transmission with those made of fabric and mounted on suitable spiders. Couplings of this type can be obtained in a large variety of sizes, in the choice of which you would be advised to consult the makers, giving full particulars of your requirements.

Repairing Inner Tubes.

L.A. (Cork).—Whenever possible, punctures should be repaired by vulcanizing rather than by patching the faulty place. Although the average light car owner has no need for an expensive vulcanizing plant, there are on the market several types of cheap self-vulcanizing patch suitable for all ordinary repairs, and which have attached to them sufficient combustible material to cause the patch to adhere firmly to the tube.

'Fitting Oversize Pistons.

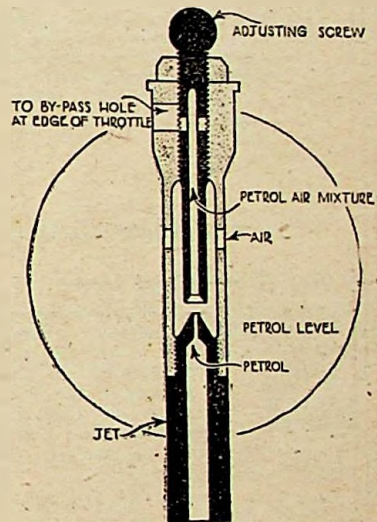
M.A. (Colchester).—Provided that the pistons are all of equal weight, the balance of a four-cylinder engine will not be upset.

Eliminating Squeaks.

R.I. (Carshalton).—The noise which you hear in your Standard car when it rides over a bump in the road probably originates in the socket at the front end of the gearbox. This should be slackened off very slightly and oiled at regular intervals.

Zenith Idling Device.

T.O. (Willesden).—The slow-running tube or idling device, which is part of every Zenith carburetter, functions as a minute carburetter solely for starting and idling purposes. It is adjustable in order that the mixture issuing from



The "tube" fitted to Zenith carburetters for idling and starting purposes.

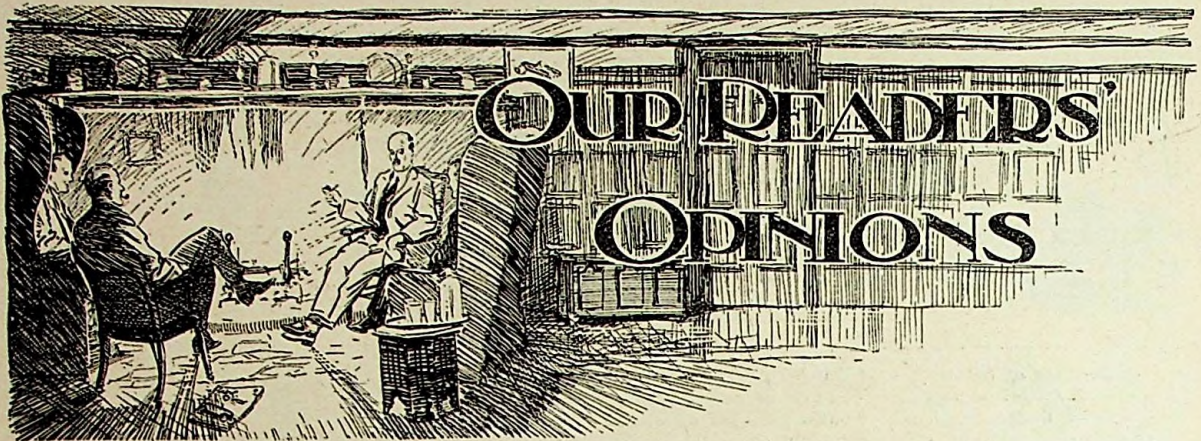
it can be made of varying degrees of richness, and the latest pattern is externally adjustable so that the tuning can be done whilst the engine is running. In order to weaken the mixture the adjusting screw must be moved away from the cone and vice versa.

Shaft Vibration.

B.E. (Weymouth).—As your car is built with the gearbox as a separate unit from the engine, it is possible that the vibration which you notice at speed is due to these units being out of line. It is advisable to return the car to the makers for their inspection.

Oil Pressure.

G.T. (Liverpool).—The oil pressure in a car engine varies considerably. It is influenced by the design of the lubricating system, the viscosity of the oil and the tightness or otherwise of the bearings. It is bad practice to race an engine immediately it is started from cold, as, owing to the thicker body of the oil when cold, it may fail to circulate in time to prevent damage. The oil pipes may also be burst for the same reason, and an engine should always be allowed to get warm before opening the throttle to any extent.



We welcome at all times letters sent us by readers for publication in these columns, and, while taking no responsibility for the opinions expressed therein, give preference to those letters which deal with subjects of general interest. No anonymous communications will be accepted, but the writer may use a *nom de plume* if desired. Letters should be as brief as possible, but not abbreviated. We reserve the right to make any alterations or deletions which we deem necessary.

THE IDEAL £100 CYCLECAR.

Previous Ideas Criticised. ————— One or Two Wheels in Front?

Why Not Front-wheel Drive?

I would suggest a front-wheel-driven machine after the style of the *Cykelaïd*, but more strongly constructed and equipped with a $3\frac{1}{2}$ h.p. Villiers engine and two-speed epicyclic gears of the Enfield pattern.

A $3\frac{1}{2}$ Horse-powered Machine. A body of the Gibbons type would be mounted on this chassis, and braking would be on the rear wheels.

Such a machine would be extremely light and economical and would go anywhere.
Hove. R. M. WILSHIRE.

Another Criticism.

May I be allowed to criticise Lieut. Galpin's design for the £100 cyclecar? Some weeks ago I designed a similar cyclecar, with one wheel in front and two at the rear, but I later considered it very unlikely to give satisfaction, my reasons being as follow:—

Two Wheels in Front Wanted. With only one wheel in front the steering would be uncontrollable on loose ground, and especially on corners.

With two wheels at the rear, wheel-spin occurs, and the car gradually comes to a standstill on loose or slippery surfaces.

I favour the present type of three-wheeler, because the steering covers a large surface, making it more controllable, whereas the single rear wheel, having double weight to carry, is less likely to skid or spin.
New Cross. W. JOHNSON.

Construction Query!

The two designs of £100 cyclecar already described have an outstanding defect which has not yet been pointed out, namely a single-step chain transmission from the crankshaft axis to the back axle. A top-gear ratio of 5 to 1 is suitable for a small and economical engine, and the smallest practicable sprocket is 15 teeth by $\frac{5}{8}$ -in. pitch. The necessary back-axle sprocket is, therefore, 15 ins. in diameter.

In the case of the three-wheeler such a sprocket would be directly in the path of the mud thrown up by the back tyre; with the proposed four-wheeler the combined torque stay and chain cases would take up practically the whole of the available clearance—even an ordinary brick under the car would be sufficient to tear off portions of the aluminium casing protecting the chains.

S.W.12
C46

H. J. GROSE.

Scott-Sociable Suggested

I have read with interest your various correspondents' ideas of the ideal cyclecar. I am sure, had they tried the comfort, speed, ease of handling and economic running of the Scott-Sociable, they would agree that the ideal is obtainable. I have driven over 8,000 miles since July 1st last, including a tour in Devon, when several hills were climbed with power to spare (Porlock, Parracombe, etc.). It also has the following advantages over other three-wheelers:—No chains or belts, no wire controls, ample braking power, spare wheel and tyre, interchangeable in 2 mins.
SCOTT.

But Not at £100!

Cyclecars Already on the Market.

I was particularly interested in your recent articles concerning the £100 cyclecar, but amongst them all it rather surprised me to find no reference (in comparison) to the abilities or faults of the several machines now on the market which, roughly, come within the category in question.

A Discussion on this Topic Suggested. However, there are many points raised by your correspondents with which, I must admit, I am in agreement, also a few others that do not appear to have received the attention they deserve.

Referring to the three-wheelers, I notice two of your contributors advocate the single front wheel, and in this connection it would be interesting to obtain the experiences of any owner of a Bramham, which was a machine of this nature, and advertised a short while ago. Also, a few such details of the little French Colombe might be useful.

I am afraid I cannot agree with the "open-style" motor-tricycle, as suggested by another contributor, although there is no denying the astounding ability of the little Harper run-about. Why not a "super-model" Harper with larger body and engine, folding hood, etc.?

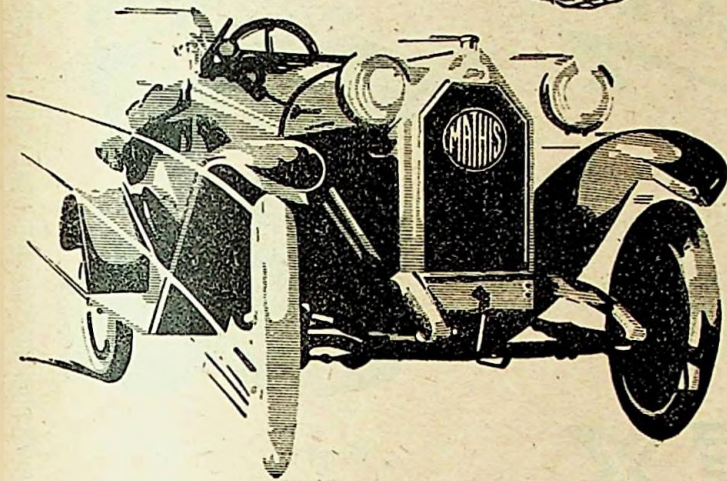
Coming now to four-wheelers, cannot some of your readers give us their experiences of the New Carden? Again, what has become of the little Grahame-White, our smallest four-wheeler? Possibly such a machine could be further developed, not forgetting much larger tyres, two doors, etc.

It is significant that most of your contributors favour the V-twin or horizontally opposed engine, and I certainly think, for a small car, designed to take two adults and two children, a 750 c.c. water-cooled unit should be sufficient. Given this, with large tyres, large wheels, good springing, two speeds and reverse, I am confident that a sound car should result.

Lingfield, Surrey.

W. M. HILLS.

FRANCE'S VICTORY CAR



The
 8/10 h.p. 4-cylinder
 (760 c.c.) Water-cooled,
 4 speeds and Reverse,
 2-seater with Dickey Seat

£ 195

fully equipped, Hartford shock absorbers, speedometer, clock, electric horn, electric starter and lamps.

McKenna Duties.

The
 12/14 h.p. 6-cylinder
 (1140 c.c.) Water-cooled,
 4 speeds, ENGLISH
 4-seater with 4-wheel braking

£ 350

Fully equipped, Hartford shock absorbers, speedometer, clock, electric horn, electric starter and lamps.

WE are not waiting until August 1st to give you the benefit of the duties, but are at once reducing the price of the famous MATHIS "SIX" to £350, thus enabling you to buy at once and enjoy a full summer's motoring.

We shall be happy to give further particulars on application; your card attached to this page and returned to us will save you the bother of writing and will receive immediate attention.

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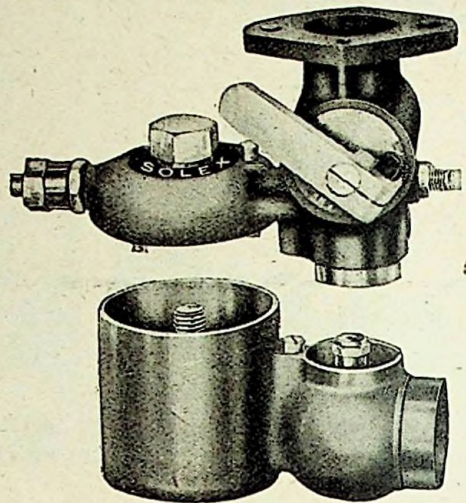
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Messrs. L'A & FRANCIS, LTD., having been awarded the special Gold Medal for consistent running, hill climbing, and conditions after trial in the R.A.C. Light Car 1,000 Miles Trials, wrote

FURTHER WORLD'S RECORDS:

These records have just been made by Mr. G. P. Thomas driving a Leyland-Thomas Car:—

5 miles in 2 mins. 26.51 secs. at
122.86 m.p.h.

10 miles in 4 mins. 58.26 secs. at
120.46 m.p.h.

50 kilos (Standing Start) at
179.31 kilos p.h. or
111.82 m.p.h.

2 miles (mean speed) at
125.96 m.p.h.

(Subject to Official Confirmation.)

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IN THE HISTORY OF AVIATION
— the complete circuit of Australia
(8,568 miles) in 90 FLYING HOURS
by two officers of the Royal Australian
Air Force. — USING WAKEFIELD
CASTROL THROUGHOUT THE
FLIGHT.

Capt. Amundsen orders Castrol for his forthcoming flight to the North Pole.

Lieut. Pelletier d'Oisy has used Castrol on his great flight to Japan.

"For your information our car only used five pints of oil (Wakefield Castrol) for the trials and the condition of the oil when emptied from the sump was splendid, and as a matter of fact hardly looked as if it had been put into the engine."



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OUR READERS' OPINIONS (contd.).

Jowett Petrol Consumption and Speed.

With reference to Mr. Foucar's inquiry as to Jowett petrol consumption, the figures given by the makers are 40 m.p.g. and 35 m.p.g. for the two and four-seaters respectively. On my own four-seater, I am now getting

A Reply.

38.7 m.p.g. with full load, but I have dropped as low as 32 m.p.g. in very cold weather, despite the water-heated induction system. As regards speed, the maximum of which I have credible record is 57 m.p.h. (by speedometer) on a two-seater. My own maximum is 46 m.p.h., and acceleration is very slow above the 40 mark. I should say, however, that most standard Jowetts could be tuned up to reach 50 m.p.h., although it might be necessary to fit stronger inlet-valve springs. On the four-seater the number of passengers carried does not seem to make any difference to speed on the level.

ND3300.

Nothing New Under the Sun.

With reference to the correspondence which is appearing under "Our Readers' Opinions" on "Which Type of Horn?" I beg to enclose the following paragraph for publication, especially when I see this week one headed, "Bulb Horn Operated by Radiator Fan," as, perhaps you will remember, I had already submitted the idea

Mechanical Bulb Horn.

to you early in February, and, thinking it may be of interest at the moment, I am taking the liberty to repeat it as follows:—

"Why not abolish ordinary hand bulb horns, or at least discontinue mounting these unsightly 'accessories' to wind-screens and bodywork generally. Such horns to be superseded by an entirely new shape and advancement, such as an intensified pneumatic horn, say, foot-operated through double-action bellows or spring-return pump pedal (dual control if engine driven); or, a horn sounded by momentarily diverted and concentrated (cowled) fan pressure. On the other hand, regarding mechanical horn improvement, should suggest a super-"policeman's rattle" type or large governor vibrator unit mounted under the bonnet behind radiator and rotated by fan spindle, or similar means, with foot or instrument-board hand control."

OSWALD B. NEWBOULD.

Sheffield.

Tests for Oils.

Perhaps your readers would be interested in the following amateur tests of engine oil that I have found of considerable service to me, as it ensures freedom from one of the difficulties that beset the motorist. The oils are referred to by their cost per gallon, and the best and worst oils, strangely enough, are well-advertised brands. The

Amateur Experiments.

first test consists of placing one hesitating drop of the oils, after they have been kept together in a cool place, at the top edge of a piece of plate-glass, about 2 ft. long, and, placing it in a warm place at a slight angle from the perpendicular and comparing the rate of travel down the glass, the results in a given time were as follow:—

6s. oil.	6s. 6d. oil.	7s. oil.	7s. 2d. oil.
16 ins.	12½ ins.	11 ins.	12½ ins.

This should indicate loss of body at increased temperatures.

In the second test a piece of sheet copper is taken, and in it are made four slight depressions, at equal distances from the centre. In these hollows we place a drop of each of the four oils, then place the copper over a flame so that all the test drops get the same heat. The results were as follow:—6s. oil and 6s. 6d. oil became thin and spread over the surface of the metal. When cold the surface was tacky. 7s. oil part spread over surface of metal, about 30 per cent. remained as a thick, burnt oil, otherwise quite good for lubrication. 7s. 2d. oil, about 75 per cent. remained, very little spread over metal, and remainder appeared similar to the 7s. sample; there was no sign of tackiness.

If any of your readers care to try these experiments, I should suggest that they use pure, refined castor oil as a standard with which to compare the others. The whole business takes very little time and costs practically nothing, the information gained from these results being of sufficient interest amply to repay the small amount of trouble taken.

Southampton.

E.F.H.

* Tests of the nature explained by our reader are always interesting, but the results are not necessarily conclusive.—Ed.

Performance on Paper

I have been much interested in the article, "Performance on Paper," in a recent issue. Will your contributor favour us with an equally simple top-gear formula to guide us in choosing a car suitable for the

Another Formula district in which it is to be used? We all know there are cars that are just right for, say, the gentle undulations of Essex, but so geared and engined with respect to their load that they cannot show at their best in Wales or Cornwall—and vice versa. Most of us know, also, that in the present state of trade it is impossible for manufacturers to offer a choice of back-axle ratios.

GEORGE MOOR.

A Cheap Holiday.

I have read with great interest Mr. G. L. Moss's account of his holiday in Wales. My wife and I have just returned from a similar tour, with the difference that we carried

A Tour For £8

a tent and spent seven days over the holiday. The car is a four-seater Rover, and, although heavily loaded, we covered most of the route described, making a total distance of over 700 miles. Our expenses, including tolls and entrance fees to various places of interest, were £8 2s. 9d.

I hope that the advent of the Rover 9 h.p. model will not mean the dropping of the "8," which carried us from start to finish without any attention, save only for the usual necessary replenishments.

ALLEN H. CORTN.

Hornchurch.

Riding on Air.

"Riding on Air" attracted my attention on page 19 of a recent issue of *The Light Car and Cyclecar*. Concerning the matter dealt with in your paragraph, I beg to state that

Home-made Pneumatic Upholstery.

I run a 10 h.p. T.B. (Anzani) sports model, taken from the stand at last year's Show. I found the seat and back cushion were padded too much, and, in order to acquire a low seating position necessary for the sports model, I used three inner tubes—one placed all round the seat and one in each of the centres of the two halves. A cycle valve protrudes from the seat suitably for inflation, but I have only attended to this item on one occasion in seven months of use.

COMFORT V.O.K.

An Awkward Gear Change.

Is the ball left-hand gear change a suitable fitment for the novice? A recent personal experience leads me to think it is not. I was coming through a village with a double right-angled corner in it, sitting beside a beginner, who had just completed his series of driving lessons.

A Novice's Dilemma.

He suggested a change to second, and I agreed. Imagine my dismay to observe his left-hand pawing wildly in circles round the gear lever, vainly attempting to grip it. At last he looked down, and by so doing swerved and narrowly missed ramming the police officer on duty. There were all the makings of a nasty accident in the incident. It is satisfactory for experienced drivers, but not good enough for learners. Cheapness can be carried to excess.

How many racing cars are fitted with gateless left-hand change?

RIGHT-HANDED.

Edinburgh.

Gear-changing as an Art.

In your issue of *The Light Car and Cyclecar* for January 18th there appeared an article entitled, "Gear-changing as an Art," in which article was explained how one could change into a higher gear without using

Without Using the Clutch.

the clutch. I was aware that this could be done, and, following the instructions, found that it was quite simple to change from bottom gear to second and from second to top without declutching. I then tried changing down without using the clutch, speeding the engine up in the ordinary way whilst the gear lever was in neutral.

I found this quite simple also. What troubles me, however, is that most of the car owners I have spoken to will not believe me, and as I cannot give them all a practical demonstration I should be very much obliged if you would state in your excellent paper that it is possible to change up and down without using the clutch. My car is a four-cylinder A.C., 1922 model.

K.Q.

Swansea.

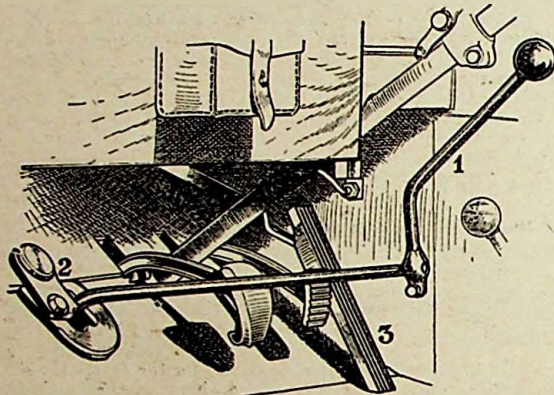
* Yes, it is possible with practice.—Ed.

OUR READERS' OPINIONS (contd.).

Improvements to the Rover Eight.

It is undoubted that the Rover Eight is an extraordinarily comfortable little "bus," but in nearly every car it is possible for the amateur to add to such comfort. The accompanying sketch shows three gadgets which are very simple to make, but which tend to take away any feeling of driving tiredness which is ordinarily felt after a long run undertaken in a small car.

The lengthened gear lever (No. 1) can be manipulated without taking one's back from the cushions, and it in no way interferes with accessibility to the driver's seat if length and correct bend are at first ascertained. It can be easily turned out of 1½-in. round mild steel, a hole tapped to screw on the end of the existing lever, with a saw-cut taken from the bottom to about ¾ in. above the hole, to allow the small bolt at the bottom to grip tightly when in the exact position required. The existing wood knob can be simply transferred to the end of the extension.



A sketch depicting a few useful alterations which can be made on a standard Rover "8" by any amateur owner. See the explanatory letter in this column.

At the bottom of the gear lever will be seen the reverse stop (No. 2), which has already been reviewed in *The Light Car and Cyclecar*, and it is only necessary to repeat that the action is entirely automatic and that it is impossible to foul the reverse. (Incidentally, ¼-in. fibre, which can be obtained from any large garage, is more easy to work than metal, does not rust and has a nice bright finish.)

The footrest for accelerator pedal (No. 3) takes the whole weight of the foot instead of the pressure being continually on the ball of the toe. It can be made in a very few minutes out of a narrow strip of wood, hinged at the bottom to the floor, and with two short aluminium pieces screwed on each side to act as a guide for the existing pedal.

It may be of interest to state that a cupboard situated on the dash is used for stowing side curtains, maps, etc., and when opened acts as a table.

E. G. TEWSON.
Oxleigh,
Ashford, N. Devon.

Grease Leakage on G.N.

I should be much obliged if your correspondent "Reflex," with whose opinion of the 1922 G.N. I heartily agree, could give me information on the following point.

The only trouble I have ever experienced with my 1922 G.N. is a constant leak of grease (Ambrolem) from the bevel casing. The grease leaks out round the propeller shaft and I am consequently compelled to replenish it frequently.

I wonder if "Reflex" ever experienced this trouble, and, if so, what means he took to cure it.

A. GORDON-HINE.
Fort Blockhouse, Gosport, Hants.

Next Week

A FEATURE OF "THE LIGHT CAR AND CYCLECAR" NEXT WEEK WILL BE A LONG AND FULLY ILLUSTRATED REPORT OF THE M.C.C.'S WHITSUNTIDE RUN FROM LONDON TO EDINBURGH.

Make Sure of Your Copy.

INFORMATION WANTED.

Owing to pressure on our space it is impossible to include readers' replies to queries in "Our Readers' Opinions," and correspondents anxious to help fellow car owners are courteously requested to communicate direct with the address which is given in most cases.

1920 Standard.

I should be greatly obliged if any reader would sell or loan me an instruction book for the 1920 9.5 h.p. Standard. Care of Laws and Co.,
W. WRIGHT,
99, Mabgate, Leeds.

A.V. Runabout.

Readers' opinions on the two-seater model of this machine, with special reference to (1) braking, (2) luggage-carrying capacity and (3) steering and stability.
J. J. SANDERS,
23, Oxford Gardens, N. Kensington, W.6.

Singer 9.7 h.p.

Can any reader inform me of a petrol gauge which I could either buy or make, and which would be suitable for use on a 1924 model of the above car? (Rev.) F. J. S. MORRIS.
The Vicarage, Brixham, S. Devon.

Austin Seven.

I should be grateful if any readers could give me their experiences in the fitting of Rectaskids to the back springs of an Austin Seven, and how they compare with friction dampers of the Hartford type.
A. E. SCARLETT,
Long Stratton, Norfolk.

Swift.

Would any reader be good enough to furnish me with his experience of the 1923 10 h.p. Swift two-seater, especially with regard to reliability of gearbox and back axle?
W. T. ROGERS, JUNR.,
21, New Road, Brentwood,
Essex.

G.W.K.

I would be greatly obliged if some reader in the West Riding of Yorkshire would inform me of his experience with, and opinion of, a recent model G.W.K., with special reference to the efficiency of the friction drive in starting on a steep up-grade.
B. ENGLAND,
Kembledene, Wheldon Lane, Castleford, Yorks.

Jowett.

Will any Jowett owner kindly inform me of any shock absorber fitted to that make of car which enables it to ride smoothly at speed over bad roads? Alternately, I should be glad to have information concerning the advisability of fitting oversize tyres.
F. BRADDON,
29, Fort Street, Barnstaple.

CONDENSED CORRESPONDENCE.

H.M.R. (Harlesden, N.W.) writes praising the excellent service extended to him by the makers of the Lagonda car, who, recently, in immediate response to a telephone message, despatched two mechanics with spare parts to effect a road-side repair.

S.H.S. (Teddington) warns fellow-motorists against the dangers of broken glass in a collision. A recent accident in which he was involved has convinced him that he owes his eyesight to the fact of his wearing Triplex goggles at the time.

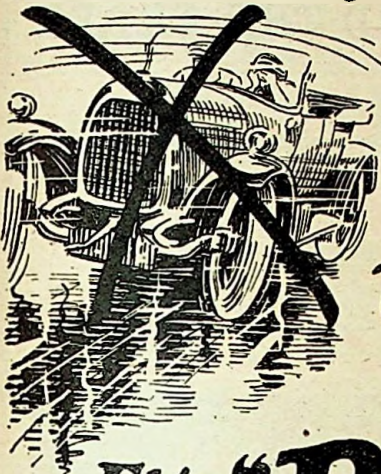
W.B.S. (Huddersfield), writing with reference to the £100 cyclecar, is of the opinion that the sum mentioned is inadequate to provide a sufficiently attractive proposition, and he advances the claims of the Scott-Sociable to be regarded as the ideal cyclecar.

N.G. (Stony Stratford) suggests that somebody in Northampton has been making a corner in Schrader valve caps. Leaving his car in a garage there, he returned to find the valve caps missing, and on a subsequent visit to the same town he lost them again while the car was parked in the Market Square.

S.S. (Wolverhampton) points out, with reference to the "Reader's Ideal Cyclecar" controversy, that there is at least one three-wheeler—namely, the T.B.—which is free from the fault of the back wheel "lying over." He goes on to speak highly of the construction and performance of this car, and expresses regret that it is no longer in production.

Bad Skids

Rough Roads



*Cut out
the bugbears
of Motoring*

Fit "RECTASKID"

and ride in SAFETY

The whole enjoyment of motoring is marred by the dread of a bad skid, the consequences of a burst tyre, and the nerve-racking experiences of driving over rough roads. The simple fitting of Rectaskid to your car will ensure care-free motoring for you, absolute SAFETY, and bad roads will seem to be as good as the best. There will be no fatigue or strain after long journeys.

WHAT IS "RECTASKID"? Rustless steel strips enclosing steel balls which project above and below the surfaces, fitted between the main leaves of a car spring, "Rectaskid" acts as a hall race to the spring.

HOW DOES IT WORK? Once the body of the car loses its perfect balance the contraction of ordinary springs is far too slow to stop the dead weight from gathering impetus in a wrong direction. No matter how sudden the call, springs fitted with "Rectaskid" are so responsive that the slightest loss of poise is instantly corrected, and consequently all tendency towards skidding immediately arrested before it develops.

**YOU GAIN SAFETY AND COMFORT
and save money on tyres and overhauls.**

Prices : Light Quarter Elliptic Cars up to 10 h.p. £4 4s.

Light Cars up to 20 h.p. - £6 6s. Heavy Cars and Heavy Commercial Vehicles - £8 8s.

RECTASKID, Ltd.,
30, Grosvenor Place, London, S.W.1.

Telephone: Victoria 5250, 5251.

**Write for
FREE
BOOKLET**

It will tell you all about the wonderful difference "Rectaskid" will make to your car. We shall also send you unsolicited testimonials and reports of experts. Address: The Business Manager, Rectaskid, Ltd., 30, Grosvenor Place, S.W.1.



**Call for a
FREE
DEMONSTRATION**

We shall be pleased to show you the actual results of fitting "Rectaskid" to various cars and how the dangers of motoring are entirely eliminated. Just call at 30, Grosvenor Place, any day between 10 a.m. and 5 p.m.

**Don't
forget!**

If your car is fitted with "Rectaskid" we can effect
A LLOYD'S INSURANCE POLICY
at 20% UNDER TARIFF RATES.

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

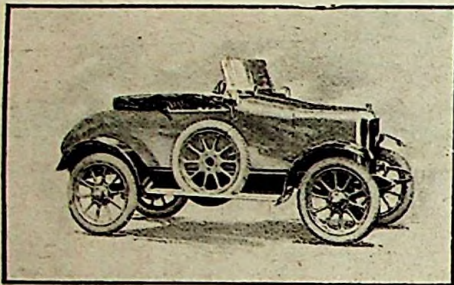
LITTLE PICTURES BY PEN AND SUN

'Tis passing simple to write of,
or picture a great achievement.

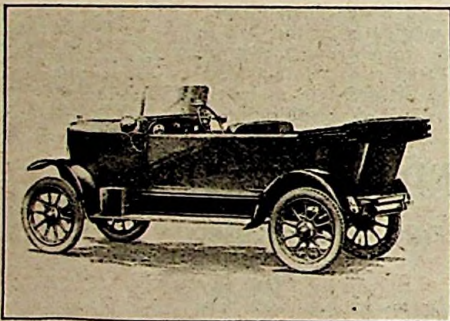
Maybe—the pen is mightier
than the sword. Let that pass.

And a picture can be made
wondrous fine, but—

THE CAR'S THE THING.



THE JOWETT CAR
IS
A GREAT ACHIEVEMENT



ON THE MILESTONES THAT
MARK THE PROGRESS OF
MOTORING ECONOMY IS
WRIT LARGE THE NAME
JOWETT

It stands unchallenged as the
premier economy car.

£168 2-seater; 4-seater £192

JOWETT CARS, LTD.,
IDLE, BRADFORD.

AROUND THE TRADE.

Many of our readers use Adcol New Process oils, and they will be interested accordingly in a list which has just been compiled giving all the agents from whom these lubricants may be obtained. Copies of the book may be had from Alexander Duckham and Co., Ltd., 6, Broad Street Place, E.C.2.

An interesting list has just been issued by the M.A.P. Co., Great Lister Street, Birmingham. Accessories which will interest our readers and which are described in the list are sparking plugs of various reach from 2s. 6d. upwards; plug coolers for speed work at 9d. each; petrol filters, 7s. 6d.; and licence holders at 1s. 6d.



Some of the awards won by Capt. Arthur Waite on Austin cars, many of them being won on the Austin "Seven."

Absolutely standard Zenith carburettors were fitted to both the Lea-Francis car, which secured the special gold medal in the recent R.A.C. Light Car Trials, and the Jowett, which performed so well (averaging 56 m.p.g.) in the Vesey Cup Trial.

Readers who have not mastered the secrets of handling oil barrels, so that during and after hot weather they have trouble with leakages, should write to Sterns, Ltd., of Royal London House, Finsbury Square, London, E.C.2, for a free copy of "Hints on Handling Barrels." This is printed on stout card, and intended for hanging in the garage.

Readers will be interested to learn that Rapson's are now marketing special oversize comfort tyres, which are claimed to equal in all respects other low-pressure tyres, with the added advantage that they do not require special rims. An example given is that of a tyre marked 700 mm. by 80 mm., the actual size of which is 700 mm. by 90 mm., and which will fit a rim 650 mm. by 65 mm.

MOTOR TERMS TRAVESTIED.

Solution to No. 14.



A good "pick-up."

Owing perhaps to the solution being fairly easy, and also to our offer of one guinea, the entry for last week's "Motor Terms Travestied" was astoundingly large, being fully four times as great as any previous entry received. Such was the enthusiasm evinced that several telegrams from distant readers were received. "A Good Pick Up," the artist's original solution, was first suggested by Mr. R. Gillam, 37, Payne Avenue, Hove, Sussex, to whom the prize of one guinea is therefore awarded. In all 147 readers submitted the correct solution, and many other good attempts were made, one of the most popular being "A Big-end," with "A Seized End" as a variation. "A Quick Pick Up," very near the correct answer, was also favoured by many.

What they say about Robbialac



CARL FOX, "Observer" Office, Rochdale, writes, 5th May, 1924:

I WANT to tell you how satisfied I am with 'Robbialac,' which I find will give a splendid wear-resisting surface as well as a beautifully polished appearance. I have recommended 'Robbialac' to a number of people whom I know are delighted with the results they have obtained. Motorists should congratulate themselves that there is such a product on the market, for 'Robbialac' makes it easy and cheap to combat the demon of depreciation."

Robbia'ac is sold by all Motor Accessory Dealers. Instruction Leaflets for Amateur Car Painters free by post from Robbialac, Dept. "C," Stratford, E.15.

Robbialac Whitby Black Enamel in 2/3, 3/-. 5/9, 10/9 and 20/9 Tins.

Robbialac Exclusive Colours in 3/-. 5/9, 10/9 and 20/9 Tins.



Robbialac Transparent Finish in 1/3, 2/3, 3/-. 5/9, 10/9 and 20/9 Tins.

Robbialac Special Brushes, 1/-. 1/3, 2/-. 2/9 and 3/6

A COMMON SENSE METHOD of REDUCING PETROL CONSUMPTION IS BY PREVENTING WASTE

Every time the throttle is closed after running fast there is an overflow from the main jet which is wasted—it is about half-a-teaspoonful, and this small quantity mounts up in a month's running. The simple method of placing a damper on the jet immediately stops the overflow and so saves the petrol for future use.

The BINKS 3-jet Jet-Damping Carburettor

saves its owner money because no petrol can overflow the main jet when the car is running on small throttle openings.

MORGAN

TESTIMONIAL.

"Dear Sir,—Re your advertisement in last week's 'Motor Cycle,' the 'Morgans' would do from 54/65 m.p.g. with your carburettors, I think it only fair to inform you that you err on the modest side.

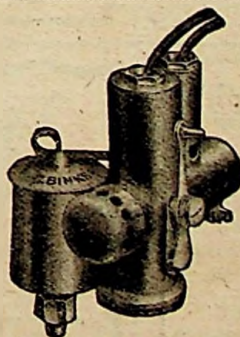
"My 'Morgan' (1913), J.A.P. engine, with your carburettor will regularly carry me, wife, and little girl, that 20 miles from here to Bristol and back on inside a quart of petrol.

"This, including 'warming-up,' difficult traffic running, much stopping for shopping purposes and a notoriously hilly road.

"I reiterate, Messrs. Binks, that it is only fair and just that you should know this extraordinary performance, after reading the modest claims you advertise.

"Yours faithfully, J.M.S."

That is 80 m.p.g.



MORGAN MODEL £4 2s.

G.N. AND LIGHT 2-SEATER CARS 2 OR 4 CYLINDERS.

Owners are invited to send for lists and statement how petrol can be economically used without sacrificing speed, and at the same time gaining a truly marvellous flexibility on top gear in traffic.

APPROVAL TERMS. £4 10s.

Price
Carburettors are all sold on four weeks' approval. If you return the carburettor carriage paid, not being perfectly satisfied, we refund your money less 7/6.

A real extra air valve is incorporated in the design of these carburettors to enable you to coast down hill on cold air with the throttle closed and the jets damped out of action.

C. BINKS (1920), Ltd., Eccles, Manchester.

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.

Useful Maps for Motorists

MAP OF ENGLAND AND WALES.

Scale 13 miles to the inch. Showing the whole of England and Wales; printed in colours to show the contour of the land. Cloth 4s. net; 4s. 2d. post free. Paper 2s. net; 2s. 2d. post free.

Send for free booklet containing useful motor-ing information and particulars of many other maps, books and journals.

Map of 50 Miles Round London.— Scale 4 miles to the inch. In one sheet, with London in the centre, extending round a radius of approximately 50 miles. Cloth 3s. 0d. net; 3s. 2d. post free. Paper 1s. 6d. net; 1s. 8d. post free.

Obtainable from the Offices of:—
"THE LIGHT CAR AND CYCLECAR,"
7-15, Rosebery Ave., London, E.C.1.

New Garden

FAMILY MODEL NOT WHAT IT COSTS BUT WHAT IT DOES.

£110 CASH
OR
£27 10s.
On Deferred Terms.

Although the "New Garden" is by far and away the cheapest All-British Light Car it is thoroughly capable of carrying 2 adults and 2 children anywhere you want to go. What is more, running expenses are only 1d. per mile approx.

It is fitted with Windscreen, Hood and Cover, Oversize Tyres, Electric Lighting Set, Pump, Jack, Horn, Right hand Control, etc. and it does 50 m.p.g. with an annual tax of only £7.

Write for Illustrated Catalogue or come out to Willesden and see it for yourself.



Arnott & Harrison, Ltd.
7, Hyde Road,
Willesden, N.W.10.
Phone: Willesden 2297.
Grams: "Arnotterri",
Phone, London."

Morgan Service Depot
Officially appointed by the Morgan Motor Co., Ltd.

EARLY DELIVERY
of all models from £110. Deferred Terms arranged
Every Spare Part in Stock. Repairs by Specialists.
Your Old Machine Accepted in Part Payment.
Guaranteed Second-hand Machines Always in Stock.

HOMAC'S
MOTOR AGENTS

Write for Catalogues and Spares List. TRADE SUPPLIED.
243, Lower Clapton Rd., LONDON, N.E.
Telephone: Dalston 2408.

Works: 46, LONDON ROAD.

AN ORNAMENT TO THE SWARTEST CAR.

A40/- MASCOT
for 7/6 Carr. Paid.



We are in a position to offer this Handsome and Striking Mascot made to an Original Design as illustrated and as follows:—

1. In silver white metal.
2. In silver white with red mouth and yellow-green eyes.
3. In glossy black with red mouth and yellow-green eyes.

ALL AT ONE PRICE.

HEIGHT 3 1/2 in.
LENGTH 2 1/2 in.

For fixing to Radiator Cap.

FROOME & SON,
St. George's St. WINCHESTER

The "BOWIRE"
EXTRA AIR INLET
Increases Engine Efficiency.



Reduce the Fuel Bill by the judicious use of an Extra Air Inlet. Get the "Bowire," the Original and Best. Seventeen years' world-wide use.

Price, complete, from 15/6 to 37/6. Fords, 20/- to 30/-

WEMBLEY—Stands 140 & 154
Palace of Engineering.

Bowden Wire Ltd
LONDON SW10

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

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

Your Whitsun Run

will be a success if you plan it so that you eat and sleep in

TRUST HOUSES

ASHRIDGE - Bridgewater Arms
On a spur of the Chilterns.

BUCKDEN - - - Lion Hotel
On the Great North Road.

CRAWLEY - - - George Hotel
Half-way to Brighton.

HARTFIELD - Dorset Arms Inn
For the Ashdown Forest.

MALDON - Blue Boar Hotel
Above the Blackwater Estuary.

ROMSEY - White Horse Hotel
In the New Forest country.

Get a Tariff List and a Map of over 100 Trust Houses and plan your happy route

TRUST HOUSES LTD

Short's Gardens, London, W.C.2

Tel.: Gerrard 8844.

This Patent cover

on the Barling Motor Pipe means an added pleasure to your motoring.

As you speed through the strongest wind, smoking a Barling Motor Pipe, there are no sparks or tobacco flying out of your bowl—so stopping to relish your pipe—but an even steady smoking all the time. In heavy rain there is no extinguishing of your pipe—no wetting of your tobacco—but a comfortable satisfying smoke, the whole way.

Ask your tobacconist to show you the Barling Motor Pipe. See that it is a genuine Barling, made in London—then enjoy it on all your tours.



BARLING'S MOTOR PIPES

Barling's Motor Pipe with solid silver top, revolving style.
Price ... 25/-

Barling's Motor Pipe with solid silver top, fixed style. Price 21/-
Large Sizes 2/- each extra.

Every genuine Barling is stamped and carries the Barling guarantee. Obtainable from all Barling Agents throughout the world. In case of difficulty write:—

B. BARLING & SONS,

Manufacturers of Briar Pipes,

Park Street, London, N.W.1. Established 1812.

RECORDS

WORTH SPECIAL NOTE.

On an 8-cylinder Bugatti car driven by Mr. George Duller at Brooklands on May 28th, 1924, the following records in the Two Litre Class were created:—

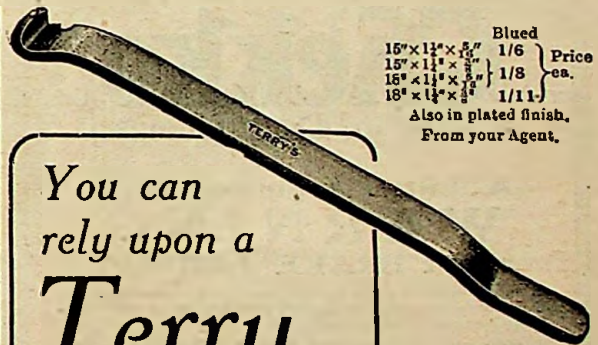
1/2 mile flying start ...	105.7 Miles per Hour.
1/2 mile standing start ...	63.66 " " "
Kilo flying start ...	105.57 " " "
Kilo standing start ...	67.55 " " "
1 mile flying start ...	105.55 " " "
1 mile standing start ...	75.86 " " "
2 miles flying start ...	105.55 " " "
5 miles flying start ...	105.39 " " "
10 miles flying start ...	104.89 " " "

This car was recently the property of Count L. Zborowski, who always insists on **SPECIALLOID PISTONS** in all his racing cars, after trying every well-known make.

It was a surprise to all that the Pistons in this car stood up on Easter Monday, and now they are still giving the usual satisfaction.

In commercial use we have proved lately, under most careful tests, that our Pistons will outlast **SIX** of any other make—What more can convince—Best on all points.

SPECIALLOID LTD., Friern Park, N.12
Phone: Finchley 2777-8.



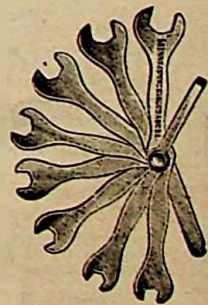
Blued
15" x 1 1/4" x 3/8" 1/6
15" x 1 1/4" x 1/2" 1/8
16" x 1 1/4" x 3/4" 1/8
18" x 1 1/4" x 1" 1/11

Also in plated finish,
From your Agent.

You can rely upon a **Terry Tyre Lever.**

MADE from high-grade **STEEL** carefully hardened and tempered, it will give you staunch and sturdy service. The harder you work it the more you will appreciate the quality. Guaranteed reliable and of long-wear service. Get one from your Agent. List free.

Write for our Booklets—post free.
HERBERT TERRY & SONS, LTD.,
Manufacturers,
REDDITCH ENGLAND.
Established 1855.



No. 905. Terry's Midget Magneto Set fits all magnetos. Includes 012 feeler gauge and small screwdriver.
Blued 1/6, Plated 2/-
from your Agent.



Terry's "AERO" quality Valve Springs for first-rate results at low cost. Use them.

87/22

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

The Ideal Holiday

FREE TO ROAM ON AN



ECCLES
TRAILER-CARAVAN

To trail behind any motor car over The Beauty Spots of OLD ENGLAND

Write for Catalogue to—

Don't worry about hotel accommodation which you can never get where you want it.

Hire a Trailer Caravan

to attach to your own car and go where you like and when you like. We have various models which you can hire by the week suitable for any light car, and for from two to four persons.

A holiday with your car and an **Eccles Trailer Caravan** will give you more pleasure at less cost than any other form of holiday. Write for terms, stating your requirements. It is advisable to book early.

The Holiday Caravan Co.
(G. L. HAWKINS, Proprietor).

T.O.M. MOTORING, CAMPING, TOURING EQUIPMENT LTD.
Lloyds Park Chambers

Agents for Eccles Trailer Caravans and Motor Caravans, and everything for camping and touring.
- Carfax, OXFORD.

Easier Filling

The Gun Charger for the 'ENOTS' flexible GREASE GUN


SO simple, yet so effective, it makes grease gun filling a cleaner and quicker job. No bother, no waste.

How to use it.—Push charger well down into grease, rotate in both directions and then withdraw slowly while rotating. Insert into Grease Gun Barrel, and screw Charger Cap on Gun Barrel. Now, holding Gun in one hand, withdraw Charger through slots in Cap, as far as it will go, and unscrew Cap and the Gun is fully loaded.


Made in four sizes. Prices **1/8** and **2/-** according to size of Gun.

Ask your dealer or write—
BENTON & STONE,
Limited (Incl. L.),
"Enots" Works,
BIRMINGHAM.


1 Push Filler into Grease




2 Rotate Filler and withdraw it

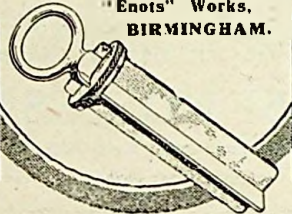


3 Insert Charged Filler into Grease Gun Barrel



4 Withdraw Filler through Slots in Cap





Chekko

Brake and Clutch Linings

A Little Argument and WARNING about BRAKE LININGS.

In these ubiquitous motoring days there are probably thousands of novices as car owners or drivers with little or no experience of the practical side of motoring.

They cannot be expected, as yet, to know the difference between a strip of cotton belting and an Asbestos Brake Lining. Many motorists do not distinguish between a cheaply got up so-called "Asbestos" Brake Lining and the high-class genuine article which alone can establish the makers' claim, and means so much in motoring safety and pleasure.

That article is **CHEKKO**, and fastidious and careful motor owners should insist on fixing it, or having it fixed, on their brake bands and shoes.

CHEKKO cannot be "burnt out" or deteriorated by frictional or other heat, and is the only brake lining made from warranted and provable pure asbestos only.

Remember that your personal safety and that of your passengers (not to speak of others on the road) is dependent on your braking equipment—**THE MOST IMPORTANT EQUIPMENT ON ANY CAR OR MOTOR VEHICLE.**

CHEKKO will last thousands of miles running under the most gruelling conditions.


No other Brake Lining will do this.

Do not risk life or limb in addition to worry and costly outlay by trying to save a few shillings in your Brake Lining Equipment.

Get—Insist on—the Best: **CHEKKO ONLY.**

Sole Manufacturers:

CRESSWELLS' LTD. : : BRADFORD.
London Depot: 27, Percy St., Tottenham Court Rd., W.1.



MAKES
MOTORING A PLEASURE

C56 *FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning "The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.*

BLACK & FINCH, LTD.

222, Gt. Portland Street, W.1.

Phone: Museum 2271.

Distributing Agents London and Suburbs.

ARIEL "10"
£198

TAX £9. 4 cyl., 4-seater, all-weather, fully equipped, exquisitely finished. Dunlop 700x80, De Luxe £210

G.N.
£250

TAX £12. 11'9 h.p., 4-cyl. Anzani. Fully equipped STANDARD, guaranteed 65 m.p.h. SPORTS, guaranteed 75 m.p.h.

MAIN LONDON AGENT.

PALLADIUM

£395

TAX £12. 11'9 h.p., 4 seater, 4-speeds, 4 brakes. Aluminium all-weather body. 12 volt starting and lighting.

RECOMMENDED CARS IN STOCK:

1921 BUGATTI, 4-seater	£195
1921 BRESCIA BUGATTI	£285
1923 ARIEL	£130
1921 A-C, Sports	£195
1924 G.N., Anzani 4 cyl. Sports	£240
1921 G.N.-VITESSE	£95
1921 G.N.	£55
1916 HUMBER, 4-seater, starting and lighting	£95

Exchanges. Cars Bought for Cash. Deferred Payments.

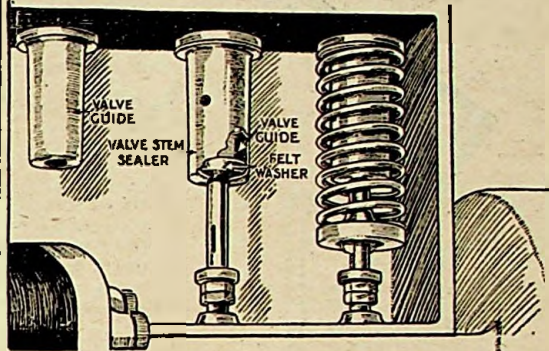
VALVE STEM SEALERS.

(Airtight Sleeves.)

If there were a flaw in the induction pipe, cold air would get into the cylinders and upset the proportions so carefully adjusted in the carburettor, resulting in weak mixture, making it impossible for the engine to run at slow speeds, difficult starting, loss of power, racing of engine to avoid stopping, and greatly increased petrol consumption and wear and tear. It is just as bad to have air leaking past the valve stems, and there is no engine free from that defect, and the results are the same.

VALVE STEM SEALERS stop those leaks and prevent all those troubles. They also lubricate valve stems and guides and prevent wear. They are in use to-day on cars of all makes, from Rolls-Royce to Fords, and every Sealer sold carries the guarantee "Money back if not satisfactory." Just slip the sleeve over the valve stem and the valve spring holds it in place. Some engines have no protection for valve guides, but we have Valve Stem Sealers for all engines. Each

2/6



State make, year, and h.p. of car, and correct fitting will be sent.

MOTOR NECESSITIES LIMITED,
47, Streatham Hill London, S.W.2.

KINSEY'S of CROYDON

for Specialized

Jowett Repair Service

YOUR Jowett deserves expert attention. It will pay you to bring it to us, or to let us collect it. Our charges are standardised and defy competition. We are practical Jowett enthusiasts.

A Jowett from Kinsey's carries indefinitely a Guarantee of this Service.

Ask for our list of Jowett Fitments.

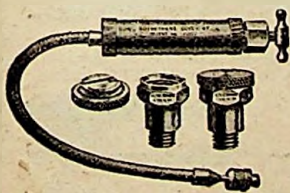
John R. Kinsey & Co., Ltd., 350-352, Lower Addiscombe Rd. Croydon. (Corner of Shirley Road, near Woodside.)

Telephone (day or night): Addiscombe 1129.

Open daily till 8 p.m. Sundays 4 p.m.

MAKE GREASING A PLEASURE

By Adopting THE "R. & S." GREASING SYSTEM. (Patent No. 170160.)



A cheap, clean, quick, and simple device which does away with the attendant dirt on the usual grease cups.

Can be used for oil and grease.

Price 15/- each.

Greasecups with caps (Nickel or Brass), 1/- each.

SEND FOR ILLUSTRATED LEAFLET.

Rotherham & Sons, Ltd., Coventry. Telephone: 792 and 791. Telegrams: "Rotherhams, Coventry."



Car Electrical Equipment with HART BATTERIES

Prevention is always better than cure.

Bear that in mind when you choose the Electrical Equipment of your car. Take the only step which eliminates all risk of trouble for the lifetime of your car, and fit the wonderful M.C.L. System. It is the only system which automatically looks after its batteries under all conditions. It is supreme in its simplicity, yet unrivalled in its efficiency. The Book of M.C.L. will furnish you with indisputable proof of its superiority—in terms which you can understand, and with illustrations which are clear to you. Let us send you a copy now, or ask your local dealer for details of the M.C.L. Equipment.

MIDGLEY CAR LIGHTING Co., Ltd.

Registered Offices: Oceanic House, 1a Cockspur St., London, S.W.1
Works: Anchor and Hope Lane, Charlton, S.E.7.

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

Write for a copy of "The Car you should Buy." It costs you nothing.



Amongst Others!

HERE is a selection of Economy Cars you can always rely upon getting without delay at ALLEN-BENNETT'S. With the exceptions stated, they are *always in stock*. Therefore, you can be sure of getting "fixed-up" at the shortest notice at Allen-Bennett's—and this list is by no means exhaustive. Other cars generally available include BEAN, GLYNO, BAYLISS-THOMAS, SALMON, AUSTIN 12, ROVER 14, and various others. You can obtain any car through ALLEN-BENNETT'S.

And you get at ALLEN-BENNETT'S EXTENDED PAYMENT facilities on reasonable business-like lines; terms that really are adjusted to your convenience. To buy at Allen-Bennett's is to make a sound investment instead of incurring an onerous liability. Ask for particulars. Call, phone, or write, distance no object.

A-C Royal, Anyways her	£341
A-C Royal	£384
HUMBER, 8 h.p., 2-seater, dickey or Chummy	£250
ROVER 8, 2-seater, dickey, or 4-seater... Starter £12 extra; de luxe equipment £12 extra.	£160
STANDARD, 11 h.p., 2 or 4-seater (3 to 4 weeks)	£235
AUSTIN 7, Chummy	£165
AUSTIN 7, Sports	£175
ALVIS, 12-50, Super Sports	£550

CROUCH, 12 h.p., 2-seater, double dickey	£295
SINGER, 10 h.p., 2-seater de luxe	£225
SINGER, 10 h.p., 4-seater de luxe	£235
WOLSELEY, 10 h.p., 2-seater, dickey, lighting, starter	£265
WOLSELEY, 10 h.p., 4-seater, lighting, starter	£285
WOLSELEY, 10 h.p., Super Sports	£435
RILEY, 11-40, 2 or 4-seater	£395
MORGAN, de luxe, £130. FAMILY,	£135
GRAND PRIX, £138. AERO,	£148

Allen-Bennett will collect your present car in exchange and deliver the new one to your door.

The ALLEN-BENNETT MOTOR CO., LTD. - 8-9-10-11, Royal Parade, WEST CROYDON, Croydon 2450-1.
Open every day till 7 p.m., including Saturdays.

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A FINE SELECTION OF FIRST-RATE CARS

In Lamb's Ltd. spacious and well-appointed showrooms you have almost the effect of attending a small motor show.

Here you will find the model you wish to see. Here, too, you can examine it in comfort and have the technical features lucidly explained.

At Lamb's Ltd. you need not fear aggressive salesmanship—we want to serve you, not coerce you into buying. Come and see our show to-day.

Trade Supplies. Exchanges.

LAMB'S LTD.

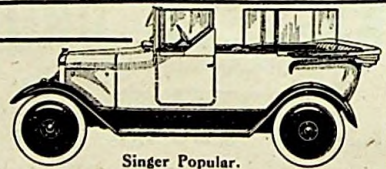
WALTHAMSTOW, E.17. Opposite Hoe Street Station. 12 minutes from Liverpool Street Station No. 2 or 4 Platforms.
Phone: Walthamstow 1111 (4 lines).

50, HIGH ROAD, WOOD GREEN, N. 10 Doors from Empire.
Phone: Hornsey 1956.

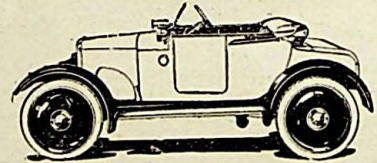
EUSTON ROAD, N.W.1. Opposite Gt. Portland Street Station (Met.).
Phone: Museum 4978.

A Selection from our Stock:

- A-C.
- B.S.A.
- ARIEL
- AUSTIN
- SINGER
- WOLSELEY
- TALBOT
- ROVER
- MORGAN
- STANDARD



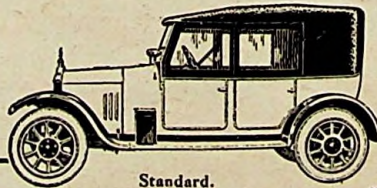
Singer Popular.
£200, or £50 down and 12 payments of 118 s. 6d., with option of a special rebate.



Rover "8."
£160, or £40 down and 12 payments of £10 10s. with option of a special rebate.



Wolseley "10."
£250, or £62 10s. down and 12 payments of £16 8s. 2d., with option of a special rebate.



Standard.
£235 Cash, or £58 15s. down and 12 payments of £15 8s. 6d., with option of a special rebate.

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.

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

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

RATES.

For advertisements in this section: 12 words 2/- (minimum); 2d. per word after. Subject to a discount of 5 per cent. for 13 consecutive insertions, 10 per cent. for 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.

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 c/o 'The Light Car and Cyclecar,'" count part of the advertisement.

DEPOSIT SYSTEM.

For the convenience and security of our readers we have an approval-deposit system. The intending buyer forwards to our office the amount of the purchase money, which will be acknowledged to both parties. Notes or money order save time. Cheques must be made payable Temple Press Ltd., and are acknowledged to seller when "cleared." If a sale is concluded, we forward to the seller the amount agreed upon. If no sale is made, we return the amount deposited. In either case we deduct a commission of 1½ per cent. (5d in the £, 2s. 6d. minimum), on amounts deposited up to £50, 1 per cent. on amounts from £50 to £100, and ¾ per cent. on amounts exceeding £100, to cover our expenses of booking, postage, etc. Carriage is to be paid by the buyer. If the article is returned, each party pays one way. The risk of damage in transit is the seller's. Articles on approval are not to be retained more than three days, unless by arrangement between the parties. All disputes to be settled by the arbitration of the Editor of "THE LIGHT CAR AND CYCLECAR," whose decision shall be final and binding on both parties.

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

CLOSING TIME.

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

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

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.

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.

SECOND-HAND

LIGHT CARS AND CYCLECARS FOR SALE

A.B.C. Gordon Watney and Co., Ltd., 31 Brook St., W. 1 (Phone, Mayfair 2966), London agents. Several second-hand, all models in stock, guaranteed, from £100; deferred payments and part exchange. 22-164

A.B.C. 1922 2-seater sports, many extras, new condition, £110. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 602-943

A.B.C., 1921, full equipment, dynamo lighting, new tyres, fine condition, taxed and insured to 1925, £90. Bruton Garage, Ltd., South Bruton Mews, Bruton St., W. 1. Mayfair 4282. 602-925

A.B.C., 1922, sports, small mileage, dynamo, speedometer, side curtains, Dunlop cords, excellent condition, 100 guineas, or exchange motor-cycle and cash. 51 Upper Richmond Rd., East Putney. 602-1483

A.B.C., 1920, Surbiton model, dynamo lighting, taxed, 5 spare wheels, excellent condition, £85. The Cottage, Leith Park Rd., Gravesend. 602-1478

A.B.C., 1922 (late), Regent, 2-door, dickey, dynamo lighting, taxed for year, very nice order throughout £125 cash, exchanges, deferred payments. W. T. Dunn, Ltd., 326 Euston Rd., N.W. 1. Phone, Museum 5391. 602-999

A.B.C., 1921, sports, 2-seater, dynamo lighting, Dunlop cords, splendid order and appearance, £95. Palmer's Garage, High St., Tooting. 602-995

A.B.C., 1922, sports, tax paid, perfect order, £115. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. Langham 2983. 602-410

A.B.C., 1922 (November), Regent, 2 doors and dickey, self-starter, special car, with following extras: New type cast-iron cylinders, Special-loid pistons, Celority valves, improved rocker gear, Hartford shock absorbers, and special gear ratios; winner of numerous awards, including gold medal this year's London-Land's End; recently overhauled, in excellent condition, £135. Box No. 5911. c.o. "The Light Car and Cyclecar." 602-1514

A.B.C. Potential purchasers of this make of car either new or second-hand, are invited to send their requirements to The Garage, 12 Cornwall Terrace Mews, N.W.1 (by Mme. Tussaud's). Extended payments and exchanges. 605-46

A.B.C., 1923, special coach-built 2-seater body, dickey, dynamo lighting, all-weather equipment, licensed exceptional condition, 140 guineas Below. 602-460

A.B.C., 1922, Sports 2-seater, dynamo lighting, equipped, licensed, splendid order, 95 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 602-460

A.B.C., 1922, Regent model, Special-loid pistons, £125; cash, deferred, exchanges, Railton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester, Central 2681. 602-425

A.B.C., 1921, Regent model, small mileage, tax paid, excellent tyres, repainted royal blue, £90. Maudes', 100 Gt. Portland St., London. 602-15

A.C. cars.
Calthness and Co., Ltd., will buy your second-hand A.C. for cash, or allow you highest market value in part exchange for a new model. 65 Gt. Portland St., W. 1. Tel., Langham 2172. 602-945

A.C. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. 222-297

A.C., 1915, clover-leaf body, fully equipped, spare wheel, side curtains, splendid condition, fast, year's tax, guaranteed, £60. 7 Cowdrey Rd., Wimbledon. 602-1493

A.C., 1921, 2-seater, starting and lighting, excellent condition, taxed for 1924, just overhauled and repainted, bargain, £160; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 602-56

A.C. 1923 11.9hp 2-seater, lighting, starting, dickey, all-weather equipment, licensed, new condition, 225 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 602-459

A.C., 1922 sports, all-aluminium body, dynamo lighting and starter, speedometer, clock, rev. indicator, disappearing hood, 2 spare wheels, speed up to 70 m.p.h.; all good cord tyres, electric and bulb horns, taxed and all tools. Blackley Motor Co., Rochdale Rd., Blackley, Manchester. 602-1547

A.C., 1915, 2-3-seater, in good running order, recently overhauled, year's tax, £60. Tiffen, Heathwood, Crofton Rd., Orpington, Kent. 'Phone, Farnboro' 36. 602-1533

A.C., late 1914, 9hp, 2-seater, electric lighting, speedometer, etc., excellent condition throughout, original paintwork, year's tax paid, £52 10s. 85 Penschurst Rd., Thornton Heath. 'Phone 1572. 602-1562

A.C., 1922, Royal 4-seater, completely equipped, taxed, etc., perfect condition throughout, £215. Vivian, 33 Spenser St., Victoria St., S.W.1. Vic. 8677. 602-438

A.C., 1923 Empire model, all-weather side screens, taxed for year, Marles-steering, repainted, £235. Newham Motor Co., 245 Hammersmith Rd., W. 6. 'Phone, Hammersmith 1326. 602-455

A.C., 1922, special Sports model, 2-seater, aluminium body, dynamo and starter, speedometer, revolution counter, clock, excellent condition and small mileage, £275. Maudes', Walsall Garage, Walsall. 602-13

ALBERT 1923 4-seater, 4-speed and reverse, dynamo lighting and starter, all-weather equipment, speedometer, clock, 2 spare wheels, in perfect condition, £160. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W. 18. 'Phone, Wimbledon 2041. 602-975

ALBERT, 11.9, 1921, 2-seater, with double dickey, electric lighting, starting, and many extras, in new condition throughout, £110. Chinery, 1 Hammersmith Rd., Kensington. 'Phone, Western 4140 and 3668. 222-20

ALVIS. New or second-hand. Try Henly's. The Sole London Distributors. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. Alvis Spare Parts and Service Dept., 31-32 Foley St., W. Mayfair 4203. 222-304

ARIEL. Black and Finch, 222 Gt. Portland St., W. 1. main London distributing agents for Ariel cars, have 2 1923 Ariels, low mileage, good condition, £150. 'Phone, Museum 2271. 602-54

ARIEL. 1923, 9hp, 4-seater, chummy, tax paid, £125. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. Langham 2983. 602-411

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

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

GROUCH 10hp 1922 2-seater, double dickey, all-weather curtains, Lucas dynamo lighting, 2 spare wheels, speedometer, the whole car in excellent condition, £110 Colmore Depot, 49 John Bright St., Birmingham. 602-474

GROUCH, genuine 1921, very smart 2-seater, with dickey, dynamo lighting, starter, 5 detachable wheels, hood, screen, lamps, speedometer, spare wheel, only wants seeing, fit for any gentleman, Whitson holiday gift, 79 gns.; exchange motorcycle; weekly payments. Wandsworth Motor Exchange, Ebner St., Wandsworth (Town Station). 602-418

DE MARCAY, £45, bargain, 1921, 2-seater, 9hp Anzani engine, 2-speed, reverse, bevel axle, detachable wire wheel, dynamo lighting, overhauled by contractor owner and repainted, perfect condition. Clifford, 21 Oppidans Rd., Chalk Farm, N.W.5. 602-1510

DERBY, latest model 2-seater and dickey, 4-cylinder, starter, lighting set, full all-weather equipment, speedometer, clock, spot light, double-note Klaxon and bulb horns, cost over £230, perfect condition, written guarantee, £145. Hay, Cookham Dean, Berks. 602-1410

DERBY 1922 10hp Sports 2-seater, dynamo lighting, fully equipped, good condition, 89 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 602-465

EMSCOTE, 1921, 2-seater, dickey, 9hp J.A.P., w.c., spare wheel, dynamo lighting, 3 speeds and reverse, mechanically perfect, £85. Cooke, 100 The Chase, Nottingham. 602-1629

EMSCOTE, 1921, 9hp, w.c. J.A.P., 2-seater and dickey, royal blue, 3 speeds and reverse, Lucas dynamo lighting, any trial, £80 or near offer. Whitmore, 41 Attleboro' Rd., Nuneaton. 602-1540

ENFIELD, 9hp, 4-cylinder, 3 speeds, reverse, dynamo lighting, 5 lamps, speedometer, 5 detachable wheels, good tyres, 3-seater clover leaf, first-class, order throughout, tax and insurance paid, any trial, privately owned. £70. Walker, Hairdresser, Hampton Court. Phone, Molesey 55. 602-1548

ERIC-CAMPBELL 1922 10hp 2-seater, dynamo lighting, equipped and licensed, excellent condition, 125 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 602-465

ERIC-CAMPBELL, 1920, 10hp, 2-seater, dynamo, sports, £100. Bartlett, 95 Gt. Portland St. 602-476

ERIC-CAMPBELL, 1922, 10hp, 2-seater, polished aluminium body, very nice condition, £125. Newnham Motor Co., 245 Hammersmith Rd., W.6. Phone, Hammersmith 1325. 602-496

ERIC-LONGDEN 1923 10hp Sprits 2-seater, dynamo lighting, fully equipped, licensed, superb condition, 155 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 602-464

E.S.A., 1924, 10hp, 2-seater and dickey, English bodywork, 4-cylinder, w.c., o.h.v., dynamo lighting, now tyres, 3-speed and reverse, Bosch, Zenith cantilever springs, £165, or exchange or terms. Milno, Watson Rd., Wood Green. 603-e768

FIAT 1922 10.15hp coupé, special London-built body, painted dark blue, upholstered Bedford cord, real leather head, coachwork and chassis in splendid condition, has run very small mileage and been well looked after, tax and insurance paid, privately owned, price £270. Can be seen and tried at Cathiness and Co., Ltd., 65 Gt. Portland St., W.1. Tel. Langham 2172. 602-946

FIAT 1922, 2-seater and dickey, starting and lighting, clock, speedometer, perfect condition, 220 gns.; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W.6. Hammersmith 2230. 602-58

FIAT, 1921, 10-15, 2-seater, repainted, in excellent mechanical condition, £225. The Hans Crescent Motor Co., 25 Basil St., Knightsbridge. Phone, Ken. 3501. 602-85

FRAZER-NASH speed model, 2-cylinder, 4 speeds, exceptional condition, winner of many premier awards; what offers or exchanges? Headingly Motor Co., Ltd., 8 Otley Rd., Leeds. 602-345

FRAZER-NASH, 1924, 11.9 Anzani sports engine, enclosed transmission, very chic 3-seater body, list price £450, will accept £325; would take Austin 7 or A.B.C. part. Headingly Motor Co., Ltd., 8 Otley Rd., Leeds. 602-348

G.N. specialists. Repairs; spares of every description in stock; largest service agency in Midlands. The Redditch Garages, Ltd., Redditch. Phone 117. zzz-546

G.N., 1921, dynamo lighting, speedometer, excellent condition, £52 10s. Clark's, 7 Exhibition Rd., S.W.7. 602-960

G.N., 1920-21, dynamo lighting, repainted, splendid condition, £65 or near offer. Seen 2 Palace Green, Kensington, W.8. 602-1437

G.N., 1920, 2-seater, dynamo lighting, speedometer, nice appearance and mechanically perfect, £43 or exchange. Naylor and Kirk, 406 Garrat Lane, Earlsfield, S.W.18. Phone, Wimbledon 2041. 602-973

G.N., 1920, 2-seater, dynamo lighting, speedometer, dickey, etc., recently overhauled, good condition, owner bought 4-seater, £50. Elliott, The Grange, Hordle, Hants. 603-1479

G.N., 1922, aluminium body, dickey, dynamo, speedometer, clock, shock absorbers, taxed December, £78 10s. 484 West Green Rd., N. 15. 602-1496

G.N., 1921, very fast, engine thoroughly overhauled, oversize tyres, repainted, speedometer, lamp, horn, tax paid, £55, or exchange Morgan, Cambrian House, Royal Circus, West Norwood. 602-1497

G.N., 1922 (late), mechanically perfect, repainted blue, done only 9,000 miles, Miller lighting, clock, discs, dual ignition, splendid offer, 85 guineas. Pryor, 36 Albert Rd., Hendon. 602-1504

G.N., 1921, dynamo, spare wheel, mechanical oiling, new hood, scuttle, ventilators, as new mechanically and in appearance, £65, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 602-1481

G.N., dynamo lighting, spare wheel, new tyres, and hood, tax paid, £50. Guyatt, Junr., Ely, Cants. 602-1513

G.N. Black and Finch, 222 Gt. Portland St., W.1, sole concessionaires, 1924 Anzani, 4-cylinder, guaranteed 75 m.p.h., £240; 1921 touring model, £55; Vitesse model, aluminium boat-shaped body, 2 spare wheels, 5-lamps, clock, speedometer, rev. counter, many extras, £95. Phone, Museum 2271. 602-53

G.N., 1922, all-weather model, paint, wings and tyres as new, £90. Below. 602-

G.N., 1921, dynamo lighting, new wings, hood and repainted, £55. Below

G.N., 1920, dynamo lighting, special engine, aluminium pistons, etc., painted chrome, £55. Earls, Ltd., The Vale of Health, Hampstead, N.W.3. Phone, Hampstead 3287. 602-x38

G.N., 1921, special sports 2-seater, dynamo lighting, detachable wire wheels, spare, tyres almost new, all accessories, upholstery, hood and paint good, in really excellent mechanical condition throughout, very fast, open to any examination willingly, £58. Ben Motors, 165 Lower Richmond Rd., Mortlake, S.W.14. Richmond 2258. 602-434

G.N.s and other small cars always in stock; write, call or phone, Putney 1827. Andrew's Motor Mart, 151 White Hart Lane, Barnes. 602-43

G.N., 1922, 8hp, 2-seater, Legero aluminium body, dynamo lighting, spare wheel, etc., splendid condition, 79 guineas; exchanges or deferred. Edwards, 175 Gt. Portland St., W. 602-466

G.N., 1922-23, tax paid, 2-seater and dickey, dynamo lighting, any trial, 68 gns. 31 Ilydethorp Rd., Balham. 602-502

G.N., 1922, with dickey, taxed, £75. 62 Churchhill Rd., S. Croydon. 602-1527

G.N., 1921, perfect condition, speedometer, electric light, many expensive extras, £45. 57 Lamont Rd., Chelsea. 603-1530

GREGOIRE, 1922, 9hp, 4-cylinder, o.h.v., 2-seater, dynamo lighting, electric horn, hood, screen, 50 m.p.g., 58 m.p.h., perfect, £80; exchange combination 3-wheeler, Rover B. 89 East Hill, Wandsworth. 602-1542

G.W.K. 1923 2-seater, dynamo and starter, splendid condition throughout, registered, bargain, £120. J. Wright and Co., Saffron Walden. Tel. 16 602-959

G.W.K., 1921, 2-seater, dickey, dynamo, car had little wear, nearly new condition, including tyres, confidently guaranteed, £2 guineas, or exchange motorcycle and cash. 51 Upper Richmond Rd., East Putney. 602-1480

G.W.K., 2-seater, 1917, detachable wheels, bargain, £39 10s. 75 Kew Rd., Richmond. 602-1487

G.W.K., 1923, do luxe model 4-seater, many extras, very small mileage, owner bought new model, tax paid, £140. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C. 602-72

G.W.K., June, 1921, licensed, new dynamo lighting, good order, side curtains, spare wheel, terms, or cheap for quick cash. Apply, Gilligan, 35 Gt. Portland St., W.1. 602-1556

G.W.K., 1921, 2-seater, double dickey, very smart and fast, dynamo, spare wheel, taxed, mechanically perfect, £65; also 4-seater 1921, exceptionally good condition, £85; deferred payments, exchanges. Peuge Motor Co., Green Lane, Peuge, Sydenham 604. 602-35

G.W.K., 4-seater, late 1920 10hp, 4 speeds and reverse, C.A.V., dynamo lighting, spare wheel, usual equipment, just repainted dark blue, nickel fittings, exceptionally smart, £68; deferred or exchange. Tedington Garage, 160 High St., Tedington, Kingston 262. 602-1518

G.W.K., 1919, lovely little car, spare wheel, fully equipped, £60; another earlier model, £40; both running perfectly. 77 Craven Park Rd., Harlow. Phone, Harrow 195. 602-423

G.W.K., £85; exchanges, deferred payments; 1920-21, 4-seater, dynamo, 5 detachables, taxed, insured, fast, smart. Seabridge, 35 Hansler Park, East Dulwich. Sydenham 2452. 602-25

G.W.K., 1920, 2-seater, dickey, dynamo lighting, excellent condition, £75. Maudes', Walsall Garage, Walsall. 602-11

WYNNIE 8, 3-seater, dynamo, starter, side curtains, £155. Alderton Reigate, Surrey. Phone 164. 602-969

WYNNIE, 8hp, latest type body, demonstration car, licensed to June, fully guaranteed, £225. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. 602-992

HANDS, £125, 1922, 10hp, 2-seater and dickey, lighting and starting, absolutely as new, consider exchange. Ewers, Newton Rd., Burton-on-Trent. 602-866

HILLMAN cars. Official repairers, London district, J. C. Brodie, Ltd. 940 Cheyne Walk, Chelsea, London, S.W.10. Telephone, Kensington 3200. All spare parts in stock. Well-equipped works. 602-1292

HILLMAN speed model, 1922, little used, any examination, guaranteed perfect, very fast, aluminium body, copper exhaust, Hartfords fitted, private owner, bargain, £220; exchange entertained. Clews, 51 Gt. Hampton St., Birmingham. 602-3509

HORSTMAN, 1922, 4-seater, excellent order throughout, £165. Headingly Motor Co., Ltd., 8 Otley Rd., Leeds. 602-351

HORSTMAN 1924 4-seater, lighting, starter, taxed year, loose corduroy covers, fully equipped, £190. Smith and Hunter, 90 Gt. Portland St. Phone, Museum 8136. 602-980

HORSTMAN, £125; exchanges, deferred payments; 1920-21, 11hp, 4-seater, separate front seats, dynamo, starter, 5 detachables, rear screen, luggage grid, speedometer, taxed, nice condition. Seabridge, 35 Hansler Rd., East Dulwich, Sydenham 2452. 602-23

HUMBER 8. Spare parts, service, repairs, and second-hand sales depot. Humber, Ltd., Canterbury Rd., Kilburn, N.W.6. Phone Maida Vale 2001. zzz-254

HUMBER late 1923 8hp Chummy, tax and insurance paid, small mileage, excellent condition. Hayman, 63 West Cromwell Rd., London. 602-1457

HUMBERETTE, water-cooled, entirely overhauled, 32 guineas. Dr. Parsey, King's Norton, Birmingham. 602-1352

HUMBERETTE, 2-seater, in running order, £18 10s. to clear. Lamb's Ltd., opposite 1100 St. Station, Walthamstow. 602-957

HUMBERETTE, water-cooled, 2-seater, fully equipped, taxed for year, engine requires repairs, offers wanted. Wilkins, Simpson, opposite Olympia, London. 602-1221

HUMBERETTE, 8hp, perfect, £24 10s., photo, exchange. Whistle Works, Orphanage Rd., Erdington, Birmingham. 602-1531

HUMBERETTE, 8-9hp, 1914, 2-seater and dickey, running order, engine and body good condition, leather upholstery, 30-35 m.p.s., tax paid end year, price £25. Winnett, Auctioneers, Gravesend. 602-1550

JOWETT, F.O.C.H. offer several second-hand Jowetts, 2 and 4-seaters, all bargains and tax paid. The Jewett Centre, 5 Heath St., Hampstead (near Tube). 602-934

JOWETT, 1924, 4-seater, in new condition, very small mileage, licensed and insured till end of year, trial by appointment. Hop 5279. Holmes. 603-950

JOWETT 1923 2-seater and dickey, new condition, tax paid, £130, a rare bargain. Wilkins, Simpson, opposite Olympia, London. Phone, Hammersmith 238. 602-1220

JOWETT, 1924, 7hp, delivered October, 1923, 2-seater, dickey, electric lighting and starting, small mileage, in almost new condition, original owner, £150, or near offer. Macouche, Elva Lodge, Castle Hill, Maidenhead. 602-1498

"THE PETROL ENGINE." All about petrol engines and high efficiency tuning. 2s. incl. 2s. 3d post free

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

ROVER, Naylor and Kirk. Rover Chummy model de luxe, 1923 (purchased May), speedometer, clock, self-starter, tax paid, side screens, complete, very nice condition, £125. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W. 18. 'Phone, Wimbledon 2041. 602-978

ROVER 1922 2-seater, dynamo, speedometer, in excellent condition mechanically and smart appearance, tax paid, £87. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W. 18. 'Phone, Wimbledon 2041. 602-977

ROVER, 8hp, 1921, dynamo lighting, just returned from the coach-painters, appearance as new, mechanically perfect, £73. Below.

ROVER coupe, saloon model de luxe, 8hp, 1923, dynamo lighting, self-starter, speedometer, clock, automatic screen wiper, interior lighting, a very smart little car and mechanically perfect, £130. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W. 18 'Phone, Wimbledon 2041. 602-972

ROVER 8, late 1922, electric starter, clock, 4 new tyres, mileage 8,000, £85. 235 Leytonstone Rd., Stratford, E. 15. 602-1534

ROVER 8s. We usually have several to choose from. Raitton Cobham and Co., Ltd., 5 Cumberland St., Deansgate, Manchester. Central 2681. 602-426

ROVER, 1922, standard 2-seater, dynamo lighting, moderate mileage, £85. Maudes'. Below.

ROVER: 1925, 2-seater, Lucas dynamo and starter, small mileage, as new, £105. Maudes', 100 Gt. Portland St., London. W. 1. Telephone, Museum 7676. 602-12

ROVER 8. Potential purchasers of this make of car, either new or second-hand, are invited to send their requirements to The Garage, 12, Cornwall Terrace Mews, N.W. 1 (by Mrs. Tussaud's). Extended payments and exchanges. 605-49

ROVER, 8hp, 1922, perfect order, original paint and tyres as new, 84 guineas. Short and Glass, Ltd., 487 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2362 and 2365. 9 to 7.30; not Sundays. 602-448

ROVER, 1922 model, 8hp, 2-seater de luxe, dynamo lighting, new condition, £85; exchanges. Rhind and Co., Station Garage, Queen's Rd. (corner of Oldham Rd.), Manchester. 602-345

ROVER, 1921, 8hp, dynamo lighting, exceptionally good condition, bargain, £85; exchanges. Rhind and Co., Station Garage, Queen's Rd. (corner of Oldham Rd.), Manchester. 602-344

ROVER 8hp, late 1921, dynamo lighting, speedometer, side screens, electric horn, etc., tax paid, excellent condition, £69. 83 Peachtree Rd., Thornton Heath. 'Phone 1572. 602-1561

ROVER 8hp, 1923, Chummy 4-seater, de luxe model, clock, speedometer, leather upholstery, paintwork unscratched, mechanically perfect, taxed and insured for year, £125. Caboon, Westgate House, Bedford Pt., W.C. 1. 602-37

ROVER 8 1922 2-seater, dynamo, speedometer, spare wheel, side curtains (stiff), mechanics perfect, smart appearance, £85. Martin, 10 Herbrand St., Russell Sq., W.C. 1, Tel., Museum, 6594. 602-38

ROVER, 1922, splendid condition, little used, speedometer, side curtains, 2 spare tyres, guaranteed throughout, £95. Owner, 4 Gaywood Rd., Walthamstow. 602-1489

ROVER, chummy, 1923, taxed, insured 1925, £120. Box No. 5909, c/o "The Light Car and Cyclecar." 602-1490

ROVER 8, 1922, as new, £80. James, over Alexander's, 482 Harrow Rd., Paddington. 602-407

ROVER, 1924, 8hp, 2-seater de luxe and dickey, £130. Bartletts, 95 Gt. Portland St. 602-475

ROVER 8, 1921, any trial or examination, 62 guineas. Hydethorpe Motors, Ilydethorpe Rd., Balham. 602-505

ROVER 8, 1922-23, taxed year, any trial, 83 guineas Hydethorpe Motors, 51 Ilydethorpe Rd., Balham. 602-501

SALMSON, 1924, 2-seater, actual car on view at last Olympia Show, self-starter, dynamo, excellent tyres, taxed, used for demonstration purposes, £150. K.J. Motors, Bromley. 602-229

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. zzz-283

SALMSON, 1922, sports, 2-seater, 5 wire wheels, exchanges and extended, 98 guineas. Short and Glass, Ltd., 487 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2362 and 2365. 9 to 7.30; not Sundays. 602-446

SALMSON, sports, recently overhauled and tuned to do 64 m.p.h., 1923 model, tyres new condition, mechanically perfect, licensed end of year, £120; present insurance policy and payment by instalments if desired, Victoria 3251. 602-1503

SALMSON 1924 10-15 de luxe 4-seater, lighting, starting, all-weather equipment, licensed, as new. 225 guineas; exchanges or deferred, Edwards, 175 Gt. Portland St., W. 602-467

SCOTT SOCIABLE, 1923, splendid condition, almost like new, £115. Kinsey's of Croydon, 350-352 Lower Addiscombe Rd. 'Phone, Addiscombe 1129. 602-470

SECQUEVILLE-HOYAU, 1921, 2-seater and double dickey, starting and lighting, paint as new, 105 guineas. Short and Glass, Ltd., 487 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2362 and 2365. 9 to 7.30; not Sundays. 602-445

SILVER HAWK, 1920, magnificent sporting 10hp 2-seater, 6 wire wheels, extended and exchanges, 119 guineas. Short and Glass, Ltd., 487 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2362 and 2365. 9 to 7.30; not Sundays. 602-443

SINGER, 1914, 10hp, 2-seater, dickey, dynamo lighting, mechanical horn, 5 detachable wheels and excellent tyres, recently overhauled throughout, perfect order, taxed, £50. K.J. Motors, Bromley. 602-141

SINGER, 1922, 10hp, all-weather body, engine overhauled, new tyres, tax paid, 110 guineas. Flick, Rose and Crown Hotel, Tonbridge. 603-857

SINGER, 1924, 4-seater, de luxe model, brand new, makers' guarantee, £215. Batchelor, St. James' Rd., Kingston. 'Phone 2966. 602-1433

SINGER, 1917, 10hp, 2-seater, dicker, dynamo lighting, good condition throughout, taxed, £68. Seen at 125 High St., Merton. 602-1443

SINGER, 1919, self-starter, dynamo lighting, recently overhauled, £80 or near. Hodder, Sunningdale, Borka. 602-1344

**SECOND-HAND
LIGHT CARS AND CYCLECARS FOR SALE**

(continued).

SINGER, 1924, de luxe, 4-seater, licensed to end of year, brand new, owner buying larger car, £198. Box No. 5900, c/o "The Light Car and Cyclecar." 602-1414

SINGER, late 1923, 10hp, 2-seater, absolutely new condition, £180. Parker's, Ltd., Bradshawgate, Bolton. 602-944

SINGER, 1921, 2-seater and dickey, starting and lighting, repainted, new hood, taxed, bargain, £85; exchanges, extended payments. Mears and Bishop, 225a Hammersmith Rd., W. 6. Hammersmith 2230. 602-57

SINGER. Potential purchasers of this make of car, either new or second-hand are invited to send their requirements to The Garage, 12 Cornwall Terrace Mews, N.W. 1 (by Mrs. Tussaud's). Extended payments and exchanges. 605-50

SINGER, coupe, 1921, 10hp, starting and lighting, as new, extended and exchanges. Short and Glass, Ltd., 487 Upper Richmond Rd., East Sheen, S.W. 14. 'Phone, Richmond 2362 and 2365. 9 to 7.30; not Sundays. 602-444

SINGER 10 coupe, 1917, dynamo lighting, detachable wheels, spare, tyres new, all wheels, all accessories, Bedford cord upholstery, frameless windows, in first-class mechanical condition, very smart, £65. Below

SINGER 10, as above, with many extras and just completely repainted, £72, exceptionally smart and reliable. Below.

SINGER 10 2-seater, 1917, dynamo lighting, detachable wheels, spare, tyres almost new, all accessories, many extras, hood, upholstery and paint very good, first-class mechanical condition throughout, very smart, open to any examination, willingly, £65. Always a large selection of Singers as above. Ben Motors, 155 Lower Richmond Rd., Mortlake, S.W. 14, Richmond 2258. 602-433

SINGER, 1921, 10hp, 2-seater and dickey, starter, repainted, new hood, taxed, bargain, £90; also 1917, 10hp dynamo, smart appearance, mechanically perfect, taxed, £58 lowest; deferred payments, exchanges. Penge Motor Co., 43 Green Lane, Penge. Sydenham 604. 602-36

SINGER 10 1920 2-seater, dickey, dynamo lighting, starter, speedometer, overhauled throughout, guaranteed perfect, £85; cash or exchange combination. Daw, 114 Brixton Hill. 602-30

SINGER, £85; exchanges, deferred payments, very nice 1919-20 Singer coupe, dickey, lighting, starter, Bedford cord, 5 detachables, smart, fast. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 602-21

SINGER 1913 10hp 2-seater, repainted, new hood, 5 detachable wheels, £55. C.B.F., 39 Park Rd., Loughborough. 602-1541

SINGER, 10hp, 1923, de luxe 2-seater, all-weather equipment, new condition, £140; deferred terms. Eagles and Co., 275 High St., Acton. 603-417

SINGER coupe, 1921, tax paid, exceptionally good order, £100. Ernest Grimaldi, Ltd., 87 Gt. Portland St., W. 1. Laganham 2983. 602-412

SINGER, 1924, 4-seater de luxe, taxed 1924, practically unused, unscratched, many extras, £205. 7 Exhibition Rd., S.W. 7. 602-2

SINGER, 1924, de luxe 4-seater, new condition, taxed year, 195 guineas. Clark, 9 West Heath Avenue, Golders Green. 602-3

SINGER, 1923, 4-seater de luxe, all-weather, small mileage, as new, tax paid, £160. Pickworth and Hull, 107 Gt. Portland St., W. 1. Laganham 1998. 602-988

SINGER coupe, 10hp, 1920, repainted, completely overhauled, Navy blue, Bedford cord, lighting, starter, speedometer, tax paid, £120. Eiverston, 4 Addison Rd., W. 14. 602-1472

SINGER, 1922, all-weather, optional coupe, glass windows, extras, taxed December, as new throughout, £120; exchange or deferred. James, over Alexander's, 482 Harrow Rd., Paddington. 602-405

SINGER, 1924, 10hp, 4-seater de luxe, only used slightly for demonstration runs, £215. Newnham Motor Co., 245 Hammersmith Rd., W. 6. 602-497

SINGER, 1922, 2-seater, just repainted and overhauled by makers, £125; another in exceptional condition, £120; both tax paid. Stretton and Smith, 12 Woodstock St., Oxford St., London. Mayfair 3129. 602-504

STANDARD, 53 guineas, exchanges, deferred payments, 1914, 2-seater, dickey, 5 detachable wheels, electric headlamps, speedometer, good appearance, runs well. Seabridge. Below.

STANDARD, £130, exchanges, deferred payments, 1920, long wheel-base, 2-seater, dickey, 9.5hp, all-weather hood lighting, starter, 5 detachables, taxed, wonderful little engine, Eastbourne and back on top gear, smart. Seabridge, 35 Hansler Rd., East Dulwich. Sydenham 2452. 602-24

STANDARD 1923 11.4hp 2-seater, latest type, tax paid, many extras, faultless condition, £185. Boon and Porter, Ltd., 159-161 Castelnau, Barnes, S.W. 602-34

STANDARD, 1921, lighting and starting, just overhauled, perfect condition, £150; deferred payments arranged. Car Retailers, Ltd., 40 Russell Sq., W.C. 1. Museum 8019. 602-1

STANDARDS. Try Henly's. You cannot beat their terms. 91 and 155 Gt. Portland St., W. Mayfair 4201. zzz-500

STANDARD. Moores Presto. Croydon agents Standard cars. Promptest delivery new models with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. 'Phone 2624. zzz-756

STANDARD 9.5 1914 2-seater, completely equipped, in first-class running order, low price accepted. K. Lankester, 39 Eden St., Kingston 'Phone 85. zzz-100

STANDARD, 1923, 11hp, 2-seater with dickey, tax paid for 1924, £185. Newnham Motor Co., 245 Hammersmith Rd., London, W. 6. 602-498

STANDARD 1923 11.4 2-seater, large dickey, small mileage, fully taxed, £185. Lionel H. Pugh, 9 South Molton St., W. Mayfair 4433. 602-499

STONELEIGH, 9hp, mileage 300, tax paid, £110. Sumner Bros., Barrack Square, Coventry. zzz-631

STONELEIGH 1923 3-seater, dynamo lighting, taxed for year, speedometer, original tyres, new in March, 1924, £115, or exchange. Naylor and Kirk, 406 Garratt Lane, Earlsfield, S.W. 18. 'Phone, Wimbledon 2041. 602-976

"MOTOR REPAIR WORK." How to carry out your own repairs at home.
1s. 9d. net. 1s. 11d. post free.

NEW LIGHT CARS AND CYCLECARS

(continued).

AUSTIN 7. Immediate deliveries. We are the authorized agents for this splendid car, 4-cylinder water-cooled engine, 4-wheel brakes, electric lighting and starter, full equipment, £165; tuition free. Smith Motors, 114 High Rd., Goodmayes, Essex. Phone, Ilford 1082.

AUSTIN cars. Gordon Watney and Co., Ltd. Authorized agents for all 7hp models. Your present car taken in part exchange and highest market value allowed, and special deferred terms arranged for long periods. Continuous service after sale and free tuition. 31 Brook St., London, W.1. Phone, Mayfair 2966. zzz-282

AUSTIN car, 1924, 7hp, mechanical starter, £160 or extended payments. Taylors Ltd., 52 Sussex Pl., South Kensington, S.W.7. Phone, Kensington 8558. zzz-184

AUSTIN cars, 7hp. Earliest delivery of all models. Exchange, cash or deferred terms. Saunders Garage, Golders Green. Speedwell 2401. zzz-556

AUSTIN 7, latest 1924 models, with electric starter, in stock, chummy, £165; sports, with shock absorbers and speedometer, £175; exchanges and deferred payments. Premier Motor Co., Aston Rd., Birmingham. zzz-21

AUSTIN 7. Immediate delivery of 1924 models. Gradual payments; exchanges; free tuition. Authorized agents, Godfrey's, Ltd., 366-368 Euston Rd., N.W.1. Phone, Museum 3401. zzz-359

AUSTIN 7, in stock for immediate delivery, tuition given; write for particulars of our service. Ralph and Co., 10 London St., W.2. Phone, Paddington 688. 602-268

AUSTIN. Smith and Hunter, agents. Immediate delivery of 7hp models. Write for exceptional terms of purchase spread over long periods. Motorcycles in part payment. Liberal allowances. 90 Gt. Portland St. Phone, Museum 8136. 602-986

AUSTIN. Immediate delivery, 7hp, electric starter, £165; exchanges, deferred payments. Parker's, Ltd., Bradshawgate, Bolton; also 246-52 Deansgate, Manchester. 602-941

AUSTINS. Stretton and Smith, authorized agents. Immediate delivery and service after purchase, generous exchanges and deferred terms. 12 Woodstock St., Oxford St., London, May. 3129. 602-507

AUSTIN 7, for immediate delivery; exchanges and deferred payments. Ring Regent 5116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 602-68

AUSTIN SEVENS, immediate delivery, ex actual stock, £165; exchange or deferred terms. Maudes', 100 Gt. Portland St., W. 602-8

BAYLISS-THOMAS 1924 models. 9-19hp or 10-20hp 2-seater and 4-seater, £225, 12-22 2-seater or 4-seater, £300, 15-30hp 4-seater, £395. Deferred payments 4 per cent. extra. Sole West London agents, Mann and Overton's, Ltd., 10 Lower Grosvenor Place, S.W.1. Tel., Victoria 4634. zzz-218

BLERIOT-WHIPPET. Astounding offer. 79 guineas. Brand-new 1923 (not shop-soiled) Bleriot-Whippet 2-seater, with full makers' guarantee, electric lighting, spare wheel with tyre, hood screen, magneto ignition, mechanical hand-starter, pump, jack, tools, belt drive and mechanical horn; any car or motorcycle taken in exchange; easy payments. Write, phone, or call, Short and Glass, Ltd., 362, 487, 489, 491 and 493 Upper Richmond Rd., East Sheen, S.W.14. Phone, Richmond 2562 and 2563. zzz-751

B.S.A. Debnam, F.I.M.T., Atherstone Mews, S.W., near Gloucester Road Station. Kensington 2917. 607-563

B.S.A. cars in stock. Deferred payments, exchanges. Birkenhead Motor Works, 15 South Castle St., Liverpool. 605-194

CALCOTT, 10.5, 2-seater, £265; chummy model, £285. Ratcliffe Bros., 200 Gt. Portland St., W., and Frinton-on-Sea. zzz-20

CALCOTT, 1924, 2-seater, in stock, immediate delivery; exchanges; deferred terms, £265. Tele., Museum 6626. A.S.C., 166 Gt. Portland St., W.1. zzz-262

CALTHORPE. Delivery from stock of 1924 models; exchanges and deferred terms a speciality. B. S. Marshall, Ltd., 17a Hanover Sq., Mayfair 5906-7. zzz-226

CALTHORPE. Moores Presto. Croydon agents Calthorpe cars. Promptest delivery new models, with efficient service to follow. Large stock second-hand cars to select from. Deferred payments and exchanges arranged. North End, Croydon. Phone 2624. zzz-751

CALTHORPE cars in stock. Deferred payments, exchanges. Birkenhead Motor Works, 11 Liverpool Rd., Chester. 605-197

CITROEN for reliability.

CITROEN for hard work and hard wear.

CITROEN for economy combined with power and ample body space.

CITROEN cars complete from £180; immediate deliveries.

CITROEN service and satisfaction. Exchanges and deferred payments arranged.

The Leighton Garage, Princess Mews, Boisize Crescent, Hampstead. Phone, Hampstead 1365. zzz-436

CITROEN, 7.5hp, 2-seater, dynamo lighting, self-starter, £180. Immediate delivery from the authorized agent, Harris, Garage, Sloagh. Phone 88. zzz-680

CITROEN. Autocars, Ltd., authorized Citroen agents. Earliest deliveries, trial runs arranged on receipt of telephone instructions. A liberal allowance arranged for your old car in part payment, with deferred terms for the payment of the balance. Showrooms, 15 Woodstock St., London, W.1. Phone, Mayfair 2631. Service Station, Christchurch St., Chelsea. zzz-691

CITROEN. All models for immediate delivery. Authorized agents, Jackson's Garage, Guildford. Phone 346. zzz-207

CITROEN. Mears and Bishop, official agents. Immediate delivery of all models; exchanges and deferred payments a speciality. Let us quote you, 225a Hammersmith Rd., W.6. Hammersmith 2230. 602-63

CITROEN. We specialize in these cars. Free tuition and best terms arranged. Phone, Sydenham 2432. Titjen and Hillier, 110 Woodvale, Honor Oak, S.E. 23. 602-83

CITROEN. W. H. Jones and Co. The Citroen specialists and authorized agents. Citroen cars, all models in stock; immediate deliveries. Any car taken in part exchange. See us for special deferred terms. W. H. Jones and Co., 101 Gt. Portland St. W.1. Telephone, 7197 Mayfair. 602-481

CLULEY. Smith and Hunter, London agents, can supply from stock 2-seater, £250; 4-seater, £270. Write for Cluley book. Liberal allowances in exchange and simple deferred terms. 90 Gt. Portland St. Phone, Museum 8136. 602-985

NEW LIGHT CARS AND CYCLECARS

(continued).

CLULEY. Bargain, 10-20hp Cluley de luxe 2-3-seater and double dickey, new, but slightly soiled, fully equipped and makers' guarantee, list £350, special price £265; popular models, 2-seater, £250; 4-seater all-weather model, £270; immediate delivery. Hampshire Distributors, The Farnham Motor, Cycle and Engineering Works, 2 High St., Farnham, Tol. 91. 602-451

CLYNO, 1924, 2-seater, from stock, £198. The North Wales Motor Exchange, Wrexham. Phone 283. zzz-699

CLYNO cars. Models from £198. Agents, Surrey County Garage, Ltd., County Motors, Whiteleaf. Phone Furlay 32 for demonstration. zzz-238

CLYNO cars. Autocars, Ltd., authorized agents, early delivery of these remarkable cars, fullest particulars, exchanges, deferred terms upon application. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. zzz-41

CLYNO cars cause admiration, and the car-buying public marvel at the value offered at the price, hence the increasing demand and popularity, therefore Mebes and Mebes (Established 1893), The Original Light Car Specialists, sole London distributors, advise placing your order as early as possible. If required, we will take your present light car at full market value as deposit, and arrange for the balance to be spread over 12 or 18 months, interest is charged on balance only. The all-British light car that dares competition. 144 Gt. Portland St., W.1. Phone, Langham 602-962

CLYNO. Sole district agents for this popular-priced car; immediate delivery £198 model; exchanges. Maudes' 40 City Rd.; Cardiff; and Walsall Garage, Walsall. 602-9

ERIC-CAMPBELL, 8-20hp. "The yacht of the road." The wonder of 1924; any trial run or demonstration given with pleasure, £195, cash, exchange or deferred payments. Ormond Motor Co., York St., Jermyn St., Piccadilly, S.W.1. Regent 4164. zzz-67

FIAT 10-15 chassis, fitted with our speciality 2-door (wide) all-weather or coupe, including window winders, £595. Holloways, Shoreham-by-Sea, Brighton. zzz-689

GIBBONS, 7hp, £90; 4½hp, £70; send for list. Gibbons, Chadwell Heath, Essex. Phone, Ilford 145. 611-98

G.W.K. cars in stock. Deferred payments, exchanges. Birkenhead Motor Works, 15 South Castle St., Liverpool. 605-198

G.W.K. We are sole London and Home Counties distributors for this car. Early delivery. Exchanges and deferred payments. Ring Regent 3116-7. W. G. Nicholl, Ltd., 50-54 Whitcomb St., W.C.2. 602-71

GWYNNE. Autocars, Ltd., district distributors. The new all-weather model now in stock. Call and inspect this remarkable car; part exchanges and deferred payments arranged. Autocars, Ltd., 15 Woodstock St., London, W. Mayfair 2631. zzz-870

GWYNNE, 4-cylinder, 8hp, winner of Westall Cup, 1924 all-weather 4-seater, fully equipped, with self-starter, speedometer, etc., 55-60 m.p.h., 45-50 m.p.g., tax £8, price £235; call and inspect this remarkable car; trade inquiries solicited. Sole distributing agents for South-west Lancashire, part Cheshire, Flintshire and Denbighshire, J. H. Sutherland and Co., Ltd., 11 Renshaw St., Liverpool. zzz-140

GWYNNE 8, the super light car of unequalled performance. Alderton, Reigate, Surrey. Phone 154. 602-970

GWYNNE 8. We invite you to inspect the new 4-seater. Demonstrations daily or by appointment. Phone, Sydenham 2432. A fully equipped and remarkably efficient car. Liberal exchanges and deferred payments. Titjen and Hillier, sole agents for London, S.E., 110 Woodvale, Honor Oak, S.E. 23. 602-82

GWYNNE 8, 1924, 4-seater de luxe, £235, in stock, deferred terms. Denman Motor Agency, 4 Denman Pl., Piccadilly Circus. Reg. 986. 602-482

GWYNNE 8, 1923, Chummy, brand new, starter and lighting, list price £235, our price 175 guineas. Edwards, 176 Gt. Portland St., W.1. 602-468

GWYNNE 8. Winner of "Daily Chronicle" 250-guinea cup and the gold medal in R.A.C. 1,000-mile Trial.

Call and see the actual car and inspect latest models. Cars taken in part exchange and deferred terms arranged. Chlney, Gwynne Specialist, Olympia Motor Co., 1 Hammersmith Rd., Kensington. Phone, Western 4140. zzz-441

HAMPTON. Hampton super light cars, 10hp. o.h.v., 4 speeds and reverse, 1924 2 and 3-seater and roomy dickey, £275; 4-seater all-weather, £298; fully equipped, ready for the road; 12 months' guarantee; immediate deliveries from stock. Hampshire Distributors, The Farnham Motor, Cycle and Engineering Works, 2 High St., Farnham. 602-450

HORSTMAN. 1924 models now available.

HORSTMAN. The new 12-30 and 9-20 Horstman cars will repay your inspection. Types and prices below.

HORSTMAN. An entirely new model. 9-20hp, Popular 4-seater, fully equipped, £240.

HORSTMAN, 12-30hp Anzani-engined, de luxe 4-seater, all-weather type, the car for the connoisseur, £325.

HORSTMAN, 2-seater de luxe, as above, £315.

HORSTMAN, standard sports, £350.

HORSTMAN, super sports, Brooklands model, which has been so successful during the past season, £500.

HORSTMAN, coupe de luxe, £395.

We are the sole London and district agents. Call and inspect. Exchanges and deferred payments arranged. Edwards and Parry, Horstman Service Depot, 4 Blenheim St., Bond St. Mayfair 2666. zzz-365

HUMBER, £250, 8hp, 2-seater, and chummy model, immediate delivery. Ratcliffe Bros., 200 Gt. Portland St., W. zzz-19

Advertisements in this section of "The Light Car and Cyclecar" are certain of the attention of potential buyers of small cars everywhere. They are economical sales bringers.

NEW LIGHT CARS AND CYCLECARS

(continued).

HANDS. Norfolk and Suffolk distributors, prices from £235. S. and S. Motors, Oulton Broad. 602-179

HUMBER 8. 2-3-seater, electric lighting and starter, spare wheel and tyre, adequate all-weather equipment, immediate delivery, price £250. Car Mart, Ltd., 46-50 Park Lane, W. 237-9 Euston Rd., N.W. 1. 175 Piccadilly, W. 'Phone, Grosvenor 1620, Museum 2000, Regent 2612. zzz-454

HUMBER cars. Delivery from stock 8hp, 2-seater, £250; exchange, cash, or deferred terms. Saunders Garage, Golders Green, and 330 Euston Rd. 607-585

JOWETT cars. Main agents. 1924 models in stock at new prices. Two-seater £168, 4-seater £192, starter £10 extra. Tel., Museum 6626. A.S.C., 166 Gt. Portland St., W. 1. zzz-495

JOWETT. Gordon Watney and Co., Ltd. Authorized West-end agents; all models in stock. Place your order with us so as to obtain free tuition and continuous service after sale. Your present car or motorcycle taken in part exchange and special deferred terms arranged for long periods. 31 Brook St., London, W. 1. 'Phone, Mayfair 2966. zzz-279

JOWETT cars. 2-seater £168, 4-seater £192; deferred terms if desired. Ulster Distributors, O.D. Cars, Ltd., Dunmore, Antrim Rd., Belfast. 603-x125

JOWETT 4-seater for immediate delivery. Holloways, 57 East St., Chichester. zzz-532

JOWETT cars, 2-seater, £168. Early delivery. Paulton's Garage, Wolverhampton. 'Phone 1535. zzz-325

JOWETT. Cash, exchange, instalments, or credit. 2-seater, £168; 4-seater, £192. The car of economy and reliability. We insure you against undue depreciation. Write for particulars. Immediate or early delivery with genuine after-sale service. Sole S.W. 1 agents, Browns, Ltd., 17 Buckingham Palace Rd. zzz-76

JOWETTS. Jowetts. Jowetts. Buy yours from the largest dealers, quickest deliveries, cash, terms, exchanges. Retail sales anywhere. Garage, repairs, overhauls, bodywork for any car, moderate charges. London's largest Jowett service station. Westminster Bridge Garage, 5 Lambeth Palace Rd. Hop 5279. zzz-612

JOWETT, 2-seater, taxed, complete, ready for immediate delivery.

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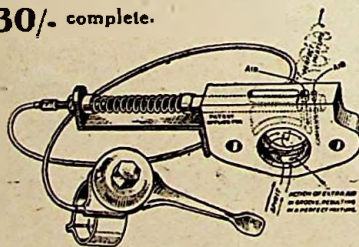
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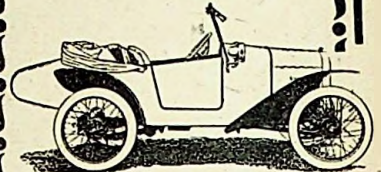


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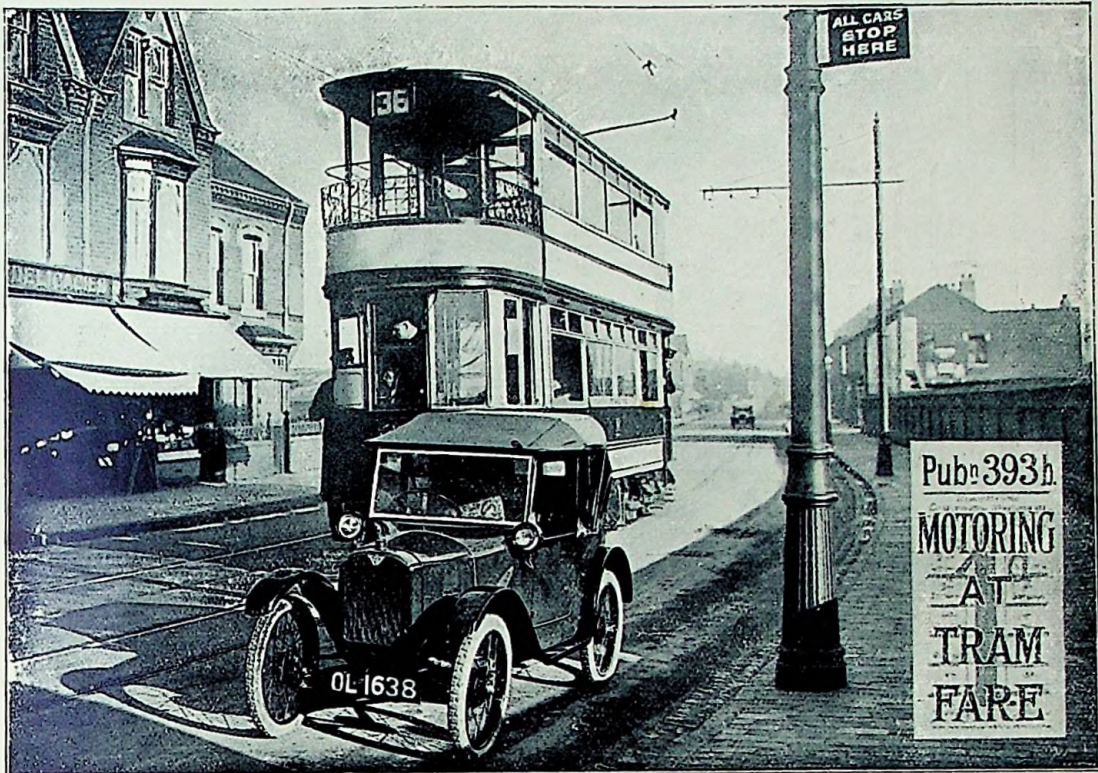
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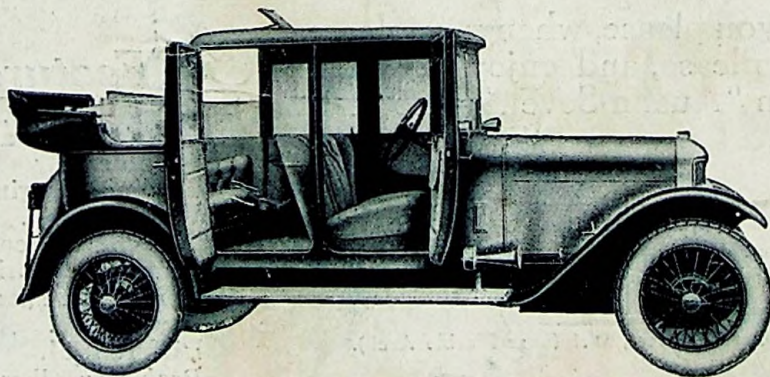
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